CITY COUNCIL AGENDA

CITY COUNCIL CHAMBERS . 11465 WEST CIVIC CENTER DRIVE . AVONDALE, AZ 85323

REGULAR MEETING
February 9, 2009
7:00 PM

CALL TO ORDER BY MAYOR ROGERS
PLEDGE OF ALLEGIANCE
MOMENT OF REFLECTION

1 ROLL CALL AND STATEMENT OF PARTICIPATION BY THE CITY CLERK

2 UNSCHEDULED PUBLIC APPEARANCES

(Limit three minutes per person. Please state your name.)

3 CONSENT AGENDA

Items on the consent agenda are of a routine nature or have been previously studied by the City Council at a work session. They are intended to be acted upon in one motion. Council members may pull items from consent if they would like them considered separately.

a. APPROVAL OF MINUTES

- Goal and Visioning Session of January 31, 2009
- Work Session of February 2, 2009
- Regular Meeting of February 2, 2009

b. FINAL PLAT AMENDMENT - COX COMMUNICATIONS (FP-08-10)
City Council will consider a request from Vance Marshall of VJ Properties Inc for a Final Plat Amendment for Cox Communication for 5.43 acre parcel located at the northeast corner of Brinker Drive and Eliseo C Felix Jr. Way. The Council will take appropriate action.

c. MINOR LAND DIVISION FOR 11 WEST VAN BUREN STREET (ML-08-6)
City Council will consider a request from Mr. Robert Phillips II of GPS Services, LLC on behalf of Mr. Sewa S. Dhanjal, property owner, for a minor land division at 11 W Van Buren Street. The Council will take appropriate action.

d. PARK CONCESSION FOOD AND VENDING CONTRACT - DOS PRIMAS, LLC AND AZ LOBO KETTLE KORN
City Council will receive information regarding the awarding of concession contract to Dos Primas, LLC to operate the food and beverage concession at Friendship Park and AZ Lobo Kettle Korn, to operate the food and beverage concession at Festival Fields. For information only.

e. PROFESSIONAL SERVICE AGREEMENT – URS CORP – AVONDALE BOULEVARD & I-10 TI IMPROVEMENTS
City Council will consider a request to approve a Professional Services Agreement with URS Corp. to provide design services for the Avondale Boulevard & I-10 Traffic Interchange (TI) Improvement Project in the amount of $690,537 and authorize the Mayor, or City Manager and City Clerk to execute the necessary documents. The Council will take appropriate action.

f. ORDINANCE 1346-209 - INDIAN SCHOOL ROAD RIGHT-OF-WAY ANNEXATION
City Council will consider an ordinance annexing right-of-way along Indian School Road from Dysart Road to Old Litchfield Road. The Council will take appropriate action.

4 MASTER SITE PLAN AND FINAL SITE PLAN APPROVAL PIAZZA DEL CAMPANAS

City Council will consider a request from Christine Morris of Morris & Torok Architects on behalf of the property owners, for approval of the Master Site Plan and Final Site Plan for Piazza del Campanas, located at southeast corner of Dysart Road and Thomas Road. The Council will take appropriate action.

5 ADJOURNMENT

Respectfully submitted,

Carmen Martinez
City Clerk

Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the Council Meeting.

CITY COUNCIL REPORT

SUBJECT:
APPROVAL OF MINUTES

MEETING DATE:
February 9, 2009

TO: Mayor and Council

FROM: Carmen Martinez, City Clerk (623) 333-1214

THROUGH: Charlie McClendon, City Manager

ATTACHMENTS:

Click to download

No Attachments Available

DEVELOPMENT SERVICES

SUBJECT:
Final Plat Amendment - Cox Communications (FP-08-10)

MEETING DATE:
February 9, 2009

TO: Mayor and Council

FROM: Brian Berndt, Development Services Director (623-333-4011)

THROUGH: Charlie McClendon, City Manager

REQUEST: Final Plat Amendment for Cox Communications

PARCEL SIZE: 5.43 acres

LOCATION: North of the northeast corner of Brinker Drive and Eliseo C Felix Jr Way

APPLICANT: Vance Marshall, VJ Properties Inc 480-675-8588

OWNER: Vance Marshall, VJ Properties Inc 480-675-8588

BACKGROUND:

The property was annexed into the City on March 21, 1960. The City Council approved the A-1 (General Industrial District) zoning in October of 1987. The final plat was approved by the City Council in December of 1998 dedicating the subject property as a part of Tract C (Exhibit E).

Tract C was originally 28 acres. In October 2002, a Minor Land Division was approved which divided Tract C into 2 lots, a 5-acre north parcel and a 23-acre south parcel (Exhibit F). The subject property is located in the 23-acre southern parcel.

The 23-acre southern parcel was then subdivided into four lots referred to as Rio Estrella Commerce Park Unit 2. The subject property is Lot 4 (Exhibit G). The City Council approved the final plat on September 15, 2003.

A site plan for the subject property was approved on November 8, 2006, with six stipulations (Exhibit H). A site plan amendment was approved on July 30, 2008, with three stipulations (Exhibit I).

There is an existing 17,000 square foot building on the proposed Lot 4A. A building permit was issued on May 30, 2007. Construction was complete on August 18, 2008. There is an 11,000 square foot building on proposed Lot 4B. The building permit was issued on June 11, 2007. Construction was complete on June 12, 2008. Cox Communications occupies the building on proposed Lot 4B.

SUMMARY OF REQUEST:

1. The applicant is proposing to split Lot 4 into two separate parcels.
2. A cross access easement has been previously recorded with Maricopa County and documented on the proposed final plat.
3. No dedication of right-of-way is being requested.

PARTICIPATION:

Public notifications and public hearings are not required for final plats.

PLANNING COMMISSION ACTION:

The Planning Commission does not review final plats.

ANALYSIS:

- The proposed Final Plat Amendment has been reviewed for accuracy.
- The plat is consistent with the General Plan designation of Employment and the A-1 (General Industrial) Zoning District.
- The plat is consistent with the approved site plan.
- The plat is in conformance with the City of Avondale Subdivision Regulations.

RECOMMENDATION:

1. The recorded plat shall be in conformance with the final plat date stamped February 3, 2009.

PROPOSED MOTION:

I move that the City Council accept the findings and **APPROVE** application FP-08-10, a request for Final Plat Amendment approval for Cox Communications, subject to the one stipulation recommended by staff.

ATTACHMENTS:

Click to download

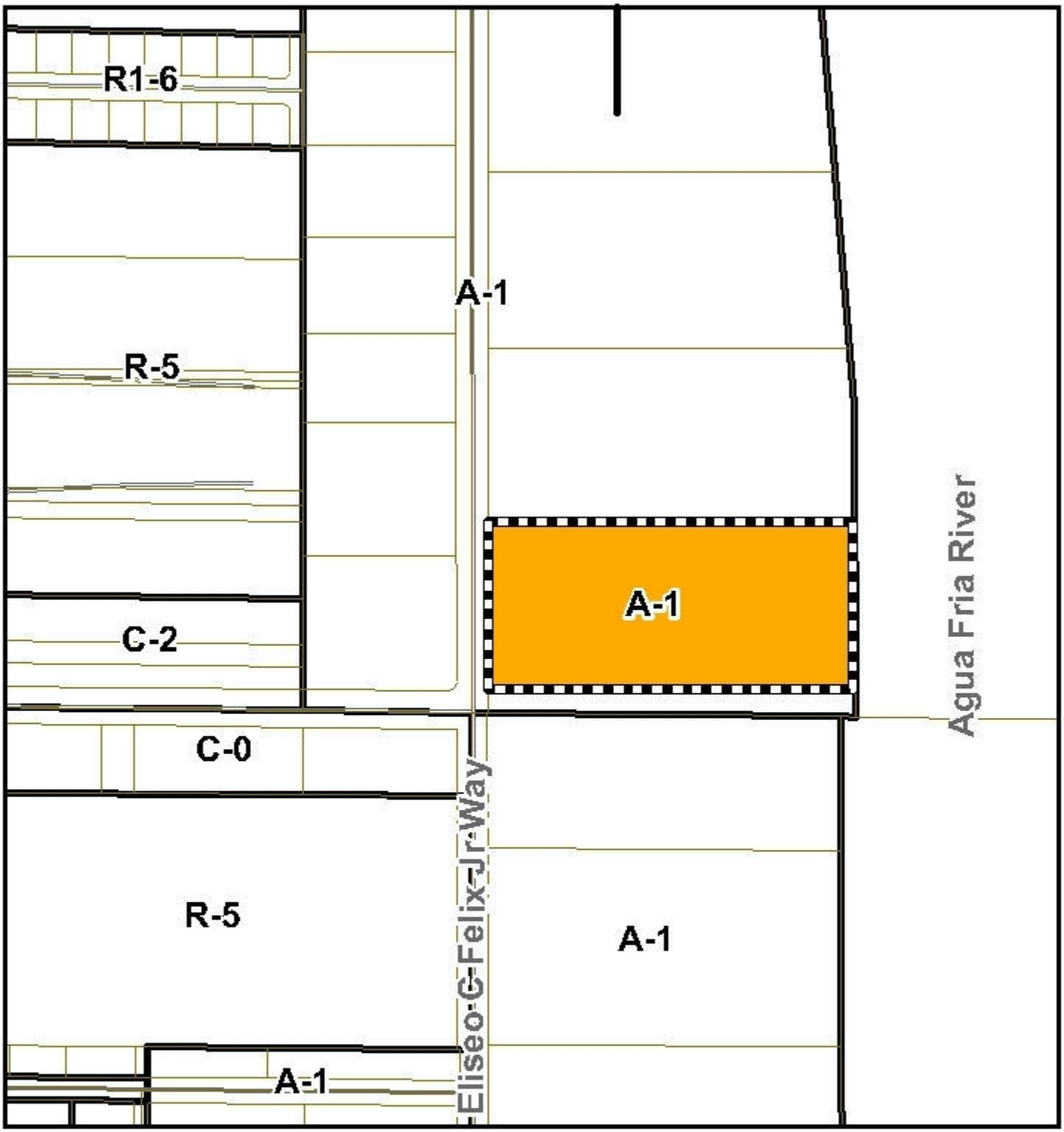
- Exhibit A – Zoning Vicinity Map
- Exhibit B – Aerial Photograph 2008
- Exhibit C – Summary of Related Facts
- Exhibit D – Proposed Final Plat Amendment
- Exhibit E – Rio Estrella Commerce Park Final Plat
- Exhibit F – Minor Land Division Map for Tract 'C'
- Exhibit G – Rio Estrella Commerce park Unit 2 Final Plat
- Exhibit H – Site Plan
- Exhibit I – Site Plan Amendment

FULL SIZE COPIES (Council Only):

NONE

PROJECT MANAGER:

Jennifer Fostino



Zoning Vicinity Map

Avondale

Subject Property

Zoning Vicinity Map

Avondale

Subject Property

SUMMARY OF RELATED FACTS
APPLICATION FP-08-10

THE PROPERTY	
PARCEL SIZE	5.43 Acres
LOCATION	North of the northeast corner of Brinker Drive and Eliseo C Felix Jr Way
PHYSICAL CHARACTERISTICS	The site is developed with two building, parking, and landscaping.
EXISTING LAND USE	Professional offices
EXISTING ZONING	A-1 (General Industrial)
DEVELOPMENT AGREEMENT	None

SURROUNDING ZONING AND LAND USE	
NORTH	Vacant land, zoned A-1 (Rio Estrella Commerce Park)
EAST	Agua Fria River
SOUTH	Vacant land, zoned A-1 (DLC West Landscaping Yard)
WEST	Offices, zoned A-1 (Rio Estrella Commerce Park)

GENERAL PLAN
The subject property is designated as Employment on the General Plan Land Use Map.

PUBLIC SCHOOLS	
SCHOOL DISTRICT(S)	Littleton Elementary and Agua Fria High School
ELEMENTARY SCHOOL	Collier Elementary School (K-8)
HIGH SCHOOL	Agua Fria High School

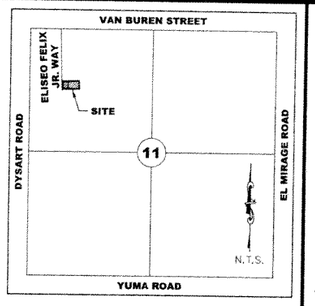
STREETS	
Eliseo C Felix Jr Way	
Classification	Local
Existing half street ROW	30
Standard half street ROW	25
Existing half street improvements	1 traffic lane, curb, sidewalk, gutter, landscaping
Standard half street improvements	1 traffic lane, curb, sidewalk, gutter, landscaping

UTILITIES
There is an 8” waterline in Eliseo C Felix Jr Way. There is an existing 10” sewer line in Eliseo C Felix Jr Way.

COMMERCIAL SUBDIVISION PLAT

REPLAT OF LOT 4, RIO ESTRELLA COMMERCE PARK UNIT 2

ACCORDING TO RIO ESTRELLA COMMERCE PARK UNIT 2, BOOK 653 OF MAPS, PAGE 35, RECORDS OF MARICOPA COUNTY, ALSO BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA



DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT VJ AVONDALE LLC, A ARIZONA LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 66.4% INTEREST AND VJ CRISMON LLC, AN ARIZONA LIMITED LIABILITY COMPANY, AS TO AN 33.6%, AS TENANTS IN COMMON, AS OWNERS, HAS PLATTED UNDER THE NAME OF "REPLAT OF RIO ESTRELLA COMMERCE PARK, UNIT 2, LOT 4" AS RECORDED IN BOOK 653 OF MAPS, PAGE 35, RECORDS OF MARICOPA COUNTY, ARIZONA, ALSO BEING A PORTION OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 1 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AND HEREBY PUBLISHES THIS FINAL PLAT AS AND FOR SAID "REPLAT OF RIO ESTRELLA COMMERCE PARK, LOT 4", AND HEREBY DECLARES THAT THIS FINAL PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE STREETS, LOTS AND EASEMENTS CONSTITUTING SAME, AND THAT EACH STREET, LOT AND EASEMENT SHALL BE KNOWN BY THE NAME OR NUMBER AS GIVEN EACH RESPECTIVELY AND THAT AVONDALE GATEWAY, LLC, A ARIZONA LIMITED LIABILITY COMPANY, AS OWNER.

IN WITNESS WHEREOF, VJ AVONDALE LLC, A ARIZONA LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 66.4% INTEREST, TENANTS IN COMMON, AS OWNERS, HAS HEREUNTO CAUSED ITS NAME TO BE AFFIXED AND THE SAME TO BE ATTESTED BY THE SIGNATURE OF THE UNDERSIGNED OFFICER THEREUNTO DULY AUTHORIZED.

VJ AVONDALE LLC, A ARIZONA LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 66.4% INTEREST.

BY: _____

ITS: _____

THIS _____ DAY OF _____, 20__.

VJ CRISMON LLC, AN ARIZONA LIMITED LIABILITY COMPANY, AS TO AN 33.6%, AS TENANTS IN COMMON, AS OWNERS, HAS HEREUNTO CAUSED ITS NAME TO BE AFFIXED AND THE SAME TO BE ATTESTED BY THE SIGNATURE OF THE UNDERSIGNED OFFICER THEREUNTO DULY AUTHORIZED.

VJ CRISMON LLC, AN ARIZONA LIMITED LIABILITY COMPANY, AS TO AN 33.6%, AS TENANTS IN COMMON.

BY: _____

ITS: _____

THIS _____ DAY OF _____, 20__.

ACKNOWLEDGMENT

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

ON THIS _____ DAY OF _____, 20__, BEFORE ME, THE UNDERSIGNED,

PERSONALLY APPEARED _____, WHO ACKNOWLEDGED HIM/HER SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ DATE

MY COMMISSION EXPIRES: _____

ACKNOWLEDGMENT

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

ON THIS _____ DAY OF _____, 20__, BEFORE ME, THE UNDERSIGNED,

PERSONALLY APPEARED _____, WHO ACKNOWLEDGED HIM/HER SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ DATE

MY COMMISSION EXPIRES: _____

RATIFICATION

KNOW ALL MEN BY THESE PRESENTS:

THAT THE UNDERSIGNED AS BENEFICIARY OF THAT CERTAIN DEED OF TRUST RECORDED IN DKT. NO. 2006-0865881, RECORDS OF MARICOPA COUNTY RECORDER, MARICOPA COUNTY, ARIZONA, HEREBY RATIFIES, AFFIRMS, AND APPROVES THIS PLAT, THE DECLARATION OF RESTRICTIONS RECORDED CONCURRENTLY HEREWITH, AND EACH AND EVERY DEDICATION CONTAINED HEREIN.

IN WITNESS WHEREOF, THE UNDERSIGNED HAVE SIGNED THEIR NAMES THIS _____ DAY OF _____, 20__.

BY: _____ DATE: _____

ITS: _____

ACKNOWLEDGMENT

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

ON THIS _____ DAY OF _____, 20__, BEFORE ME, THE UNDERSIGNED,

PERSONALLY APPEARED _____, WHO ACKNOWLEDGED HIM/HER SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ DATE

MY COMMISSION EXPIRES: _____

RATIFICATION

KNOW ALL MEN BY THESE PRESENTS:

THAT THE UNDERSIGNED AS BENEFICIARY OF THAT CERTAIN DEED OF TRUST RECORDED IN DKT. NO. 2006-0865882, RECORDS OF MARICOPA COUNTY RECORDER, MARICOPA COUNTY, ARIZONA, HEREBY RATIFIES, AFFIRMS, AND APPROVES THIS PLAT, THE DECLARATION OF RESTRICTIONS RECORDED CONCURRENTLY HEREWITH, AND EACH AND EVERY DEDICATION CONTAINED HEREIN.

IN WITNESS WHEREOF, THE UNDERSIGNED HAVE SIGNED THEIR NAMES THIS _____ DAY OF _____, 20__.

BY: _____ DATE: _____

ITS: _____

ACKNOWLEDGMENT

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

ON THIS _____ DAY OF _____, 20__, BEFORE ME, THE UNDERSIGNED,

PERSONALLY APPEARED _____, WHO ACKNOWLEDGED HIM/HER SELF TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE INSTRUMENT WITHIN, AND WHO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC _____ DATE

MY COMMISSION EXPIRES: _____

OWNER

VJ AVONDALE, LLC. / VJ CRISMON, LLC.
4300 NORTH MILLER , SUITE 153
SCOTTSDALE, ARIZONA 85251

AREA

LOT 4A: =	76,792 SQUARE FEET OR 1.763 ACRES
LOT 4B: =	159,748 SQUARE FEET OR 3.667 ACRES
TOTAL AREA =	236,539 SQUARE FEET OR 5.430 ACRES

BASIS OF BEARING

THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 1 WEST. SAID LINE BEARS SOUTH 88 DEGREES 22 MINUTES 11 SECONDS EAST.

NOTES

1. ALL LANDSCAPING WITHIN THE COLLECTOR AND ARTERIAL STREET RIGHT OF WAY IS TO BE MAINTAINED PURSUANT TO THE DECLARATION OF COVENANTS, CONDITIONS, RESTRICTION, AND EASEMENTS.

2. ALL UTILITY AND PUBLIC SERVICE EASEMENTS, INCLUDING ANY LIMITATIONS OF EASEMENTS AND CONSTRUCTION WITHIN SUCH EASEMENTS SHALL BE LIMITED TO UTILITIES, LANDSCAPING AND WOOD, WIRE OR REMOVABLE SECTION TYPE FENCING.

3. ALL NEW OR RELOCATED UTILITIES ARE TO BE INSTALLED UNDER GROUND EXCEPT THOSE ELECTRICAL LINES EXCEPTED BY THE ARIZONA CORPORATION COMMISSION.

4. NO STRUCTURES SHALL BE CONSTRUCTED IN OR ACROSS, NOR SHALL OTHER IMPROVEMENTS OR ALTERATIONS BE MADE TO THE DRAINAGE FACILITIES THAT ARE PART OF THIS SUBDIVISION WITHOUT WRITTEN AUTHORIZATION BY THE CITY OF AVONDALE.

5. ALL LOT CORNERS SHALL BE MONUMENTED WITH ½" REBAR AND CAP OR TAG AND OTHER MONUMENTATION AS DESCRIBED BEARING THE REGISTRATION NUMBER OF THE SURVEYOR RESPONSIBLE FOR THEIR PLACEMENT.

6. NO ALTERATION SHALL BE MADE TO THE WATER RETENTION AREAS THAT ARE PART OF THIS PREMISES WITHOUT WRITTEN AUTHORIZATION BY THE CITY OF AVONDALE.

APPROVALS

APPROVED BY THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA

THIS _____ DAY OF _____, 20__.

BY: _____
MAYOR _____ DATE

ATTEST: _____
CITY CLERK _____ DATE

_____
CITY ENGINEER _____ DATE

CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION DURING THE MONTH OF JULY, 2008, AND THAT THE SURVEY IS CORRECT AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

JASON SEGNERI _____ 1-30-09 DATE

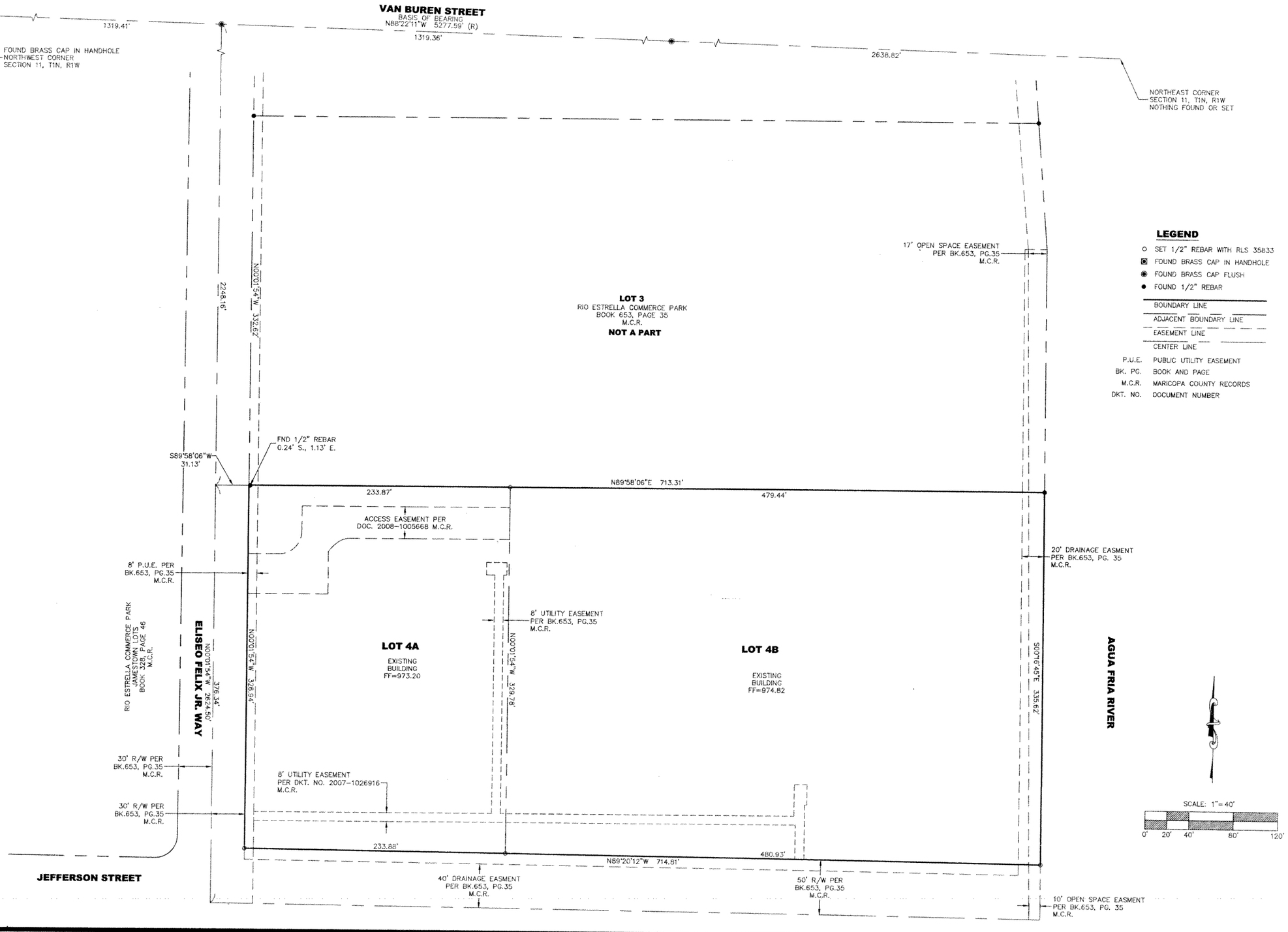
S|I|G
SURVEY INNOVATION GROUP, INC
Land Surveying Services
16414 NORTH 91ST ST., STE 102
SCOTTSDALE, ARIZONA 85260
PHONE (480) 922-0780
FAX (480) 922-0781

COMMERCIAL SUBDIVISION PLAT
REPLAT OF LOT 4, RIO ESTRELLA COMMERCE PARK UNIT 2
AVONDALE, ARIZONA

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
35833
JASON A.
SEGNERI
Date Signed 1-30-09
ARIZONA U.S.A.
EXPIRES 3/31/2010

REVISIONS:
1
2
3

DRAWING NAME: 8101FP01
JOB 2008-101
DRAWN: JAW
CHECKED: RMH
DATE: 7-23-08
SCALE: N.T.S.
SHEET: 1 OF 2



LEGEND

- SET 1/2" REBAR WITH RLS 35833
- FOUND BRASS CAP IN HANDHOLE
- FOUND BRASS CAP FLUSH
- FOUND 1/2" REBAR
- BOUNDARY LINE
- ADJACENT BOUNDARY LINE
- EASEMENT LINE
- CENTER LINE

P.U.E. PUBLIC UTILITY EASEMENT
BK. PG. BOOK AND PAGE
M.C.R. MARICOPA COUNTY RECORDS
DKT. NO. DOCUMENT NUMBER

SIG
SURVEY INNOVATION GROUP, INC
Land Surveying Services
16414 NORTH 91ST ST., STE 102
SCOTTSDALE, ARIZONA 85260
PHONE (480) 922-0780
FAX (480) 922-0781

COMMERCIAL SUBDIVISION PLAT
REPLAT OF LOT 4, RIO ESTRELLA COMMERCE PARK UNIT 2
AVONDALE, ARIZONA

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
35833
JASON A.
SEGNERI
1-30-08
Date Signed
ARIZONA U.S.A.
EXPIRES 3/31/2010

REVISIONS:
1
2
3

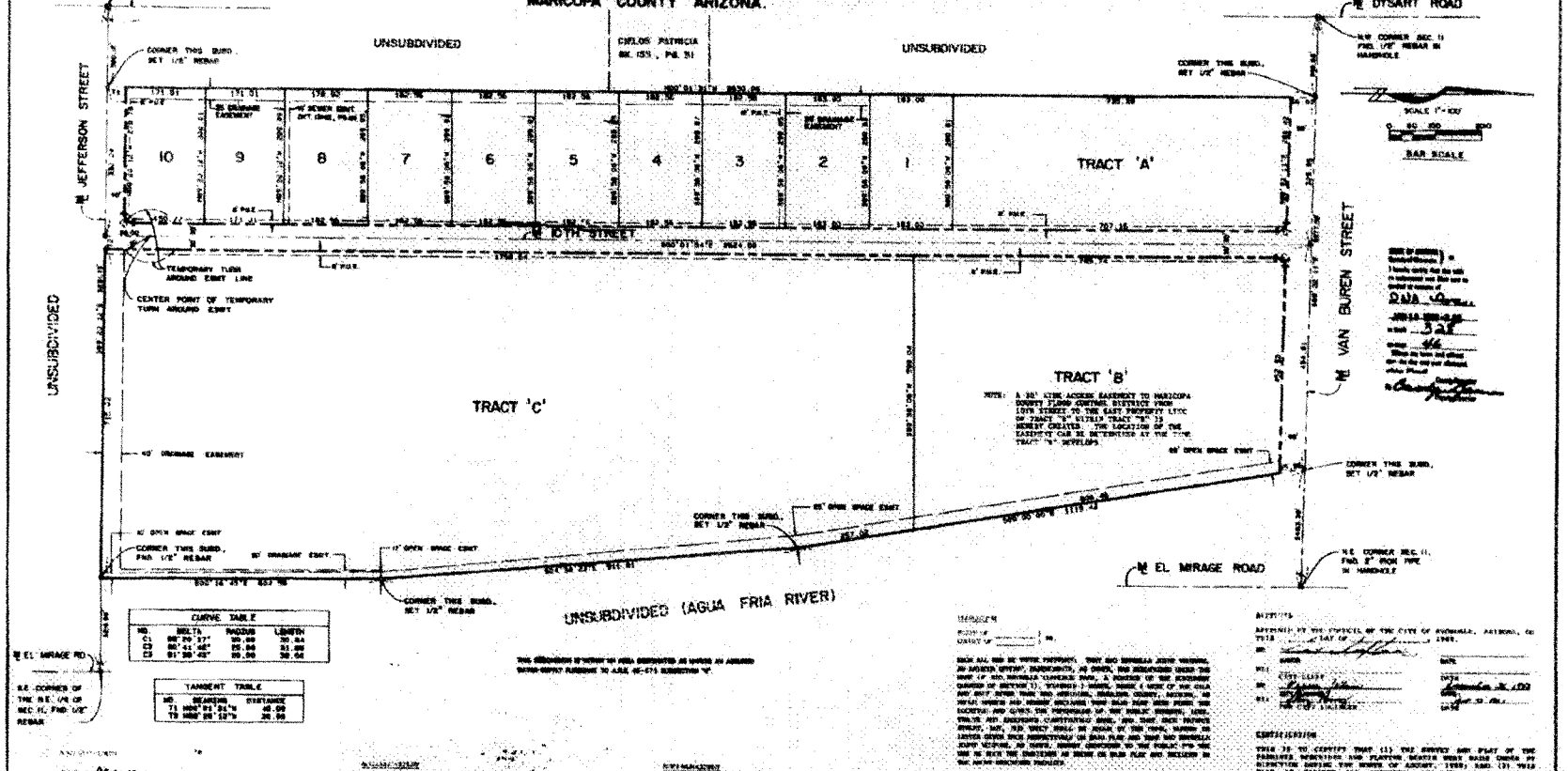
DRAWING NAME: 8101FP01
JOB 2008-101
DRAWN: JAW
CHECKED: RMH
DATE: 7-23-08
SCALE: N.T.S.
SHEET: 1 OF 2

RIO ESTRELLA COMMERCE PARK

328-46 1-19-89

89 926294

A SUBDIVISION OF A PORTION OF THE NORTHWEST QUARTER
OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 1 WEST, G&SRB&M,
MARICOPA COUNTY ARIZONA.



CURVE TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	88°20'17"	30.00	30.94
C2	80°41'48"	25.00	31.88
C3	81°38'45"	25.00	36.54

TANGENT TABLE		
NO.	BEARING	DISTANCE
T1	N88°01'54"W	48.00
T2	N88°38'12"W	30.00

EXHIBIT C

MINOR LAND DIVISION MAP FOR TRACT 'C' RIO ESTRELLA COMMERCE PARK

A PORTION OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.

LEGAL DESCRIPTION NORTH PARCEL:

THE NORTH 5 ACRES OF TRACT C, RIO ESTRELLA COMMERCE PARK, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 328, PAGE 46.

ALSO KNOWN AS:

A PORTION OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 11;
THENCE SOUTH 89 DEGREES 22 MINUTES 11 SECONDS EAST A DISTANCE OF 1318.41 FEET;
THENCE SOUTH 00 DEGREES 01 MINUTES 54 SECONDS EAST A DISTANCE OF 868.23 FEET;
THENCE NORTH 89 DEGREES 58 MINUTES 06 SECONDS EAST A DISTANCE OF 30.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 89 DEGREES 58 MINUTES 06 SECONDS EAST A DISTANCE OF 389.04 FEET;
THENCE SOUTH 09 DEGREES 00 MINUTES 00 SECONDS EAST A DISTANCE OF 287.02 FEET;
THENCE SOUTH 04 DEGREES 38 MINUTES 23 SECONDS EAST A DISTANCE OF 94.62 FEET;
THENCE SOUTH 89 DEGREES 58 MINUTES 06 SECONDS WEST A DISTANCE OF 848.71 FEET;
THENCE NORTH 00 DEGREES 01 MINUTES 54 SECONDS EAST A DISTANCE OF 348.19 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING 217,800.00 SQUARE FEET 5.000 ACRES

LEGAL DESCRIPTION SOUTH PARCEL:

TRACT C, RIO ESTRELLA COMMERCE PARK, ACCORDING TO THE PLAT OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF MARICOPA COUNTY, ARIZONA, IN BOOK 328, PAGE 46.

EXCEPT THE NORTH 5 ACRES.

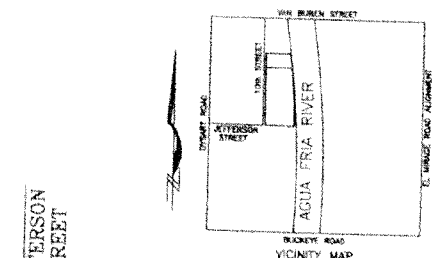
ALSO KNOWN AS:

A PORTION OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

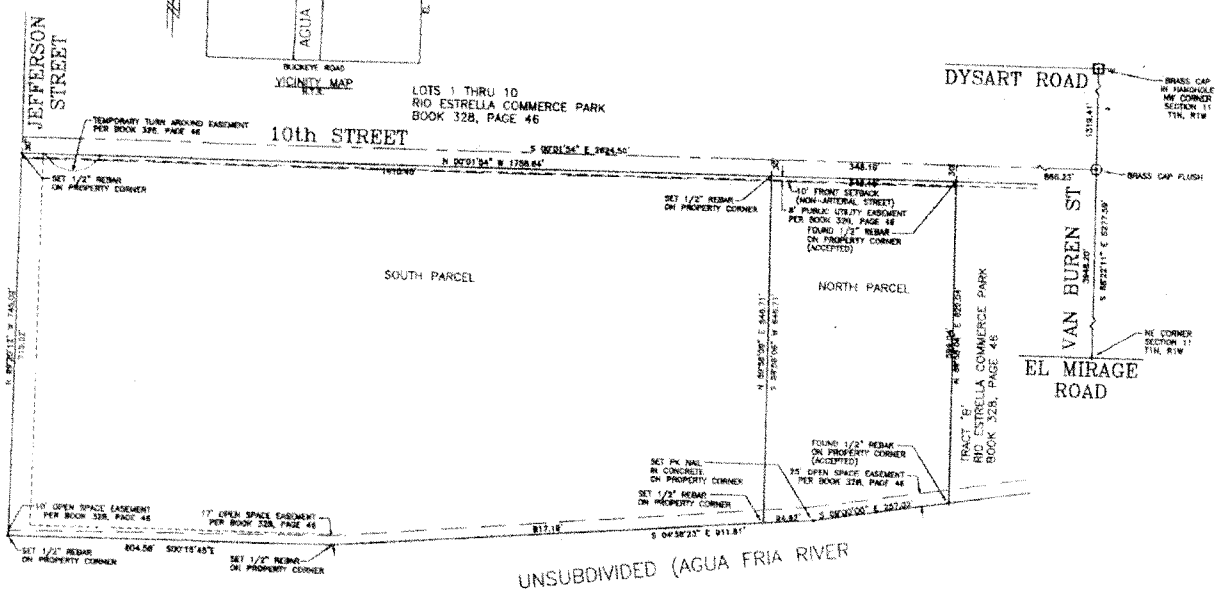
BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 11;
THENCE SOUTH 89 DEGREES 22 MINUTES 11 SECONDS EAST A DISTANCE OF 1318.41 FEET;
THENCE SOUTH 00 DEGREES 01 MINUTES 54 SECONDS EAST A DISTANCE OF 1214.42 FEET;
THENCE NORTH 89 DEGREES 58 MINUTES 06 SECONDS EAST A DISTANCE OF 30.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 89 DEGREES 58 MINUTES 06 SECONDS EAST A DISTANCE OF 848.71 FEET;
THENCE SOUTH 04 DEGREES 38 MINUTES 23 SECONDS EAST A DISTANCE OF 813.18 FEET;
THENCE SOUTH 00 DEGREES 16 MINUTES 45 SECONDS EAST A DISTANCE OF 804.56 FEET;
THENCE NORTH 89 DEGREES 20 MINUTES 12 SECONDS WEST A DISTANCE OF 715.02 FEET;
THENCE NORTH 00 DEGREES 01 MINUTES 54 SECONDS EAST A DISTANCE OF 1410.43 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING 981,875.68 SQUARE FEET 22.541 ACRES



VICINITY MAP
N.T.S.



LEGEND

- PROPERTY LINE
- CENTER LINE
- PUBLIC UTILITY EASEMENT
- OPEN SPACE EASEMENT
- TEMPORY TURN AROUND EASEMENT
- DRAINAGE EASEMENT
- SETBACK LINE

GRAPHIC SCALE

OWNER CERTIFICATION

THIS CERTIFIES THAT RIO ESTRELLA JOINT VENTURE IS THE OWNER IN TRACT "C" AS SHOWN HEREON AND IS REQUESTING THE DIVISION OF THE PROPERTY SHOWN HEREON UNDER THE MINOR LAND DIVISION PROCESS.

IN WITNESS WHEREOF:
RIO ESTRELLA JOINT VENTURE HAS HEREUNTO CAUSED ITS NAME TO BE AFFIXED AND THE SAME TO BE ATTESTED BY THE SIGNATURE OF ROBERT S. BROSAMER, PARTNER OF RIO ESTRELLA JOINT VENTURE THERETO AUTHORIZED.

BY: ROBERT S. BROSAMER

ACKNOWLEDGEMENT

STATE OF CALIFORNIA
COUNTY OF CONTRA COSTA

ON THIS 1 DAY OF [illegible], 2002 BEFORE ME, THE UNDERSIGNED OFFICER PERSONALLY APPEARED ROBERT S. BROSAMER WHO ACKNOWLEDGED HIMSELF TO BE PARTNER OF RIO ESTRELLA JOINT VENTURE AS OWNER BEING AUTHORIZED SO TO DO, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF, I HEREUNTO SET MY HAND AND OFFICIAL SEAL
MY COMMISSION EXPIRES [illegible]

NOTARY PUBLIC

APPROVALS

APPROVED BY [illegible] 11-22-02
CITY ENGINEER DATE

OWNER

RIO ESTRELLA JOINT VENTURE
ROBERT S. BROSAMER MANAGING PARTNER
331 CHARLIE AVENUE
P.O. BOX 358
ALAMO, CA 94507
(925) 837-5600 #220

BOOK 615 PAGE 1
OFFICIAL RECORDS OF MARICOPA COUNTY RECORDER HELEN PURCELL
2002-1281260

SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT THE SURVEY AND MINOR LAND DIVISION OF THE PREMISES DESCRIBED AND PLATTED HEREON WAS MADE UNDER MY DIRECTION DURING THE MONTH OF SEPTEMBER, 2002, AND THAT THIS PLAT IS CORRECT AND ACCURATE, AND THE MONUMENTS DESCRIBED IN IT HAVE BEEN LOCATED OR WILL BE LOCATED AS SHOWN HEREON.

DAVID J. NYKORCHUK
R.L.S. # 13016

REVISED 11/06/02

B.A.G. INC.
CIVIL ENGINEERING
LAND SURVEYING

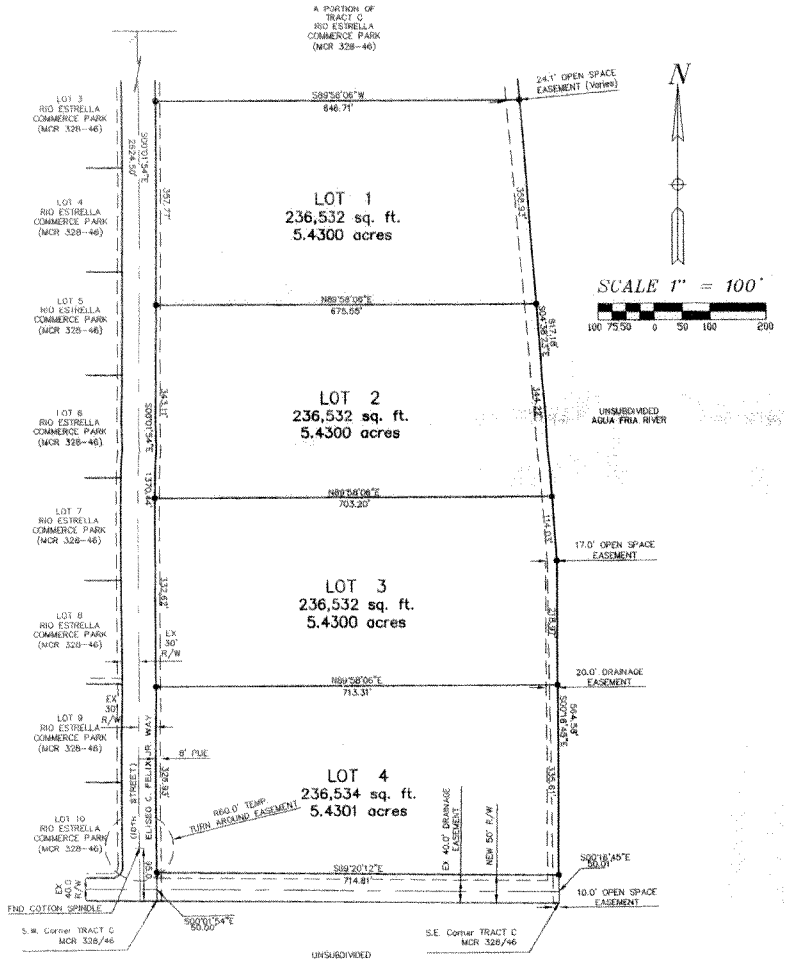
M. E. WILLETTE INC.
PHOENIX, ARIZONA
85004
(602) 271-0021

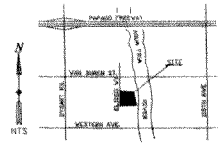
DRAWN: GLV DATE: 9/ 9/ 02 J. NO. 274 SHEET 1 OF 1

EXHIBIT D

RIO ESTRELLA COMMERCE PARK UNIT 2

A Portion of the NW 1/4 of SEC 11, T1N, R1W, of the Gila & Salt River Base & Meridian, Maricopa County, AZ, & a resubdivision of a portion of "TRACT C" of RIO ESTRELLA COMMERCE PARK as recorded in Book 328, Page 46, Maricopa County Recorders Office.





VICINITY MAP

NOTES

1. ALL LANDSCAPING WITHIN THE COLLECTOR AND ARTERIAL STREET RIGHT-OF-WAY IS TO BE MAINTAINED BY THE ADJACENT PROPERTY OWNER.
2. ALL UTILITY AND PUBLIC SERVICE EASEMENTS, INCLUDING ANY LIMITATIONS OF EASEMENTS; AND CONSTRUCTION WITHIN SUCH EASEMENTS SHALL BE LIMITED TO UTILITIES, LANDSCAPING AND WOOD, WIRE OR REMOVABLE SECTION TYPE FENCES.
3. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
4. ALL ELECTRIC AND COMMUNICATION LINES TO BE CONSTRUCTED UNDERGROUND AS REQUIRED BY THE ARIZONA CORPORATE COMMISSION.
5. NO ALTERATIONS SHALL BE MADE TO THE STORM WATER RETENTION AREAS THAT ARE A PART OF THE PREMISES WITHOUT WRITTEN APPROVAL BY THE CITY OF AVONDALE.
6. NO STRUCTURES SHALL BE CONSTRUCTED IN OR ACROSS NOR SHALL OTHER IMPROVEMENTS OR ALTERATIONS BE MADE TO THE DRAINAGE FACILITIES THAT ARE A PART OF THIS SUBDIVISION WITHOUT WRITTEN AUTHORIZATION BY THE CITY OF AVONDALE.
7. ALL RETENTION BASINS MUST DRAIN ANY STORM EVENT UP TO AND INCLUDING 100 YEAR, 2 HOUR STORM WITHIN 36 HOURS. OWNER MUST TAKE CORRECTIVE ACTIONS TO BRING THE BASIN INTO COMPLIANCE.
8. THE LOTS CREATED ON THIS FINAL PLAT ARE SUBJECT TO THE CC&R'S FOR RIO ESTRELLA COMMERCE PARK AS RECORDED IN MARICOPA COUNTY, AZ., IN DOC 90-065263.

100 YEAR ASSURED WATER SUPPLY

THE AREA PLATTED HEREON LIES WITHIN THE DOMESTIC WATER SERVICE AREAS OF THE CITY OF AVONDALE WHICH IS DESIGNATED AS HAVING AN ASSURED WATER SUPPLY PURSUANT TO SECTION 45-576 ARIZONA REVISED STATUTES.

APPROVALS

APPROVED BY THE CITY COUNCIL OF THE CITY OF AVONDALE, ARIZONA, THIS _____ DAY OF _____ 200__.

MAYOR _____ DATE _____

ATTEST, CITY CLERK _____ DATE _____

CITY ENGINEER _____ DATE _____

DEDICATION

State of Arizona)
County of Maricopa) ss.

KNOW ALL MEN BY THESE PRESENTS:
That RIO ESTRELLA JOINT VENTURE, an Arizona joint venture, an Arizona general partnership, as owners have subdivided under the name RIO ESTRELLA COMMERCE PARK UNIT 2, a portion of Section 11, T1N, R1W, of the Gila & Salt River Base & Meridian, Maricopa County, Arizona, & a resubdivision of a part of Tract C of RIO ESTRELLA COMMERCE PARK as recorded in Book 328, Page 46, Maricopa County Recorder's Office, as shown and platted hereon and hereby publishes this plat as and for the plat of said RIO ESTRELLA COMMERCE PARK UNIT 2 and hereby declares that said plat sets forth the location and gives the dimensions of the lots and easements constituting same and that each lot and easement shall be known by the number, or name given to each respectively on said plat, and that RIO ESTRELLA JOINT VENTURE, an Arizona joint venture, an Arizona general partnership, as owners hereby dedicate to the City of Avondale for use as such the Rights-of-way for the public Eliseo C. Felix Jr. Way & the public utility easements as shown on said plat and included in the above described premises. The owners of the subdivided land, warrants that the title thereto is free, clear and unencumbered by any recorded or unrecorded instruments or claims of title which need not be recorded in order to be valid, including but not limited to claims of adverse possession and prescriptive rights.

Designated easements are hereby dedicated for the purpose shown hereon.

IN WITNESS WHEREOF: RIO ESTRELLA JOINT VENTURE, an Arizona joint venture, an Arizona general partnership

By: _____
Robert Brosamer, Partner

ACKNOWLEDGMENT

State of Arizona)
County of Maricopa) ss

Date of Acknowledgment _____

Acknowledgment of Robert Brosamer, Partner for RIO ESTRELLA JOINT VENTURE, an Arizona joint venture, an Arizona general partnership

This instrument was acknowledged before me this day by the person above-scribed and if subscribed in a representative capacity, then for the principal named and in the capacity indicated.

Notary Public _____
My Commission expires: _____

CITY COUNCIL

☐ Approved ☐ Denied ☑ Approved with Conditions

9/8/2003
Date

& PLANNING REVIEWED SEP 2003 DIVISION (CS-CSC)

LEGEND

OS	OPEN SPACE
BSL	BUILDING SETBACK LINE
PUE	PUBLIC UTILITY EASEMENT
DE	DRAINAGE EASEMENT
R/W	RIGHT OF WAY
PUE	PUBLIC UTILITY EASEMENT
BCHH	FOUND BRASS CAP IN HANDHOLE
●	SET 1/2" RB WITH TAG # 25379

CERTIFICATION

"I, Brent E. Allen, hereby certify that I am a Registered Land Surveyor in the State of Arizona; that this map or plat consisting of 1 sheet represents a survey performed under my supervision during the month of May 2002; that the survey is correct and accurate to the best of my knowledge & belief; that the boundary monuments exist as shown and are sufficient to enable the survey to be retraced; that the control points and lot corners shall be located as shown at time of construction."

Brent E. Allen
Registered Land Surveyor (#25379)

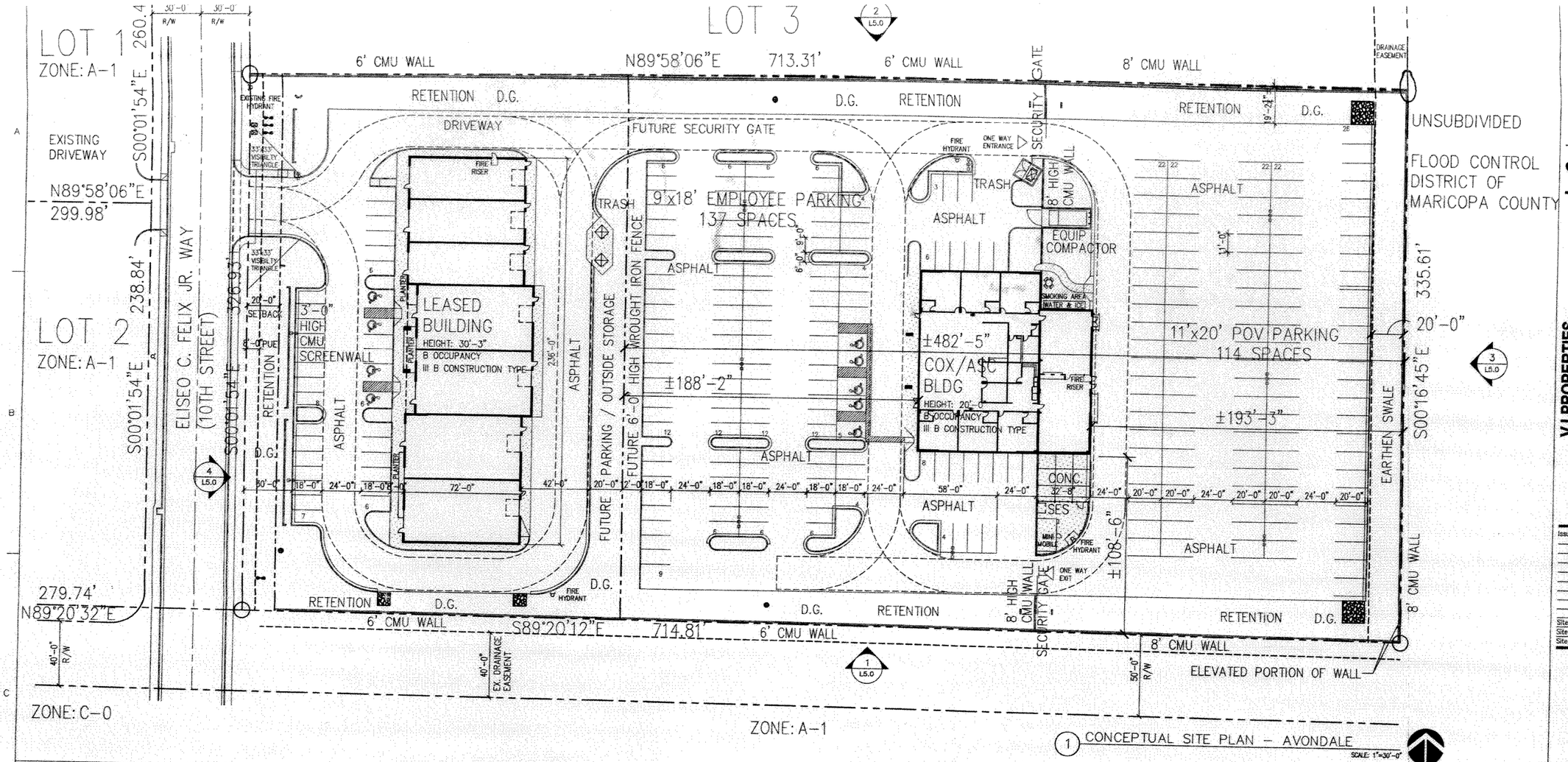
9/08/03
Date

REGISTERED LAND SURVEYOR CERTIFICATE NO. 25379 BRENT E. ALLEN ARIZONA, U.S.A.

ACE ENGINEERING, INC.
161 E. 1st STREET, SUITE #5
MESA, ARIZONA 85201
PHONE: (480)844-1717
FAX: (480)834-9311

RIO ESTRELLA COMMERCE PARK UNIT 2
A RESUBDIVISION OF A PORTION OF "TRACT C" OF RIO ESTRELLA COMMERCE PARK
FINAL PLAT

JOB NUMBER	1N1W1B	SHEET	1 OF 1
DRAWING #	FINAL		
DRAFTSMAN BA	CHECKED BY BA	DATE 9-08-03	

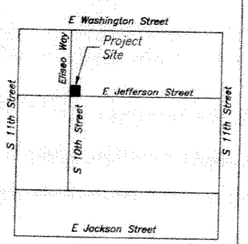


1 CONCEPTUAL SITE PLAN – AVONDALE

SCALE: 1"=30'-0"

NORTH

VICINITY MAP



OWNER:
VJ PROPERTIES
VANCE MARSHALL
4300 N MILLER RD
SCOTTSDALE, AZ 85251 – 3619
PH: (480) 675–8588
FAX: (480) 945–3488
EMAIL: vmarshall@vjproperties.com

ARCHITECT:
FM SOLUTIONS
KEVIN BURSON
4001 N 3RD ST STE 250
PHOENIX, AZ 85012
PH: (602) 265–7900
FAX: (602) 265–9477
EMAIL: kburson@fmsolutions.com

CIVIL ENGINEER:
HUBBARD ENGINEERING
CRAIG HENDRICKS
625 N GILBERT RD # 106
GILBERT, AZ 85234
PH: (480) 892–3313
FAX: (480) 892–7051
EMAIL: chendricks@hubbardengineering.com

LANDSCAPE ARCHITECT:
GILMORE PARSONS
STEPHEN PARSONS
2211 N 7TH STREET
PHOENIX, AZ 85006
PH: (602) 266–5622
FAX: (602) 266–5707
EMAIL: sparsons@gelgilmore.com

STRUCTURAL ENGINEER:
HUGHES STRUCTURAL ENGINEERING, LLC
JOHN R. HUGHES
2534 EAST BERYL AVENUE
PHOENIX, AZ 85028
PH: (602) 677–1553
FAX: (602) 996–4211
EMAIL: hughesse@cox.net

MECHANICAL AND ELECTRICAL ENGINEER:
PETERSON ASSOCIATES CONSULTING ENGINEERS
DAVID MCKERCHER
7201 N DREAMY DRAW STE 200
PHOENIX AZ 85020
PH: (602) 943–4116
FAX: (602) 943–2507
EMAIL: dovern@mpeconsult.com

PROJECT NARRATIVE:

THE SITE WILL BE SUBDIVIDED BY TENANTS AND SERVICES LOCATED IN THE RIO ESTRELLA COMMERCE PARK DEVELOPMENT. THE BACK PORTION IS THE COX ASC FACILITY OF AN 11,000 S.F. BUILDING TO ACCOMMODATE BOTH OFFICE AND WAREHOUSE FUNCTIONAL SPACES. THE FRONT OF THE SITE SHALL CONTAIN A 17,000 S.F. BUILDING FOR BUSINESS OFFICE AND WAREHOUSING. THE PROPOSED PROJECT IS LOCATED ON A 5.4301 ACRE SITE. ACCESS TO ELISEO C. FELIX JR. WAY IS BY DRIVEWAY. THE BUILDINGS WILL BE CONSTRUCTED OF CONCRETE BLOCK, INSULATED GLAZING AND METAL ROOFING CANOPIES.

THE LEASED BUILDING HAS EMPLOYEE AND CUSTOMER PARKING IN THE FRONT, WITH FUTURE PARKING OR OUTSIDE STORAGE LOCATED BEHIND THE BUILDING. THE BUILDING WILL CONCEAL THE SECONDARY PARKING, TRASH OR OUTSIDE STORAGE FUNCTIONS. THE COX PARKING WILL HAVE TWO FUNCTIONS: EMPLOYEE PARKING LOCATED IN FRONT AND REAR PARKING FOR PRIVATELY OWNED VEHICLES (POV). THESE TWO FUNCTIONS OF PARKING WILL BE SEPARATED BY A ROLLING WROUGHT IRON SECURITY GATE/6'–0" HIGH CMU FENCE LOCATED AT BOTH THE ENTRANCE AND EXIT OF THE POV AREA.

THE SITE WILL HAVE RETENTION BASINS ALONG THE NORTH, WEST AND SOUTH PROPERTY LINES AND AN EARTHERN SWALE ALONG THE EAST PROPERTY LINE.

THE PROPERTY WILL BE SCREENED IN SEVERAL WAYS. THE LEASED COX EMPLOYEE PARKING WILL BE SCREENED WITH PERIMETER FENCING CONSTRUCTED OF WROUGHT IRON AND LANDSCAPING. A WROUGHT IRON FENCE ALSO SEPARATES THE COX SITE FROM THE LEASED AREA IN THE FRONT OF THE SITE. THE POV PARKING ON THE EAST SIDE OF THE LOT IS SCREENED BY AN 6'–0" HIGH CMU WALL & OPEN WROUGHT IRON ENTRY & EXIT GATES.

PROJECT ADDRESS:

961 N. ELISEO C. FELIX JR. WAY
AVONDALE, AZ. 85323

NOTE:
1. EXISTING SEWER/WATER LINE WILL REQUIRE STREET CUT ACCESS.
2. COX EMPLOYEE COUNT / HOURS OF OPERATION: THE FACILITY IS A 24 HR/7 DAY OPERATION. THE AVERAGE NUMBER OF EMPLOYEES IS 100 MON–FRI AND 75 ON SATURDAY. THE SHIFTS ARE STAGGERED WITH 25 EMPLOYEES PER SHIFT STARTING AT 7AM/8AM/9AM.
3. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED BY PARAPET.
4. ALL SIGNAGE REQUIRES A SEPERATE PERMIT.

OVERALL SITE:

ZONE: A–1 GENERAL INDUSTRIAL DISTRICT
LEGAL DESCRIPTION:
LOT 4, RIO ESTRELLA COMMERCE PARK UNIT 2, ACCORDING TO BOOK 653 OF MAPS, PAGE 35, RECORDS OF MARICOPA COUNTY.
PARCEL #: 500–25–029
PROPOSED LAND USE:
OFFICE BUSINESS / INDUSTRIAL BUILDINGS

TOTAL SITE AREA:
NET: 5.43 ACRES (236,580 SF)
GROSS: 5.65 ACRES (246,246 SF)

BUILDING SITE COVERAGE:
LEASED BUILDING 17,000 SF
COX ASC 11,054 SF
(17,000 + 11,054) / 236,580 = 11.8%

SITE LANDSCAPE CALCULATIONS:
NET SITE AREA: 236,580 S.F.
REQUIRED LANDSCAPED AREA:
236,580 x 0.05 = 11,829 S.F.

PROVIDED LANDSCAPE AREA:
LEASED AREA = 22,383 S.F.
COX ASC AREA = 35,247 S.F.
TOTAL LANDSCAPE: 57,630 S.F.

OVERALL SITE CONT.

PARKING – REQUIRED
LEASED BUILDING: 17,000 S.F.
REQUIRED PARKING: 17,000/500 = 34 SPACES

COX BUILDING: 11,054 S.F.
REQUIRED PARKING: 11,054/250 = 45 SPACES

TOTAL: 34 + 112 = 146
REQUIRED ACCESSIBLE: (51 TO 300) = 4 SPACES

PARKING – PROVIDED
ACCESSIBLE: 4 TOTAL SPACES
LEASED BUILDING: 33 TOTAL SPACES

ACCESSIBLE: 5 TOTAL SPACES
COX BUILDING: 137 TOTAL SPACES

TOTAL ACCESSIBLE: 9 SPACES
TOTAL: 174 SPACES (ACCESSIBLE INCLUDED)

COX SITE:

PROPOSED LAND USE: OFFICE BUSINESS / INDUSTRIAL BUILDING

TOTAL SITE NET ACRE: 3.93 AC
TOTAL SITE IMPROVEMENT: 171,364 S.F.

BUILDING SITE COVERAGE: COX ASC 11,054 S.F.
11,054/171,364 = 6.45%

SITE LANDSCAPE CALCULATIONS:
NET SITE AREA: 171,364 S.F.
REQUIRED LANDSCAPED AREA: 171,364 X 0.05 = 8,568 S.F.
PROVIDED LANDSCAPE AREA: COX ASC AREA = 35,247 S.F.

PARKING – REQUIRED*
COX BUILDING: 11,054 S.F.
REQUIRED BUILDING: 11,054/250 = 45 SPACES
TOTAL: 137 SPACES
ACCESSIBLE: (51 TO 300) = 4 SPACES

PARKING – PROVIDED*
ACCESSIBLE: 5 TOTAL SPACES
COX BUILDING: 132 TOTAL SPACES

* EXCLUDES POV VEHICLES

LEASED SITE:

PROPOSED LAND USE: INDUSTRIAL BUILDING

TOTAL SITE NET ACRE: 1.50 ACRES
TOTAL SITE IMPROVEMENT: 65,216 S.F.

BUILDING SITE COVERAGE: LEASED BUILDING 17,000 S.F.
17,000/65,216 = 26.1%

SITE LANDSCAPE CALCULATIONS:
NET SITE AREA: 65,216 S.F.
REQUIRED LANDSCAPED AREA: 65,216 X 0.05 = 3,261 S.F.
PROVIDED LANDSCAPE AREA: LEASED BLDG. AREA = 22,383 S.F.

PARKING – REQUIRED
LEASED BUILDING: 17,000 S.F.
REQUIRED BUILDING: 17,000/500 = 33 SPACES
TOTAL: 33 SPACES
ACCESSIBLE: (26 TO 50) = 2 SPACES

PARKING – PROVIDED
ACCESSIBLE: 4 TOTAL SPACES
LEASED BUILDING: 29 TOTAL SPACES

CITY OF AVONDALE PLANNING AND BUILDING SERVICES NOV 6 2006

PLANNING ADMINISTRATION
☐ Approved
☐ Denied
☑ Approved with Conditions
Date

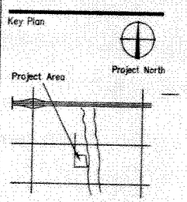
fm SOLUTIONS
4001 North 3rd Street
Suite 250
Phoenix, AZ 85012
T: 602-265-7900
F: 602-265-9477

VJ PROPERTIES

COX ASC / LEASED BUILDING
RIO ESTRELLA COMMERCE PARK
961 NORTH ELISIO C. FELIX JR. WAY
AVONDALE, ARIZONA 85323

Issued for	Rev.	Date
Site Plan 3rd Submittal		10/20/06
Site Plan Review Resubmittal		8/30/06
Site Plan Review Submittal		3/24/06

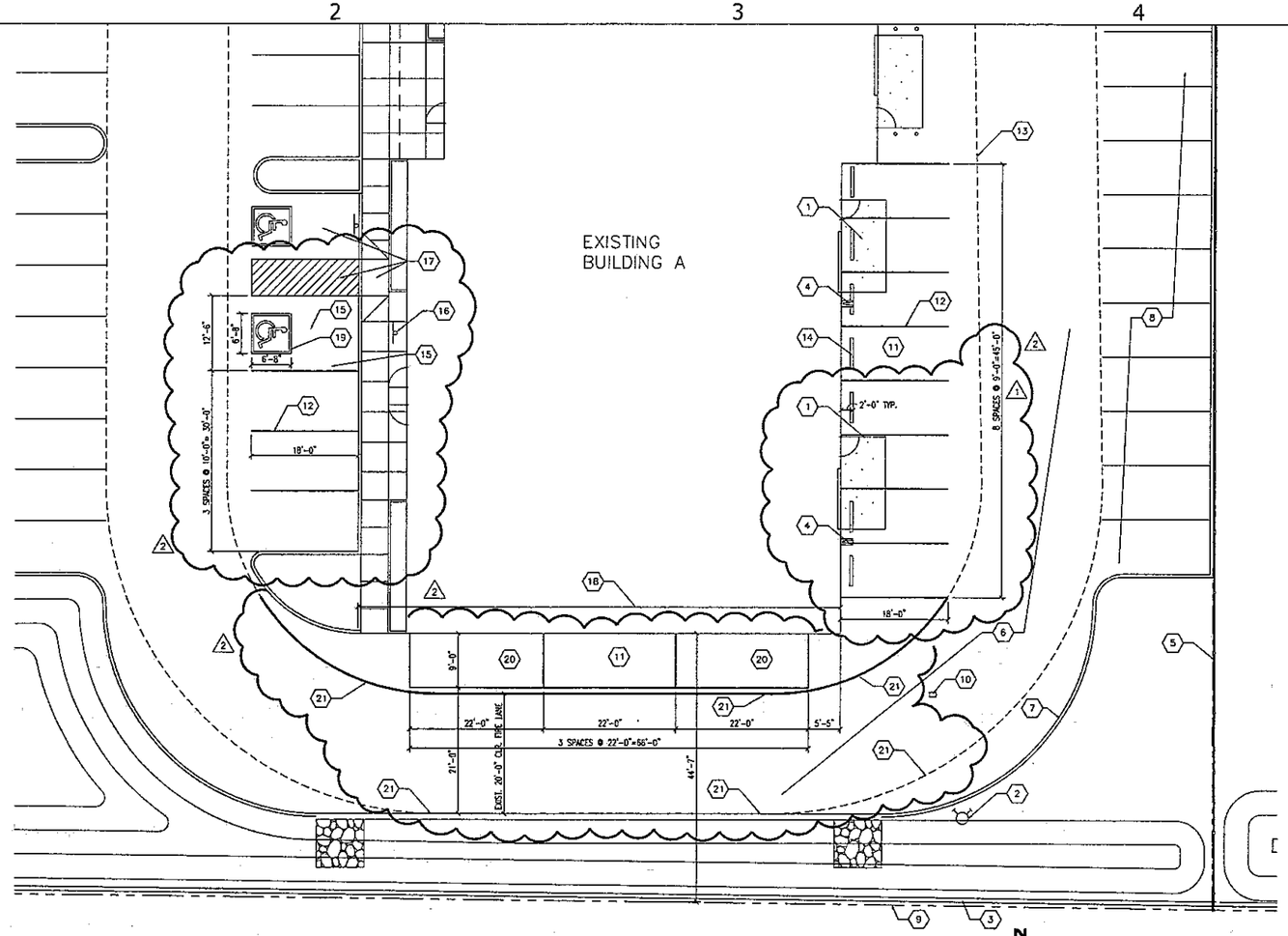
Key Plan



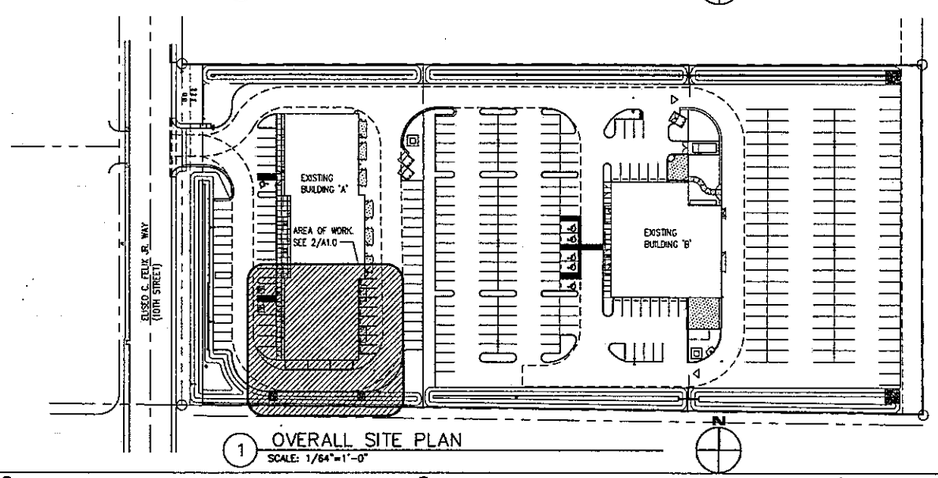
Drawing Title
ARCHITECTURAL SITE PLAN
CITY OF AVONDALE SITE PLAN REVIEW

10/20/06
Project No.
FMS
Drawn By
1" = 30'-0"
Scale

A1.0
Drawing No.



2 ENLARGED SITE PLAN
SCALE: 3/32"=1'-0"



1 OVERALL SITE PLAN
SCALE: 1/64"=1'-0"

GENERAL NOTES

A. FIRE DEPARTMENT ACCESS SHALL BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.

PROJECT DIRECTORY:

OWNER:
VJ PROPERTIES
VANCE MARSHALL (CONTACT)
4300 N MILLER RD
SCOTTSDALE, AZ 85251 - 3619
PH: (480) 675-8588
FAX: (480) 945-3498
EMAIL: vmarshall@vjproperties.com

ARCHITECT:
FM SOLUTIONS
CURTIS SLIFE (REGISTRANT)
KEVIN BURSON (CONTACT)
4001 N 3RD ST STE 250
PHOENIX AZ 85012
PH: (602) 265-7900
FAX: (602) 265-9477
EMAIL: kburson@foceitize.com

APPLICABLE CODES:

AVONDALE APPLICABLE CODES, CRITERIA AND DESIGN POLICY WITH CITY ADMENDMENTS

2006 INTERNATIONAL BUILDING CODE

2006 INTERNATIONAL MECHANICAL CODE

2006 INTERNATIONAL PLUMBING CODE

2006 INTERNATIONAL ENERGY CONSERVATION CODE

2005 NATIONAL ELECTRICAL CODE

2003 ICC/ANSI

1998 AMERICANS WITH DISABILITIES ACT

KEYNOTES

1. EXISTING CONCRETE APRON.
2. EXISTING FIRE HYDRANT.
3. EXISTING 5' HIGH CMU FENCE.
4. EXISTING SPLASH BLOCK.
5. EXISTING O.I. FENCE.
6. EXISTING DRIVE WAY.
7. EXISTING CURB.
8. EXISTING PARKING.
9. PROPERTY LINE.
10. EXISTING BLUE REFLECTOR PER CITY OF AVONDALE REQ'S.
11. NEW PARKING.
12. 4" PARKING STRIPE (WHITE TO MATCH EXISTING). TYP.
13. EXISTING 20' DRIVE AISLE FOR FIRE ACCESS. (1)
14. PRE-CAST CONCRETE WHEEL STOP.
15. NEW UNIVERSAL ADA PARKING STALL. PAINT STALL BLUE WITH WHITE LOGO TO MATCH EXISTING.
16. NEW ACCESSIBLE PARKING STALL SIGN. SIGN TO BE POLE MOUNTED TO MATCH EXISTING (BLUE LETTERING AND LOGO WITH A WHITE BACKGROUND). (2)
17. EXISTING ACCESS AISLE, ADA STALL AND ACCESSIBLE RAMP.
18. REMOVE ALL MARKING AND SIGNAGE FOR EXISTING FIRE LANE (IF EXISTING).
19. NEW UNIVERSAL LOGO FOR ACCESSIBILITY. PAINT WHITE.
20. REMOVE ALL EXISTING "NO PARKING FIRE LANE" TEXT AND STRIPING TO THE NORTH SIDE OF THE FIRE LANE AT THIS LOCATION. (2)
21. PROVIDE NEW 6" "NO PARKING FIRE LANE" TEXT AND STRIPING OUTLINE TO THE FIRE LANE AT THIS LOCATION. ALL FIRE DEPARTMENT PAVEMENT MARKINGS SHALL COMPLY WITH THE CITY OF AVONDALE FIRE PREVENTION EMERGENCY ACCESS APPROVED DETAILS MANUAL.

OVERALL SITE INFORMATION

PROJECT DESCRIPTION
PROVIDE NEW STRIPING FOR 10 PARKING SPACES.

ZONE: A-1 GENERAL INDUSTRIAL DISTRICT

LEGAL DESCRIPTION:
LOT 4, RIO ESTRELLA COMMERCE PARK UNIT 2, ACCORDING TO BOOK 653 OF MAPS, PAGE 35, RECORDS OF MARICOPA COUNTY.
PARCEL #: 500-25-029

PROPOSED LAND USE:
LIGHT INDUSTRIAL BUILDINGS

BUILDING SITE COVERAGE: BUILDING A AREA = 17,576 S.F.
17,576/65,216 = 26.9%

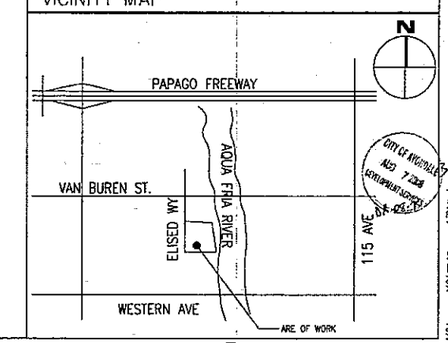
PARKING - REQUIRED
BUILDING: 17,576 S.F.
REQUIRED PARKING: 17,576/500 = 35 SPACES (1)

ACCESSIBLE: (51 TO 75) = 3 SPACES
PARKING - PROVIDED
ACCESSIBLE: 3 TOTAL SPACES
LEASED BUILDING: 62 TOTAL SPACES
TOTAL: 65 SPACES

SITE LANDSCAPE CALCULATIONS:
NET SITE AREA: 236,580 S.F.
REQUIRED LANDSCAPED AREA:
236,580 x 0.05 = 11,893 S.F.
PROVIDED LANDSCAPE AREA:
TOTAL LANDSCAPE: 54,489 S.F.

PLANNING ADMINISTRATION
☒ Approved ☒ Denied ☐ Approved with Conditions
8/11/08
Date

VICINITY MAP



fm SOLUTIONS
4001 NORTH 3RD STREET, SUITE 250
PHOENIX, ARIZONA 85012
tel 602.265.7900 fax 602.265.9477

REGISTERED ARCHITECT
CERTIFICATE NO. 22
CURTIS L. SLIFE
Expires 12/31/08

VJ PROPERTIES- SITE AMENDMENT
COX COMMUNICATIONS TI
BUILDING "A"
961 ELISEO C. FELIX JR. WAY
AVONDALE, ARIZONA 85323

MARK	DATE	DESCRIPTION
2	8/6/2008	CITY COMMENTS
1	7/15/2008	CITY COMMENTS
	6.23.08	CITY SUBMITTAL

FMS PROJECT NUMBER

SITE PLAN
SHEET TITLE

A1.0
SHEET NUMBER

3/18/2008

DEVELOPMENT SERVICES

SUBJECT:
Minor Land Division for 11 West Van Buren Street (ML-08-6)

MEETING DATE:
February 9, 2009

TO: Mayor and Council

FROM: Brian Berndt, Development Services Director (623) 333-4017

THROUGH: Charlie McClendon, City Manager (623) 333-1015

REQUEST: Minor Land Division for 11 W. Van Buren Street

PARCEL SIZE: 1.31 acres

LOCATION: Southwest corner of Van Buren Street and Central Avenue (Exhibits A and B)

APPLICANT: Mr. Robert Phillips II, GPS Services, LLC (480) 732-1353

OWNER: Mr. Sewa S. Dhanjal (623) 680-2172

BACKGROUND:

The properties were annexed in 1960 by Ordinance No. 117. City records from 1982 indicate that the properties were zoned C-2 (Business and Highway Commercial). City records showing this property's zoning prior to 1982 are unavailable; however, it is likely that the C-2 zoning designation was applied to the subject properties within a short time of their annexation in 1960. The properties remain zoned C-2 (Community Commercial) to this day.

During the mid 1980's, a small strip shopping center was built on the south parcel (Parcel 2). During that same period, a bank building (formerly Meridian Bank) was constructed on the north parcel (Parcel 1). Both structures remain on their respective parcels; the shopping center is occupied and the bank building is unoccupied.

The properties are designated by the General Plan Land Use Map as Commercial.

SUMMARY OF REQUEST:

1. The applicant is proposing a minor land division to shift the existing lot line between the north and south subject parcels by approximately 45 feet to the north. The purpose of the request is to enable the property owner to transfer ownership of the covered parking area currently associated with the north parcel (bank parcel) to the south parcel (shopping center parcel).
2. The applicant has concurrently filed a site plan application for the subject properties which will reconfigure access to the covered parking area, allowing for direct access to the covered parking area from the southern parcel. With approval of the site plan application, the applicant will be required to bring each parcel into conformance with current codes and ordinances where applicable, including but not limited to the installation of additional landscaping throughout the parking fields and on the perimeters of the site, enhanced screening for trash enclosures, and installation of a decorative wall between the two separate parcels. The site plan application is currently under review and will be approved administratively when all remaining concerns have been addressed.
3. In addition to adjusting the lot line between the subject parcels, the proposed minor land

division will dedicate a triangular piece of property at the northeast corner of the site to the City for use as public right-of-way. The property being dedicated currently contains a City traffic signal and was dedicated previously as a roadway easement; approval of the subject application will officially transfer ownership of this land to the City. Minor land division applications are typically approved administratively, however City Council approval is required for any application which accepts or abandons public right-of-way.

4. The existing topography of the site allows for water run-off from the southern parcel to drain into a drywell on the northern parcel. A drainage easement for the benefit of the south parcel is dedicated on this minor land division to ensure that the existing drainage patterns are allowed to continue.

PARTICIPATION:

Public notifications and/or public hearings are not required for minor land divisions.

PLANNING COMMISSION ACTION:

The Planning Commission does not review minor land divisions.

ANALYSIS:

- The minor land division has been reviewed for accuracy and all legal descriptions are correct.
- The proposed minor land division is consistent with the General Plan designation of Commercial and the C-2 (Community Commercial) zoning district.
- The minor land division is in conformance with the City of Avondale Subdivision Regulations.
- The proposed minor land division and resultant shift in parking from the north parcel to the south parcel will allow both parcels to meet current City parking requirements for general office and other non-retail commercial type uses. As currently situated, the southern parcel does not meet standard parking requirements.
- Approval of the proposed minor land division and subsequent site plan will result in improvements to the on-site drainage, landscaping, and screening. The applicant will be required to supplement the existing landscaping and screening on site with additional materials in order to meet current standards.
- Approval of the proposed minor land division will dedicate right-of-way at the northeast corner of the site. The property being dedicated is currently a roadway easement dedicated to the City for transportation and traffic control purposes. Dedication of this property as right-of-way will bring the property in line with current standards and eliminate potential confusion if additional and/or new traffic control devices are required at this location.
- The proposed minor land division dedicates a drainage easement to ensure the south parcel has adequate drainage capability.

FINDINGS:

The proposed minor land division meets the following findings:

- It is in conformance with the General Plan.
- It is in conformance with the Zoning Ordinance.
- It is in conformance with the City's Subdivision Regulations.

RECOMMENDATION:

Staff recommends that the City Council **APPROVE** the proposed minor land division subject to the following stipulation:

1. The recorded minor land division shall be in strict conformance with the minor land division date stamped January 15, 2009.

PROPOSED MOTION:

I move that the City Council accept the findings and **APPROVE** application ML-08-6, a request for approval of a minor land division for 11 West Van Buren Street, subject to the one (1) stipulation recommended by staff.

ATTACHMENTS:

Click to download

- Exhibit A - Zoning Vicinity Map
- Exhibit B - Aerial Photograph 2008
- Exhibit C - Summary of Related Facts
- Exhibit D – ALTA Survey, showing existing parcel dimensions and site layout
- Exhibit E – Proposed Minor Land Division, date stamped January 15, 2009

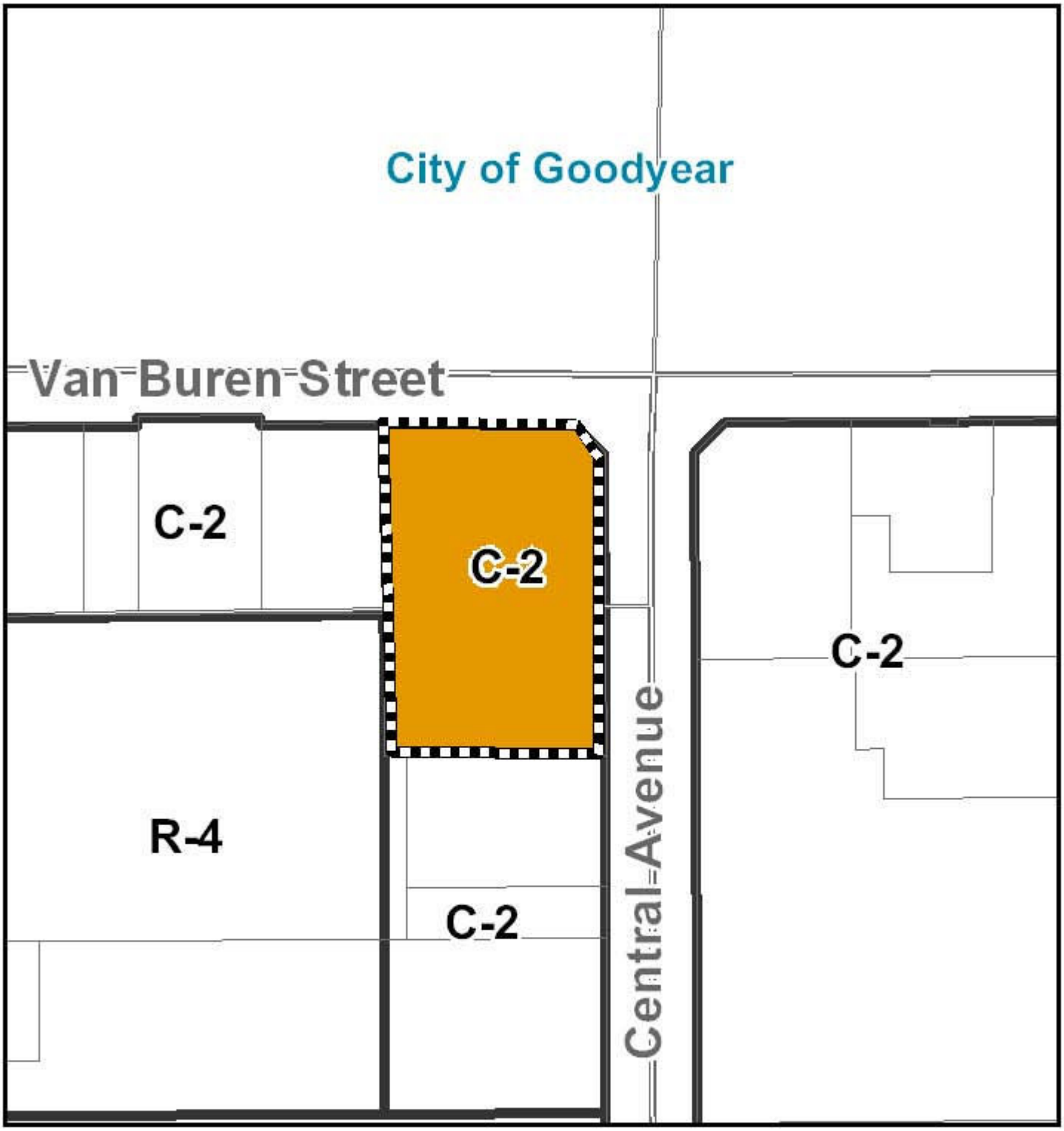
FULL SIZE COPIES (Council Only):

NONE

PROJECT MANAGER:

Ken Galica, Planner II (623) 333-4019

Exhibit A



Zoning Vicinity Map

Avondale

Subject Property

Exhibit B

2008 Aerial Photograph

Avondale

Subject Property

N

Exhibit C

SUMMARY OF RELATED FACTS

APPLICATION ML-08-6

THE PROPERTY	
PARCEL SIZE	1.31 acres
LOCATION	Southwest Corner of Van Buren Street and Central Avenue
EXISTING LAND USE	Bank Building (Vacant) and Retail Center
EXISTING ZONING	C-2 (Community Commercial)
ZONING HISTORY	The property was annexed in 1960. Records indicate that the property has been zoned C-2 since at least 1982.
DEVELOPMENT AGREEMENT	None

SURROUNDING ZONING AND LAND USE	
NORTH	City of Goodyear C-2 (General Commercial) – Retail/Office
EAST	C-2 (Community Commercial) – Circle K
SOUTH	C-2 (Community Commercial) – Retail/Office
WEST	C-2 (Community Commercial) – Auto Sales R-4 (Multi-Family Residential) – Mountain View Apartments
GENERAL PLAN	
The subject property is designated as Commercial on the General Plan Land Use Map.	

PUBLIC SCHOOLS	
SCHOOL DISTRICT(S)	Avondale Elementary School District Agua Fria Union High School District
ELEMENTARY SCHOOLS	Lattie Coor Elementary School (K-8)
HIGH SCHOOL	Agua Fria High School

STREETS	
Van Buren Street	
Classification	Arterial
Existing half street ROW	40 feet (Fixed amount due to proximity of existing development to street)
Standard half street ROW	65 feet
Existing half street improvements	Two thru-lanes, center turn lane, curb and gutter, attached sidewalk, and street lights
Standard half street improvements	Three thru-lanes, bike lane, median, curb and gutter, detached sidewalk, street lights, landscaping
Central Avenue	
Classification	Major Collector
Existing half street ROW	40 feet (Fixed amount due to proximity of existing development to street)
Standard half street ROW	50 feet
Existing half street improvements	Two traffic lanes with half center turn lane, curb and gutter, attached sidewalk, and streetlights
Standard half street improvements	Two traffic lanes with half center turn lane, bike lane, curb and gutter, detached sidewalk, street lights, and landscaping.

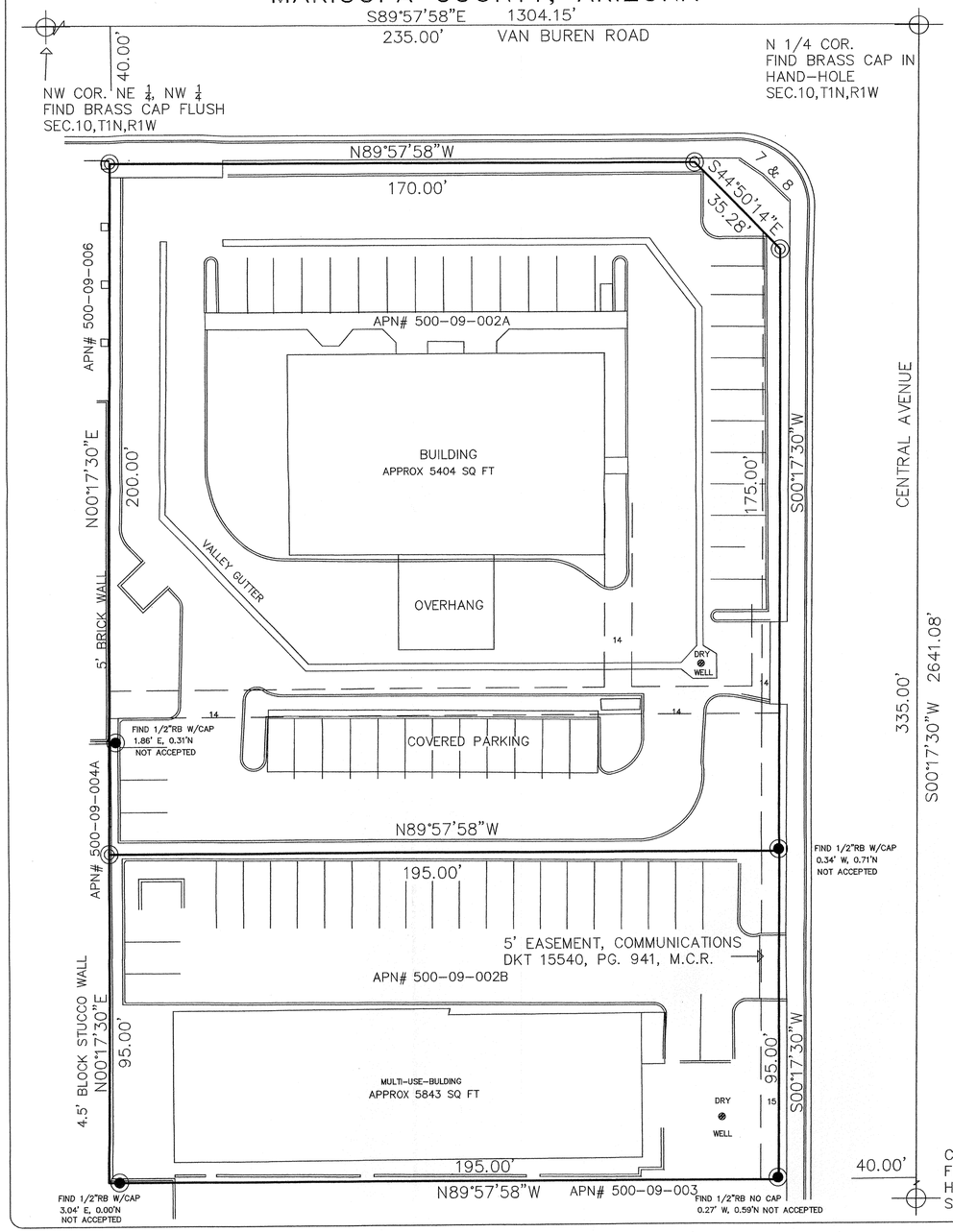
UTILITIES
The developed site utilizes an 8” water line in Central Avenue. The project utilizes 8” sewer lines in Central Avenue and/or Van Buren Street.

Exhibit D

CITY OF SCOTTSDALE JAN 15 2009 DEVELOPMENT SERVICES

ML08-6 3rd

A.L.T.A. SURVEY
OF
A PORTION OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST, G&S.R.B&M MARICOPA COUNTY, ARIZONA

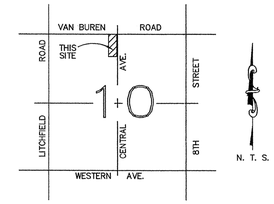


NOTES

BUREAU OF LAND MANAGEMENT PLAT 2624 AND NOTES.
MARICOPA COUNTY GDACS PLSS SUBDIVISION BOOK 694, PAGE 38 MCR.
RECORD OF SURVEY BOOK 926, PG 41, MCR
ALL CALCULATED OR NOT ACCEPTED PROPERTY CORNERS WILL BE SET UPON COMPLETION OF THE PROJECT.

BASIS OF BEARINGS

NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 10, T1N, R1W



VICINITY MAP

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

PARCEL DESCRIPTION

ALL THAT PORTION OF THE NORTH 500 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND THE SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER;

THENCE WEST ALONG THE NORTH LINE OF SAID SECTION 10, A DISTANCE OF 235 FEET TO THE TRUE POINT OF BEGINNING, BEING THE NORTHEAST CORNER OF THE WEST 365 FEET OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE EAST, ALONG THE NORTH LINE OF SAID SECTION 10, A DISTANCE OF 195 FEET TO A POINT ON THE WEST LINE OF THE EAST 40 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE SOUTH ALONG THE WEST LINE OF THE EAST 40 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, A DISTANCE OF 335 FEET TO A POINT;

THENCE WEST, A DISTANCE OF 195 FEET TO A POINT WHICH BEARS SOUTH 335 FEET FROM THE POINT OF BEGINNING;

THENCE NORTH 335 FEET ALONG THE EAST LINE OF THE WEST 365 FEET OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER TO THE TRUE POINT OF BEGINNING.

ALSO INCLUDING HEREIN AN EASEMENT OVER A TRIANGULAR SHAPED PARCEL OF LAND DESCRIBED AS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTH LINE OF THE NORTH 40 FEET AND THE WEST LINE OF THE EAST 40 FEET OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 10;

THENCE SOUTH 25 FEET ALONG SAID WEST LINE OF THE EAST 40 FEET TO A POINT;

THENCE IN A NORTHWESTERLY DIRECTION TO A POINT ON SAID SOUTH LINE OF THE NORTH 40 FEET THAT IS 25 FEET WESTERLY FROM SAID POINT OF INTERSECTION;

THENCE EASTERLY TO THE POINT OF INTERSECTION.

SCHEDULE "B" ITEMS

GUARANTY TITLE AGENCY, ORDER NO. 00351645, DATED: OCT.14,2008, & ORDER NO. 01952646TP1

7. AN EASEMENT FOR HIGHWAY PURPOSES, DOCKET 16291, PAGE 1012.
8. AN EASEMENT FOR HIGHWAY PURPOSES, DOCKET 16407, PAGE 482.
9. ANY ACTION TAKEN BY M.C.F.C.D. TO ACQUIRE PROPERTY FOR FLOOD CONTROL PURPOSES DOC.#86-124982, MCR. (BLANKET EASEMENT)
10. ANY ACTION TAKEN BY M.C.F.C.D. TO ACQUIRE PROPERTY FOR FLOOD CONTROL PURPOSES DOC.#86-386769, MCR. (BLANKET EASEMENT)
11. ANY ACTION TAKEN BY M.C.F.C.D. TO ACQUIRE PROPERTY FOR FLOOD CONTROL PURPOSES DOC.#86-685576, MCR. (BLANKET EASEMENT)
12. ANY ACTION TAKEN BY M.C.F.C.D. TO ACQUIRE PROPERTY FOR FLOOD CONTROL PURPOSES DOC.#2001-0090324, AMENDED DOC#2001-725659, MCR (BLANKET EASEMENT)
13. ANY ACTION TAKEN BY M.C.F.C.D. TO ACQUIRE PROPERTY FOR FLOOD CONTROL PURPOSES DOC.#84-324528, MCR (BLANKET EASEMENT)
14. AN EASEMENT FOR ELECTRIC LINES AND RIGHTS DOC# 84-549004, MCR.
15. AN EASEMENT FOR MOUNTAIN STATES TEL & TEL LINES AND RIGHTS DOC# 15540, PG 941, MCR.

LEGEND

- FOUND PLSS CORNER AS NOTED
- FOUND 1/2" REBAR AS NOTED
- CALCULATED POINT NOT FOUND OR SET
- BSE — BLUE STAKE ELECTRIC LINE
- M.C.R. MARICOPA COUNTY RECORDER
- (M) MEASURED
- DRY WELL

CERTIFICATE OF SURVEY

TO: SEWA S. DHANJAL AND SUKHVINDER K. DHANJA
JEFFREY A. TRINKA, GUARANTY TITLE AGENCY NO. 01952646TP1

I HEREBY CERTIFY THAT THIS SURVEY MEETS OR EXCEEDS THE ARIZONA BOUNDARY SURVEY MINIMUM STANDARDS AND WAS PREPARED BY ME OR UNDER MY SUPERVISION IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," INCLUDING ITEMS 1,6,8,10,11(B),14,16,17, AND 18 FROM TABLE "A", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005 AND PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FUTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION AS A LAND SURVEYOR REGISTERED IN THE STATE OF ARIZONA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

NO.	REVISION	DATE

GPS SERVICES L.L.C.
11443 E. NORTHRIDGE ST.
MESA, AZ. 85207
PH: (480) 732-1353

A.L.T.A. SURVEY

JEFFREY TRINKA & SEWA S. DHANJAL
A PORTION OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST, G&S.R.B&M MARICOPA COUNTY, ARIZONA

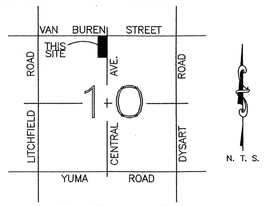
REGISTERED LAND SURVEYOR CERTIFICATE NO. 45495 ROBERT A. PHILLIPS, II. 10-15-08 ARIZONA, U.S.A.

EXPIRES 12-31-09

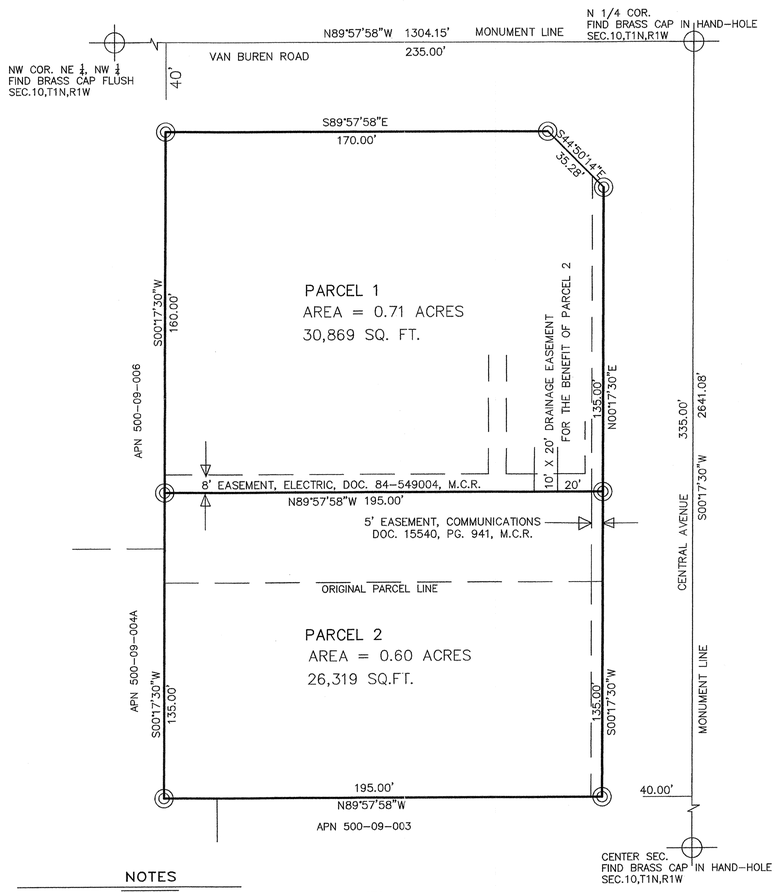
DATE:	OCT 21, 2008
DRAWN:	RAPII
DESIGNED:	RAPII
CHECKED:	CAP
PROJ. NO.:	10210801
FILE:	
SHEET:	1 OF 1

Exhibit E

MINOR LAND DIVISION OF A PORTION OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST, G&S.R.B&M MARICOPA COUNTY, ARIZONA



VICINITY MAP



NOTES

BUREAU OF LAND MANAGEMENT PLAT NO. 2624, DATED 12-2-1870
RECORD OF SURVEY BOOK 926, PG.41, MCR.
MARICOPA COUNTY GDACS SURVEY BOOK 694, PG.38, MCR.

BASIS OF BEARINGS

NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 10, T1N, R1W

CERTIFICATE OF SURVEY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE AMERICAN CONGRESS ON SURVEYING AND MAPPING ESTABLISHED IN 1999, AND MEETS OR EXCEEDS THE ARIZONA BOUNDARY SURVEY MINIMUM STANDARDS, AND WAS DONE BY ME OR UNDER MY DIRECTION.

ROBERT A. PHILLIPS II RLS 45495

LEGEND

	FOUND PLSS CORNER AS NOTED
	FOUND CORNER AS NOTED
	CORNER TO BE SET 1/2"RB W/CAP LS 45495
BSE	BLUE STAKE ELECTRIC LINE
M.C.R.	MARICOPA COUNTY RECORDER
(M)	MEASURED

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PARCEL DESCRIPTIONS

PARENT PARCEL APN 500-09-002
ALL THAT PORTION OF THE NORTH 500 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER;

THENCE WEST ALONG THE NORTH LINE OF SAID SECTION 10, A DISTANCE OF 235 FEET TO THE TRUE POINT OF BEGINNING, BEING THE NORTHEAST CORNER OF THE WEST 365 FEET OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE EAST ALONG THE NORTH LINE OF SAID SECTION 10, A DISTANCE OF 195 FEET TO A POINT ON THE WEST LINE OF THE EAST 40 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE SOUTH, ALONG THE WEST LINE OF THE EAST 40 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, A DISTANCE OF 335 FEET TO A POINT;

THENCE WEST, A DISTANCE OF 195.00 FEET TO A POINT WHICH BEARS SOUTH 335.00 FEET FROM THE POINT OF BEGINNING;

THENCE NORTH 335.00 FEET, ALONG THE EAST LINE OF THE WEST 365 FEET OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER TO THE TRUE POINT OF BEGINNING.

PARCEL 1
ALL THAT PORTION OF THE NORTH 500 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE WEST 365 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 10 FROM WHICH THE NORTH QUARTER CORNER OF SECTION 10 BEARS NORTH 89°57'58" EAST A DISTANCE OF 235 FEET;

THENCE SOUTH 00°17'30" WEST, ALONG THE EAST LINE OF THE WEST 365 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER A DISTANCE OF 40 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 89°57'58" EAST ALONG A LINE PARALLEL WITH AND 40 FEET SOUTH OF THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 10, ALSO BEING THE SOUTH RIGHT-OF-WAY LINE OF VANBUREN STREET FOR A DISTANCE OF 170.00 FEET;

THENCE DEPARTING FROM SAID LINE SOUTH 44°50'14" EAST 35.28 FEET TO A POINT ON A LINE 40 FEET WEST OF AND PARALLEL WITH THE MID-SECTION LINE OF SAID SECTION 10, ALSO BEING THE WEST RIGHT-OF-WAY LINE OF CENTRAL AVENUE;

THENCE SOUTH 00°17'30" WEST ALONG SAID LINE 135.00 FEET;

THENCE DEPARTING FROM SAID WEST RIGHT-OF-WAY LINE, NORTH 89°57'58" WEST 195.00 FEET TO A POINT ON THE EAST LINE OF THE WEST 365 FEET OF THE EAST 600 FEET OF THE SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE NORTH 00°17'30" EAST ALONG SAID EAST LINE 160.00 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 2
ALL THAT PORTION OF THE NORTH 500 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE WEST 365 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 10 FROM WHICH THE NORTH QUARTER CORNER OF SECTION 10 BEARS NORTH 89°57'58" EAST A DISTANCE OF 235 FEET;

THENCE SOUTH 00°17'30" WEST, ALONG THE EAST LINE OF THE WEST 365 FEET OF THE EAST 600 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER A DISTANCE OF 200.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 89°57'58" EAST A DISTANCE OF 195.00 FEET TO A POINT ON A LINE 40 FEET WEST OF AND PARALLEL WITH THE MID-SECTION LINE OF SAID SECTION 10, ALSO BEING THE WEST RIGHT-OF-WAY LINE OF CENTRAL AVENUE;

THENCE SOUTH 00°17'30" WEST ALONG SAID LINE 135.00 FEET;

THENCE DEPARTING FROM SAID WEST RIGHT-OF-WAY LINE, NORTH 89°57'58" WEST ALONG A LINE PARALLEL WITH AND 335 FEET SOUTH OF THE NORTH LINE OF THE SAID NORTHWEST QUARTER 195.00 FEET TO A POINT ON THE EAST LINE OF THE WEST 365 FEET OF THE EAST 600 FEET OF THE SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE NORTH 00°17'30" EAST ALONG SAID EAST LINE 135.00 FEET TO THE TRUE POINT OF BEGINNING.

DEDICATION

STATE OF ARIZONA)
)SS
COUNTY OF MARICOPA)

KNOWN ALL MEN BY THESE PRESENTS: DR SEWA S. DHANJAL, AS OWNER, HAS SUBDIVIDED UNDER THE MINOR LAND DIVISION PROCESS A PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 1 NORTH, RANGE 1 WEST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA AS SHOWN AND PLATTED HEREON AND HEREBY PUBLISHES THIS PLAT AND DECLARES THAT SAID PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE LOTS, STREETS AND EASEMENTS CONSTITUTING SAME, AND THAT EACH LOT SHALL BE KNOWN BY THE NUMBER SHOWN. THE OWNER HEREBY DEDICATES TO THE PUBLIC, FOR USE AS SUCH, THE STREETS AND EASEMENTS AS SHOWN ON SAID PLAT

IN WITNESS: DR. SEWA S. DHANJAL, AS OWNER, THIS _____ DAY OF JANUARY, 2009.

SEWA S. DHANJAL, OWNER

APPROVALS

APPROVED BY THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA,

THIS _____ DAY OF _____, 200_.

MAYOR DATE

ATTEST, CITY CLERK DATE

CITY ENGINEER DATE

NO.	REVISION	DATE
-	-	-

GPS SERVICES L.L.C.
11443 E. NORTHRIDGE
MESA, AZ 85207
PH:(480) 732-1353
FAX: (480) 659-6932

MINOR LAND DIVISION

A PORTION OF THE NW1/4 OF SECTION 10
TOWNSHIP 1 NORTH, RANGE 1 WEST
OF THE GILA & SALT RIVER BASE & MERIDIAN
MARICOPA COUNTY, ARIZONA.

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
45495
ROBERT A.
PHILLIPS II
1-15-09
Date Signed
ARIZONA, U.S.A.

EXPIRES 12-31-09

DATE:	Dec.16, 2008
DRAWN:	RAPII
DESIGNED:	RAPII
CHECKED:	CAP
PROJ. NO.:	06090801
FILE:	
SHEET:	1 OF 1

CITY OF AVONDALE
JAN 15 2009
DEVELOPMENT SERVICES

ML08-6
3rd

CITY COUNCIL REPORT

SUBJECT:
Park Concession Food and Vending Contract - Dos Primas, LLc and AZ Lobo Kettle Korn

MEETING DATE:
February 9, 2009

TO: Mayor and Council

FROM: Christopher Reams, Parks, Recreation and Libraries (623)333-2412

THROUGH: Charlie McClendon, City Manager

PURPOSE:

To provide information to Council regarding the awarding of a concession contract to Dos Primas, LLC to operate the food and beverage concession at Friendship Park and AZ Lobo Kettle Korn, to operate the food and beverage concession at Festival Fields.

BACKGROUND:

On December 2, 2008 staff issued a Request For Qualifications (RFQ) inviting area food and beverage concession firms to submit proposals to operate the food and beverage concession at Friendship Park and Festival Fields. The RFQ was advertised in the West Valley View and the Arizona Business Gazette. The deadline for receipt of the Statement Of Qualifications was December 18, 2008.

DISCUSSION:

Three concessionaires, Dos Primas, LLC; AZ Lobos Kettle Korn; and Kastelco (Big Apple Bagels) submitted their plan for performing the requested services. A panel of City staff evaluated the concessionaires based upon the content and quality of information provided in their proposals, the ability of the concessionaire to successfully perform the requested services, and the quality, content, and price of the concessionaire's bid. Dos Primas, LLC and AZ Lobo Kettle Korn were the recommended firms.

Grill on the Go, LLC who has operated the food and beverage concession at Friendship Park for the past few years did not submit a proposal.

BUDGETARY IMPACT:

The City of Avondale will provide water and electrical services to the concession stands at Friendship Park. However, the usage levels are minimal and do not represent a significant cost to the city. There is no concession stand at Festival Fields. The contractor at Festival Fields will operate from a portable unit. Both vendors will pay the city a usage fee of $500 per month for the duration of the agreement.

Food vending and concession services must be regulated. Unlicensed food vending and concessionaires create a health and financial risk for the City and are difficult to regulate. In addition, some local community organizations are not financially capable or administratively organized to adhere to health and safety requirements. The City assumes unnecessary risks for unregulated food vending and concessionaires allowed to operate on City property. The Friendship Park food and beverage concession facility is fully licensed for concession operations. Dos Primas, LLC; and AZ Kettle Korn must ensure that their company is fully licensed to operate a mobile concession. Both vendors will purchase and maintain insurance with insurance companies duly licensed by the State

of Arizona with an AM Best, Inc. rating of A- or above with policies and forms satisfactory to the City. In addition, both vendors must establish and maintain all licensing with the Arizona Department of Health and be fully licensed and certified before the concession contract can become effective.

RECOMMENDATION:

For information purposes only.

ATTACHMENTS:

Click to download

No Attachments Available

CITY COUNCIL REPORT

SUBJECT:
Professional Service Agreement – URS Corp – Avondale Boulevard & I-10 TI Improvements

MEETING DATE:
February 9, 2009

TO: Mayor and Council

FROM: Sue McDermott, P.E., City Engineer, 623-333-4211

THROUGH: Charlie McClendon, City Manager

PURPOSE:

Staff is requesting that the City Council approve a Professional Service Agreement with URS Corp. to provide design services for the Avondale Boulevard & I-10 Traffic Interchange (TI) Improvement Project in the amount of $690,537 and authorize the Mayor, or City Manager and City Clerk to execute the necessary documents.

BACKGROUND:

Avondale Boulevard is a gateway into the City of Avondale. Currently the Interstate 10 (I-10) underpass allows two (2) travel lanes of traffic in each direction with single left turn lanes. There is also a dedicated right turn onto eastbound I-10. As the City has grown, so has the traffic demand on Avondale Boulevard. In the morning peak hour, the right turn lane can be backed up for several hundred feet. This configuration does not meet the traffic demands. The purpose of this project is to widen the underpass to three (3) travel lanes in each direction with dual lefts and dual right turns onto eastbound I-10 (see attached vicinity map). As a part of this, the bridge over the ADOT canal will be widened and retaining walls installed in the underpass. There is an opportunity for the City to enhance the retaining walls by adding aesthetics. This project will take the previously approved aesthetic renderings and incorporate them into the final retaining wall design. Avondale Boulevardwill also have dual right turn lanes onto eastbound I-10 installed. This should help reduce traffic congestion during peak hour traffic.

DISCUSSION:

The scope of work for this project will include, but not be limited to:

- Design Survey
- Geotechnical Investigation / Pavement Analysis
- Geometric Analysis and Design
- Drainage Design
- Retaining Wall Design (Incorporation of Aesthetics)
- Bridge Design
- Right-of-Way Documents
- Construction Plans, Specifications, and Estimates

SELECTION PROCESS:

The City of Avondale published a Request for Qualifications on October 24, 2008 for professional services to design street and bridge improvements. Staff received thirteen (13) Statements of Qualifications which were categorized and scored. A short list of five (5) firms was created. Presentations were held on December 3, 2008. URS Corp. was selected as the most qualified firm for this project. Staff has contacted references and found that URS Corp. is considered

to be a competent, knowledgeable, and highly recommended consultant based on similar projects. Staff requested, received, and negotiated a proposal from URS Corp. for engineering services for the delivery of plans, specifications, and an engineer's estimate for the Avondale Boulevard & I-10 TI Improvements. Staff reviewed the proposal and negotiated the scope of services and contract price in the amount of $690,537 (see attached).

SCHEDULE:

Listed below is the tentative schedule for design and construction:

Design:
Design Concept Report (30% Plans) – June 2009
60% Plans – August 2009
90% Plans – October 2009
Final Plans – December 2009

Construction:
Bid Award – January 2010
Begin Construction – February 2010
End Construction - February 2011

BUDGETARY IMPACT:

Funding for this project is available in the FY 08-09 Street Fund Line Item No. 304-1152-00-8001, Avondale Boulevard Bridge Widening in the amount of $430,000 and FY 09-10 Street Fund Line item 304-1152-00-8420, Avondale Boulevard Bridge Widening in the amount of $260,537. Funding for construction of the project is included in the proposed FY09-10 CIP includes a cost sharing agreement with ADOT.

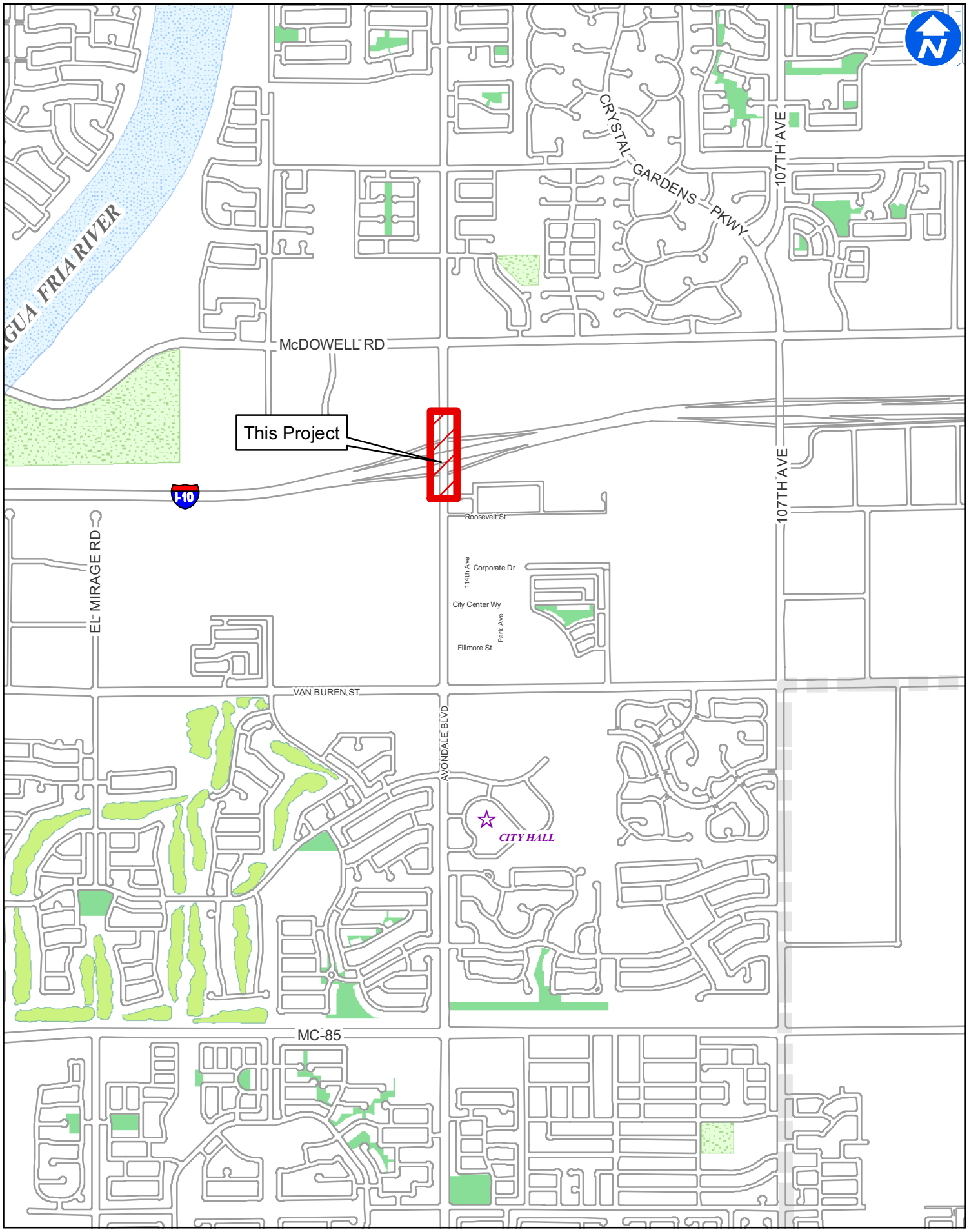
RECOMMENDATION:

Staff recommends that the City Council approve a Professional Service Agreement with URS Corp. to provide design services for the Avondale Boulevard & I-10 Traffic Interchange (TI) Improvement Project in the amount of $690,537 and authorize the Mayor, or City Manager and City Clerk to execute the necessary documents.

ATTACHMENTS:

Click to download

- Vicinity Map
- PSA - part 1
- PSA - part 2
- PSA - part 3



Map Produced by Avondale Water Resources/GIS Division

City of Avondale
Avondale Blvd & I-10 TI Improvements

PROFESSIONAL SERVICES AGREEMENT
BETWEEN
THE CITY OF AVONDALE
AND
URS CORPORATION

THIS PROFESSIONAL SERVICES AGREEMENT (this "Agreement") is made as of February 9, 2009, between the City of Avondale, an Arizona municipal corporation (the "City") and URS Corporation, a Nevada corporation (the "Consultant").

RECITALS

A. The City issued a Request for Qualifications, EN 09-034 (ST 1261) "Design Services for the Avondale City Center Improvements," as amended by that certain Addendum No. 1 dated October 27, 2008 (collectively the "RFQ"), attached hereto as Exhibit A, and incorporated herein by reference, seeking statements of qualifications from qualified engineering design firms interested in providing professional services for the design of the Avondale City Center improvements in Avondale, Arizona (the "Project"), as more particularly described in the Scope of Work attached as Exhibit C.

B. The Consultant submitted a SOQ in response to the RFQ, attached hereto as Exhibit B, and incorporated herein by reference, and the City desires to enter into an Agreement with the Consultant for the design of the Avondale City Center improvements in Avondale, Arizona (the "Project") (the "Services").

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing recitals, which are incorporated herein by reference, the following mutual covenants and conditions, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and the Consultant hereby agree as follows:

1. Term of Agreement. This Agreement shall be effective as of the date first set forth above and shall remain in full force and effect until August 9, 2010.

2. Scope of Work. Consultant shall provide the Services as set forth in the Scope of Work, attached hereto as Exhibit C and incorporated herein by reference.

3. Compensation. The City shall pay Consultant a price not to exceed $690,537.00 for the Services as set forth in the Fee Proposal, attached hereto as Exhibit D and incorporated herein by reference.

4. Payments. The City shall pay the Consultant monthly, based upon work performed and completed to date, and upon submission and approval of invoices. All invoices shall document and itemize all work completed to date. The invoice statement shall include a record of time expended and work performed in sufficient detail to justify payment.

5. Documents. All documents prepared and submitted to the City pursuant to this Agreement shall be the property of the City.

6. Consultant Personnel. Consultant shall provide adequate, experienced personnel, capable of and devoted to the successful completion of the Services to be performed under this Agreement. Consultant agrees to assign specific individuals to key positions. Consultant agrees that, upon commencement of the Services to be performed under this Agreement, key personnel shall not be removed or replaced without prior written notice to the City. If key personnel are not available to perform the Services for a continuous period exceeding 30 calendar days, or are expected to devote substantially less effort to the Services than initially anticipated, Consultant shall immediately notify the City of same and shall, subject to the concurrence of the City, replace such personnel with personnel of substantially equal ability and qualifications.

7. Inspection; Acceptance. All work shall be subject to inspection and acceptance by the City at reasonable times during Consultant's performance. The Consultant shall provide and maintain a self-inspection system that is acceptable to the City.

8. Licenses; Materials. Consultant shall maintain in current status all federal, state and local licenses and permits required for the operation of the business conducted by the Consultant. The City has no obligation to provide Consultant, its employees or subcontractors any business registrations or licenses required to perform the specific services set forth in this Agreement. The City has no obligation to provide tools, equipment or material to Consultant.

9. Performance Warranty. The Consultant will perform the Services using that degree of care and skill ordinarily exercised under similar conditions by professional consultants practicing in the same field at the same time in the same or similar locality.

10. Indemnification. To the fullest extent permitted by law, the Consultant shall indemnify, defend and hold harmless the City and each council member, officer, employee or agent thereof (the City and any such person being herein called an "Indemnified Party"), for, from and against any and all losses, claims, damages, liabilities, costs and expenses (including, but not limited to, reasonable attorneys' fees, court costs and the costs of appellate proceedings) to which any such Indemnified Party may become subject, under any theory of liability whatsoever ("Claims"), insofar as such Claims (or actions in respect thereof) relate to, arise out of, or are caused by or based upon the negligent acts, intentional misconduct, errors, mistakes or omissions, in connection with the work or services of the Consultant, its officers, employees, agents, or any tier of subcontractor in the performance of this Agreement. The amount and type of insurance coverage requirements set forth below will in no way be construed as limiting the scope of the indemnity in this Section.

11. Insurance.

11.1 General.

a. Insurer Qualifications. Without limiting any obligations or liabilities of Consultant, Consultant shall purchase and maintain, at its own expense, hereinafter stipulated minimum insurance with insurance companies duly licensed by the State of Arizona

with an AM Best, Inc. rating of A- or above with policies and forms satisfactory to the City. Failure to maintain insurance as specified herein may result in termination of this Agreement at the City's option.

b. No Representation of Coverage Adequacy. By requiring insurance herein, the City does not represent that coverage and limits will be adequate to protect Consultant. The City reserves the right to review any and all of the insurance policies and/or endorsements cited in this Agreement but has no obligation to do so. Failure to demand such evidence of full compliance with the insurance requirements set forth in this Agreement or failure to identify any insurance deficiency shall not relieve Consultant from, nor be construed or deemed a waiver of, its obligation to maintain the required insurance at all times during the performance of this Agreement.

c. Additional Insured. All insurance coverage and self-insured retention or deductible portions, except Workers' Compensation insurance and Professional Liability insurance, if applicable, shall name, to the fullest extent permitted by law for claims arising out of the performance of this Agreement, the City, its agents, representatives, officers, directors, officials and employees as Additional Insured as specified under the respective coverage sections of this Agreement.

d. Coverage Term. All insurance required herein shall be maintained in full force and effect until all work or services required to be performed under the terms of this Agreement are satisfactorily performed, completed and formally accepted by the City, unless specified otherwise in this Agreement.

e. Primary Insurance. Consultant's insurance shall be primary insurance with respect to performance of this Agreement and in the protection of the City as an Additional Insured, with the exception of Professional Liability and Workers' Compensation insurance.

f. Waiver. All policies, except for Professional Liability, including Workers' Compensation insurance, shall contain a waiver of rights of recovery (subrogation) against the City, its agents, representatives, officials, officers and employees for any claims arising out of the work or services of Consultant. Consultant shall arrange to have such subrogation waivers incorporated into each policy via formal written endorsement thereto.

g. Policy Deductibles and/or Self-Insured Retentions. The policies set forth in these requirements may provide coverage that contains deductibles or self-insured retention amounts. Such deductibles or self-insured retention shall not be applicable with respect to the policy limits provided to the City. Consultant shall be solely responsible for any such deductible or self-insured retention amount.

h. Use of Subcontractors. If any work under this Agreement is subcontracted in any way, Consultant shall execute written agreements with its subcontractors containing the indemnification provisions set forth in this Section and insurance requirements set forth herein protecting the City and Consultant. Consultant shall be responsible for executing

any agreements with its subcontractors and obtaining certificates of insurance verifying the insurance requirements.

i. Evidence of Insurance. Prior to commencing any work or services under this Agreement, Consultant will provide the City with suitable evidence of insurance in the form of certificates of insurance and a copy of the declaration page(s) of the insurance policies as required by this Agreement, issued by Consultant's insurance insurer(s) as evidence that policies are placed with acceptable insurers as specified herein and provide the required coverages, conditions and limits of coverage specified in this Agreement and that such coverage and provisions are in full force and effect. Confidential information such as the policy premium may be redacted from the declaration page(s) of each insurance policy, provided that such redactions do not alter any of the information required by this Agreement. The City shall reasonably rely upon the certificates of insurance and declaration page(s) of the insurance policies as evidence of coverage but such acceptance and reliance shall not waive or alter in any way the insurance requirements or obligations of this Agreement. In the event any insurance policy required by this Agreement is written on a "claims made" basis, coverage shall extend for two years past completion of the Services and the City's acceptance of the Consultant's work or services and as evidenced by annual certificates of insurance. If any of the policies required by this Agreement expire during the life of this Agreement, it shall be Consultant's responsibility to forward renewal certificates and declaration page(s) to the City 30 days prior to the expiration date. All certificates of insurance and declarations required by this Agreement shall be identified by referencing the RFQ number and title or this Agreement. A $25.00 administrative fee shall be assessed for all certificates or declarations received without the appropriate RFQ number and title or a reference to this Agreement, as applicable. Additionally, certificates of insurance and declaration page(s) of the insurance policies submitted without referencing the appropriate RFQ number and title or a reference to this Agreement, as applicable, will be subject to rejection and may be returned or discarded. Certificates of insurance and declaration page(s) shall specifically include the following provisions:

(1) The City, its agents, representatives, officers, directors, officials and employees are Additional Insureds as follows:

(a) Commercial General Liability – Under Insurance Services Office, Inc., ("ISO") Form CG 20 10 03 97 or equivalent.

(b) Auto Liability – Under ISO Form CA 20 48 or equivalent.

(c) Excess Liability – Follow Form to underlying insurance.

(2) Consultant's insurance shall be primary insurance as respects performance of the Agreement.

(3) All policies, except for Professional Liability, including Workers' Compensation, waive rights of recovery (subrogation) against City, its agents,

representatives, officers, officials and employees for any claims arising out of work or services performed by Consultant under this Agreement.

(4) A 30-day advance notice cancellation provision. If Consultant's insurance provider specifies a 10 day limit exception to the 30-day advance notice cancellation provision for nonpayment of insurance on the certificate of insurance, the Consultant shall provide the City with 30-days advance notice of cancellation regardless of the reason for cancellation. If ACORD certificate of insurance form is used, the phrases in the cancellation provision "endeavor to" and "but failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents or representatives" shall be deleted. Certificate forms other than ACORD form shall have similar restrictive language deleted.

11.2 Required Insurance Coverage.

a. Commercial General Liability. Consultant shall maintain "occurrence" form Commercial General Liability insurance with an unimpaired limit of not less than $1,000,000 for each occurrence, $2,000,000 Products and Completed Operations Annual Aggregate and a $2,000,000 General Aggregate Limit. The policy shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury and advertising injury. Coverage under the policy will be at least as broad as ISO policy form CG 00 010 93 or equivalent thereof, including but not limited to, separation of insured's clause. To the fullest extent allowed by law, for claims arising out of the performance of this Agreement, the City, its agents, representatives, officers, officials and employees shall be cited as an Additional Insured under ISO, Commercial General Liability Additional Insured Endorsement form CG 20 10 03 97, or equivalent, which shall read "Who is an Insured (Section II) is amended to include as an insured the person or organization shown in the Schedule, but only with respect to liability arising out of "your work" for that insured by or for you." If any Excess insurance is utilized to fulfill the requirements of this subsection, such Excess insurance shall be "follow form" equal or broader in coverage scope than underlying insurance.

b. Vehicle Liability. Consultant shall maintain Business Automobile Liability insurance with a limit of $1,000,000 each occurrence on Consultant's owned, hired and non-owned vehicles assigned to or used in the performance of the Consultant's work or services under this Agreement. Coverage will be at least as broad as ISO coverage code "1" "any auto" policy form CA 00 01 12 93 or equivalent thereof. To the fullest extent allowed by law, for claims arising out of the performance of this Agreement, the City, its agents, representatives, officers, directors, officials and employees shall be cited as an Additional Insured under ISO Business Auto policy Designated Insured Endorsement form CA 20 48 or equivalent. If any Excess insurance is utilized to fulfill the requirements of this subsection, such Excess insurance shall be "follow form" equal or broader in coverage scope than underlying insurance.

c. Professional Liability. If this Agreement is the subject of any professional services or work, or if the Consultant engages in any professional services or work adjunct or residual to performing the work under this Agreement, the Consultant shall maintain Professional Liability insurance covering negligent errors and omissions arising out of the Services performed by the Consultant, or anyone employed by the Consultant, or anyone for

whose negligent acts, mistakes, errors and omissions the Consultant is legally liable, with an unimpaired liability insurance limit of $2,000,000 each claim and $2,000,000 annual aggregate. In the event the Professional Liability insurance policy is written on a "claims made" basis, coverage shall extend for two years past completion and acceptance of the Services, and the Consultant shall be required to submit certificates of insurance and a copy of the declaration page(s) of the insurance policies evidencing proper coverage is in effect as required above.

d. Workers' Compensation Insurance. Consultant shall maintain Workers' Compensation insurance to cover obligations imposed by federal and state statutes having jurisdiction over Consultant's employees engaged in the performance of work or services under this Agreement and shall also maintain Employers Liability Insurance of not less than $500,000 for each accident, $500,000 disease for each employee and $1,000,000 disease policy limit.

11.3 Cancellation and Expiration Notice. Insurance required herein shall not expire, be canceled, or materially change without 30 days' prior written notice to the City.

12. Applicable Law; Venue. In the performance of this Agreement, Consultant shall abide by and conform to any and all laws of the United States, State of Arizona and City of Avondale, including but not limited to, federal and state executive orders providing for equal employment and procurement opportunities, the Federal Occupational Safety and Health Act and any other federal or state laws applicable to this Agreement. This Agreement shall be governed by the laws of the State of Arizona and suit pertaining to this Agreement may be brought only in courts in the State of Arizona.

13. Termination; Cancellation.

13.1 For City's Convenience. This Agreement is for the convenience of the City and, as such, may be terminated without cause after receipt by Consultant of written notice by the City. Upon termination for convenience, Consultant shall be paid for all undisputed services performed to the termination date.

13.2 For Cause. This Agreement may be terminated by either party upon 30 days' written notice should the other party fail to substantially perform in accordance with this Agreement's terms, through no fault of the party initiating the termination. In the event of such termination for cause, payment shall be made by the City to the Consultant for the undisputed portion of its fee due as of the termination date.

13.3 Due to Work Stoppage. This Agreement may be terminated by the City upon 30 days' written notice to Consultant in the event that the Services are permanently abandoned. In the event of such termination due to work stoppage, payment shall be made by the City to the Consultant for the undisputed portion of its fee due as of the termination date.

13.4 Conflict of Interest. This Agreement is subject to the provisions of ARIZ. REV. STAT. § 38-511. The City may cancel this Agreement without penalty or further obligations by the City or any of its departments or agencies if any person significantly involved in initiating, negotiating, securing, drafting or creating this Agreement on behalf of the City or

any of its departments or agencies is, at any time while the Agreement or any extension of the Agreement is in effect, an employee of any other party to the Agreement in any capacity or a consultant to any other party of the Agreement with respect to the subject matter of the Agreement.

13.5 Gratuities. The City may, by written notice to the Consultant, cancel this Agreement if it is found by the City that gratuities, in the form of economic opportunity, future employment, entertainment, gifts or otherwise, were offered or given by the Consultant or any agent or representative of the Consultant to any officer, agent or employee of the City for the purpose of securing this Agreement. In the event this Agreement is cancelled by the City pursuant to this provision, the City shall be entitled, in addition to any other rights and remedies, to recover or withhold from the Consultant an amount equal to 150% of the gratuity.

13.6 Agreement Subject to Appropriation. The provisions of this Agreement for payment of funds by the City shall be effective when funds are appropriated for purposes of this Agreement and are actually available for payment. The City shall be the sole judge and authority in determining the availability of funds under this Agreement and the City shall keep the Consultant fully informed as to the availability of funds for the Agreement. The obligation of the City to make any payment pursuant to this Agreement is a current expense of the City, payable exclusively from such annual appropriations, and is not a general obligation or indebtedness of the City. If the City Council fails to appropriate money sufficient to pay the amounts as set forth in this Agreement during any immediately succeeding fiscal year, this Agreement shall terminate at the end of then-current fiscal year and the City and the Consultant shall relieved of any subsequent obligation under this Agreement.

14. Miscellaneous.

14.1 Independent Contractor. The Consultant acknowledges and agrees that the Services provided under this Agreement are being provided as an independent contractor, not as an employee or agent of the City. Consultant, its employees and subcontractors are not entitled to workers' compensation benefits from the City. The City does not have the authority to supervise or control the actual work of Consultant, its employees or subcontractors. The Consultant, and not the City, shall determine the time of its performance of the services provided under this Agreement so long as Consultant meets the requirements of its agreed scope of work as set forth in Section 2 above. Consultant is neither prohibited from entering into other contracts nor prohibited from practicing its profession elsewhere. City and Consultant do not intend to nor will they combine business operations under this Agreement.

14.2 Laws and Regulations. The Consultant shall keep fully informed and shall at all times during the performance of its duties under this Agreement ensure that it and any person for whom the Consultant is responsible remains in compliance with all rules, regulations, ordinances, statutes or laws affecting the Services, including the following: (a) existing and future City and County ordinances and regulations, (b) existing and future state and federal laws and (c) existing and future Occupational Safety and Health Administration ("OSHA") standards.

14.3 Amendments. This Agreement may be modified only by a written amendment signed by persons duly authorized to enter into contracts on behalf of the City and the Consultant.

14.4 Provisions Required by Law. Each and every provision of law and any clause required by law to be in the Agreement will be read and enforced as though it were included herein and, if through mistake or otherwise any such provision is not inserted, or is not correctly inserted, then upon the application of either party, the Agreement will promptly be physically amended to make such insertion or correction.

14.5 Severability. The provisions of this Agreement are severable to the extent that any provision or application held to be invalid by a Court of competent jurisdiction shall not affect any other provision or application of the Agreement which may remain in effect without the invalid provision or application.

14.6 Relationship of the Parties. It is clearly understood that each party will act in its individual capacity and not as an agent, employee, partner, joint venturer, or associate of the other. An employee or agent of one party shall not be deemed or construed to be the employee or agent of the other for any purpose whatsoever. The Consultant is advised that taxes or Social Security payments will not be withheld from any City payments issued hereunder and Consultant agrees to be fully and solely responsible for the payment of such taxes or any other tax applicable to this Agreement.

14.7 Entire Agreement; Interpretation; Parol Evidence. This Agreement represents the entire agreement of the parties with respect to its subject matter, and all previous agreements, whether oral or written, entered into prior to this Agreement are hereby revoked and superseded by this Agreement. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in any other contemporaneous written agreement executed for the purposes of carrying out the provisions of this Agreement. This Agreement shall be construed and interpreted according to its plain meaning, and no presumption shall be deemed to apply in favor of, or against the party drafting the Agreement. The parties acknowledge and agree that each has had the opportunity to seek and utilize legal counsel in the drafting of, review of, and entry into this Agreement.

14.8 Assignment. No right or interest in this Agreement shall be assigned by Consultant without prior, written permission of the City signed by the City Manager and no delegation of any duty of Consultant shall be made without prior, written permission of the City signed by the City Manager. Any attempted assignment or delegation by Consultant in violation of this provision shall be a breach of this Agreement by Consultant.

14.9 Subcontracts. No subcontract shall be entered into by the Consultant with any other party to furnish any of the material or services specified herein without the prior written approval of the City. The Consultant is responsible for performance under this Agreement whether or not subcontractors are used.

14.10 Rights and Remedies. No provision in this Agreement shall be construed, expressly or by implication, as waiver by the City of any existing or future right and/or remedy

available by law in the event of any claim of default or breach of this Agreement. The failure of the City to insist upon the strict performance of any term or condition of this Agreement or to exercise or delay the exercise of any right or remedy provided in this Agreement, or by law, or the City's acceptance of and payment for services, shall not release the Consultant from any responsibilities or obligations imposed by this Agreement or by law, and shall not be deemed a waiver of any right of the City to insist upon the strict performance of this Agreement.

14.11 Attorneys' Fees. In the event either party brings any action for any relief, declaratory or otherwise, arising out of this Agreement or on account of any breach or default hereof, the prevailing party shall be entitled to receive from the other party reasonable attorneys' fees and reasonable costs and expenses, determined by the court sitting without a jury, which shall be deemed to have accrued on the commencement of such action and shall be enforced whether or not such action is prosecuted through judgment.

14.12 Liens. All materials or services shall be free of all liens and, if the City requests, a formal release of all liens shall be delivered to the City.

14.13 Offset.

a. Offset for Damages. In addition to all other remedies at law or equity, the City may offset from any money due to the Consultant any amounts Consultant owes to the City for damages resulting from breach or deficiencies in performance or breach of any obligation under this Agreement.

b. Offset for Delinquent Fees or Taxes. The City may offset from any money due to the Consultant any amounts Consultant owes to the City for delinquent fees, transaction privilege taxes and property taxes, including any interest or penalties.

14.14 Notices and Requests. Any notice or other communication required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if (a) delivered to the party at the address set forth below, (b) deposited in the U.S. Mail, registered or certified, return receipt requested, to the address set forth below, (c) given to a recognized and reputable overnight delivery service, to the address set forth below or (d) delivered by facsimile transmission to the number set forth below:

If to the City: City of Avondale
11465 West Civic Center Drive
Avondale, Arizona 85323
Facsimile: (623) 333-0100
Attn: Charles P. McClendon, City Manager

With copy to: GUST ROSENFELD, P.L.C.
201 East Washington Street, Suite 800
Phoenix, Arizona 85004-2327
Facsimile: (602) 340-1538
Attn: Andrew J. McGuire, Esq.

If to Consultant: URS Corporation
7720 North 16th Street
Phoenix, Arizona 85020
Facsimile: (602) 371-1615
Attn: Randy Simpson, PE, Vice President

or at such other address, and to the attention of such other person or officer, as any party may designate in writing by notice duly given pursuant to this subsection. Notices shall be deemed received (a) when delivered to the party, (b) three business days after being placed in the U.S. Mail, properly addressed, with sufficient postage, (c) the following business day after being given to a recognized overnight delivery service, with the person giving the notice paying all required charges and instructing the delivery service to deliver on the following business day, or (d) when received by facsimile transmission during the normal business hours of the recipient. If a copy of a notice is also given to a party's counsel or other recipient, the provisions above governing the date on which a notice is deemed to have been received by a party shall mean and refer to the date on which the party, and not its counsel or other recipient to which a copy of the notice may be sent, is deemed to have received the notice.

14.15 Confidentiality of Records. The Consultant shall establish and maintain procedures and controls that are acceptable to the City for the purpose of ensuring that information contained in its records or obtained from the City or from others in carrying out its obligations under this Agreement shall not be used or disclosed by it, its agents, officers, or employees, except as required to perform Consultant's duties under this Agreement or as required by law. Persons requesting such information should be referred to the City. Consultant also agrees that any information pertaining to individual persons shall not be divulged other than to employees or officers of Consultant as needed for the performance of duties under this Agreement.

14.16 Records and Audit Rights. Consultant's and its subcontractor's books, records, correspondence, accounting procedures and practices, and any other supporting evidence relating to this Agreement, including the papers of any Consultant and its subcontractors' employees who perform any work or Services pursuant to this Agreement to ensure that the Consultant and its subcontractors are complying with the warranty under subsection 14.17 below (all the foregoing hereinafter referred to as "Records"), shall be open to inspection and subject to audit and/or reproduction during normal working hours by the City, to the extent necessary to adequately permit (1) evaluation and verification of any invoices, payments or claims based on Consultant's and its subcontractors' actual costs (including direct and indirect costs and overhead allocations) incurred, or units expended directly in the performance of work under this Agreement and (2) evaluation of the Consultant's and its subcontractors' compliance with the Arizona employer sanctions laws referenced in subsection 14.17 below. To the extent necessary for the City to audit Records as set forth in this subsection, Consultant and its subcontractors hereby waive any rights to keep such Records confidential. For the purpose of evaluating or verifying such actual or claimed costs or units expended, the City shall have access to said Records, even if located at its subcontractors' facilities, from the effective date of this Agreement for the duration of the work and until three years after the date of final payment by the City to Consultant pursuant to this Agreement. Consultant and its subcontractors shall provide the City with adequate and appropriate workspace so that the City

can conduct audits in compliance with the provisions of this subsection. The City shall give Consultant or its subcontractors reasonable advance notice of intended audits. Consultant shall require its subcontractors to comply with the provisions of this subsection by insertion of the requirements hereof in any subcontract pursuant to this Agreement.

14.17 E-verify Requirements. To the extent applicable under ARIZ. REV. STAT. § 41-4401, the Consultant and its subcontractors warrant compliance with all federal immigration laws and regulations that relate to their employees and compliance with the E-verify requirements under ARIZ. REV. STAT. § 23-214(A). Consultant's or its subcontractor's failure to comply with such warranty shall be deemed a material breach of this Agreement and may result in the termination of this Agreement by the City.

14.18 Scrutinized Business Operations. Pursuant to ARIZ. REV. STAT. §§ 35-391.06 and 35-393.06, the Consultant certifies that it does not have scrutinized business operations in Sudan or Iran. For the purpose of this subsection the term "scrutinized business operations" shall have the meanings set forth in ARIZ. REV. STAT. § 35-391 or 35-393, as applicable. If the City determines that the Consultant submitted a false certification, the City may impose remedies as provided by law including terminating this Agreement pursuant to subsection 13.2 above.

14.19 Conflicting Terms. In the event of any inconsistency, conflict or ambiguity among the Agreement, the Scope of Work, the Fee Proposal, the RFQ and the Consultant's SOQ, the documents shall govern in the order listed herein.

14.20 Non-Exclusive Contract. This Agreement is entered into with the understanding and agreement that it is for the sole convenience of the City. The City reserves the right to obtain like goods and services from another source when necessary.

IN WITNESS WHEREOF, the parties hereto have executed this instrument as of the date and year first set forth above.

"**City**"	"**Consultant**"
CITY OF AVONDALE, an Arizona municipal corporation	URS CORPORATION, a Nevada corporation
_____	By:_____
Charles P. McClendon, City Manager	
ATTEST:	Name:_____
_____	Its:_____
Carmen Martinez, City Clerk	

(ACKNOWLEDGEMENTS)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

This instrument was acknowledged before me on _____, 2009, by Charles P. McClendon, the City Manager of the CITY OF AVONDALE, an Arizona municipal corporation, on behalf of the City of Avondale.

_____
Notary Public in and for the State of Arizona

My Commission Expires:

_____

STATE OF _____)
) ss.
COUNTY OF _____)

This instrument was acknowledged before me on _____, 2009, by _____ as _____ of URS CORPORATION, a Nevada corporation, on behalf of the corporation.

_____
Notary Public in and for the State of _____

My Commission Expires:

_____

EXHIBIT A
TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
THE CITY OF AVONDALE
AND
URS CORPORATION

[RFQ]

See following pages.

REQUEST FOR STATEMENTS OF QUALIFICATIONS FOR DESIGN SERVICES FOR AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS

City of Avondale
11465 West Civic Center Drive
Avondale, Arizona 85323

SOLICITATION INFORMATION AND SELECTION SCHEDULE

Solicitation Number:	**EN 09-033**
Solicitation Title:	**Design Services for Avondale Blvd. and I-10 Traffic Interchange Improvements**
Release Date:	**October 23, 2008**
Final Date for Inquiries	**November 7, 2008** **5:00 p.m.** (local time, Phoenix Arizona)
NON-MANDATORY Pre-Submittal Conference:	**November 5, 2008** **9:00 a.m.** (local time, Phoenix, Arizona) Avondale Civic Center Sonoran Conference Room 11465 West Civic Center Drive Avondale, Arizona 85323
SOQ Deadline:	**November 13, 2008** **3:00 p.m.** (local time, Phoenix, Arizona)
Letters to Final Listed Firms:	**November 20, 2008**
Oral Discussions:	**December 1, 2008**
Target City Council Award Date:	**December 15, 2008**
City Representatives:	**Chris Hamilton** **chamilton@avondale.org** **623-333-4218** **Frank Graham** **fgraham@avondale.org** **623-333-2029**

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I. RFQ PROCESS; AWARD OF AGREEMENT

1. Purpose/Scope of Work. The City of Avondale (the "City") is seeking Statements of Qualification ("SOQ") from qualified engineering design teams ("Vendors") interested in providing professional services for the design of Avondale Boulevard and Interstate I-10 Traffic Interchange street and sidewalk improvements on Avondale Boulevard, Avondale Arizona starting at Roosevelt Street, Avondale, Arizona proceeding north approximately 1,400 feet north under Interstate I-10, across the Arizona Department of Transportation ("ADOT") drainage channel and tying into the existing roadway north of the ADOT drainage channel right-of-way (the "Project"), as more particularly described in the Scope of Work and the Final Project Assessment attached to the sample Professional Services Agreement as Exhibit C. The City desires to widen Avondale Boulevard from four lanes to six lanes, install dual left turn lanes from southbound Avondale Boulevard to the Interstate I-10 eastbound onramp, dual left turn lanes from the northbound Avondale Boulevard to the Interstate I-10 westbound onramp, dual right turn lanes from the northbound Avondale Boulevard to the Interstate I-10 eastbound onramp, widen the Interstate I-10 underpass and widen the existing ADOT bridge structure.

The City anticipates that the plans, specifications and engineer's estimate will be completed by September 2009 and the construction work will begin by November 2009 and construction complete in Fiscal Year 2009-2010. The Vendor shall prepare the project schedule and milestones to reflect the City's goal. The Vendor should prepare a Gnatt chart format using Microsoft Project.

2. Preparation/Submission of SOQ. Vendors are invited to participate in the competitive selection process for the Services outlined in this RFQ. Responding parties shall review their SOQ submissions to ensure the following requirements are met.

2.1 Irregular or Non-responsive SOQ. The City shall consider as "irregular" or "non-responsive" and reject any SOQ not prepared and submitted in accordance with this RFQ, or any SOQ lacking sufficient information to enable the City to make a reasonable determination of compliance to the minimum qualifications. Unauthorized conditions, limitations, or provisions shall be cause for rejection.

2.2 Submittal Quantities. Interested parties must submit **one (1) original** and **five (5) copies** (six (6) total submittals) of the SOQ. In addition, interested parties must submit **one (1) original** copy of the SOQ on a CD-ROM (or electronic media approved by the City) in printable Adobe or Microsoft Word format (or other format approved by the City). Failure to adhere to the submittal quantity criteria shall result in the SOQ being considered non-responsive.

2.3 Required Submittal. The SOQ shall be submitted with a cover letter with an **original ink** signature by a person authorized to bind the Vendor. SOQs submitted without a cover letter with an **original ink signature** by a person authorized to bind the Vendor shall be considered non-responsive. The SOQ shall be a maximum of **six (6)** pages to address the SOQ criteria (excluding resumes and the Vendor Information Form, but including the materials necessary to address Project understanding, general information, organizational chart, photos,

tables, graphs, and diagrams). Each page side (maximum 8 1/2" x 11") with criteria information shall be counted. However, one page may be substituted with an 11" x 17" sheet of paper, folded to 8 1/2" x 11", showing a proposed Project schedule or organizational chart and only having information on one side. Cover, back, table of contents and tabs may be used and shall not be included in the page count, unless they include additional project-specific information or SOQ criteria responses. The minimum allowable font for the SOQ is **11 pt**. Failure to adhere to the page limit and size criteria and font size shall result in the SOQ being considered non-responsive. Telegraphic (facsimile), electronic (email) or mailgram SOQs will not be considered.

2.4 Vendor Responsibilities. All Vendors shall (a) examine the entire RFQ, (b) seek clarification of any item or requirement that may not be clear, (c) check all responses for accuracy before submitting a SOQ and (d) submit the entire SOQ by the official SOQ Deadline. Late SOQs will not be considered. A Vendor submitting a late SOQ shall be so notified. Negligence in preparing a SOQ confers no right of withdrawal after the SOQ Deadline.

2.5 Sealed Submittals. All SOQs shall be sealed and clearly marked with the SOQ title and number**, Design Services for Avondale Blvd. and I-10 Interchange Improvements (EN 09-033)**, on the lower left hand corner of the mailing envelope. A return address must also appear on the outside of the sealed SOQ. The City is not responsible fore the pre-opening of, post-opening of, or the failure to open, any SOQs not properly addressed or identified.

2.6 Address. All SOQs shall be directed to the following address: City Clerk, 11465 West Civic Center Drive, Suite 200, Avondale, Arizona 85323, or hand-delivered to the City Clerk's office by the SOQ Deadline indicated on the cover page of this RFQ.

2.7 Amendment/Withdrawal of SOQ. At any time prior to the specified SOQ Deadline, a Vendor (or designated representative) may amend or withdraw its SOQ. Any erasures, interlineations, or other modifications in the SOQ shall be initialed in **original ink** by the authorized person signing the SOQ. Facsimile, electronic (email) or mailgram SOQ amendments or withdrawals will not be considered. No SOQ shall be altered, amended or withdrawn after the specified SOQ Deadline.

3. Cost of SOQ Preparation. The City does not reimburse the cost of developing, presenting or providing any response to this solicitation. SOQs submitted for consideration should be prepared simply and economically, providing adequate information in a straightforward and concise manner. The Vendor is responsible for all costs incurred in responding to this RFQ. All materials and documents submitted in response to this RFQ become the property of the City and will not be returned.

4. Inquiries.

4.1 Written/Verbal Inquiries. Any question related to the RFQ shall be directed to the City Representative whose name appears on the cover page of this RFQ.

Questions shall be submitted in writing by the final date for inquiries indicated on the cover page of this RFQ or submitted verbally (a) at the Non-Mandatory Pre-Submittal Conference on the date indicated on the cover page of this RFQ or (b) after the Non-Mandatory Pre-Submittal Conference but before the final date for inquiries indicated on the cover page of this RFQ. In the event the City is closed on the final date for inquiries indicated on the cover page of this RFQ, the Vendor shall leave the question on the City Representative's voicemail or e-mail. Any inquiries related to this RFQ shall refer to the title and number, page and paragraph. However, the Vendor shall not place the RFQ number and title on the outside of any envelope containing questions, because such an envelope may be identified as a sealed SOQ and may not be opened until after the RFQ's Due Date and Time.

4.2 Inquiries Answered. Written questions will be read and answered at the Non-Mandatory Pre-Submittal Conference on the date indicated on the cover page of this RFQ. Verbal or telephone inquiries directed to City staff prior to the Non-Mandatory Pre-Submittal Conference **will not be answered**. Within two (2) business days following the Non-Mandatory Pre-Submittal Conference, answers to all questions received in writing or verbally at the Non-Mandatory Pre-Submittal Conference will be mailed, sent via facsimile and/or e-mailed to all parties who obtained a RFQ package from the City and who legibly provided their mailing address, facsimile and/or e-mail address to the City. No questions, submitted in any form, will be answered after the final date for inquiries listed on the cover of this RFQ.

5. Pre-Submittal Conference. A pre-submittal conference may be held. If scheduled, the date and time of this conference will be indicated on the cover page of this RFQ. This conference may be designated as mandatory or non-mandatory on the cover page of this RFQ. Additionally, if the pre-submittal conference is designated as mandatory, failure to attend shall render that Vendor's SOQ non-responsive. Vendors are strongly encouraged to attend those pre-submittal conferences designated as non-mandatory. The purpose of this conference will be to clarify the contents of this RFQ in order to prevent any misunderstanding of the City's requirements. Any doubt as to the requirements of this RFQ or any apparent omission or discrepancy should be presented to the City at this conference. The City will then determine if any action is necessary and may issue a written amendment or addendum to the RFQ. Oral statements or instructions will not constitute an amendment or addendum to this RFQ. Any addendum issued as a result of any change in this RFQ shall become part of the RFQ and must be acknowledged in the SOQ submittal. Failure to indicate receipt of the addendum shall result in the SOQ being rejected as non-responsive.

6. Public Record. All SOQs shall become the property of the City and shall become a matter of public record available for review, subsequent to the award notification, in accordance with the City's Procurement Code.

7. Confidential Information. Vendors are requested not to include confidential information in the SOQ submittal. If a Vendor believes that a SOQ or protest contains information that should be withheld from the public record, a statement advising the City Representative of this fact shall accompany the submission and the information shall be identified. The information identified by the Vendor as confidential shall not be disclosed until

the City Representative makes a written determination. The City Representative shall review the statement and information and shall determine in writing whether the information shall be withheld. If the City Representative determines to disclose the information, the City Representative shall inform the Vendor in writing of such determination.

8. Vendor Licensing and Registration. Prior to the award of the Agreement, the successful Vendor shall (a) be licensed with the Arizona Corporation Commission to do business in Arizona and (b) have a completed Request for Vendor Number on file with the City Financial Services Department. The Vendor shall provide licensure information with the SOQ.

9. Certification. By submitting a SOQ, the Vendor certifies:

9.1 No Collusion. The submission of the SOQ did not involve collusion or other anti-competitive practices.

9.2 No Discrimination. It shall not discriminate against any employee or applicant for employment in violation of Federal Executive Order 11456.

9.3 No Gratuity. It has not given, offered to give, nor intends to give at any time hereafter, any economic opportunity, future employment, gift, loan, gratuity, special discount, trip favor or service to a City employee, officer or agent in connection with the submitted SOQ. It (including the Vendor's employees, representatives, agents, lobbyists, attorneys, and subcontractors) has refrained, under penalty of disqualification, from direct or indirect contact for the purpose of influencing the selection or creating bias in the selection process with any person who may play a part in the selection process, including the Selection Committee, elected officials, the City Manager, Assistant City Managers, Department Heads, and other City staff. All contact must be addressed to the City's Procurement Agent, except for questions submitted as set forth in Section 4, Inquiries, above. Any attempt to influence to selection process by any means shall void the submitted SOQ and any resulting Agreement.

9.4 No Signature/False or Misleading Statement. Failure to sign the SOQ, or signing it with a false or misleading statement, shall void the submitted SOQ and any resulting Agreement.

10. Award of Agreement.

10.1 Evaluation. A Selection Committee composed of representatives from the City will conduct the selection process according to the schedule on the cover page of this RFQ. The Selection Committee will create a final ranking of the Vendors based upon its evaluation of (i) the SOQ, (ii) information provided by references and (iii) criteria outlined in this RFQ. The Selection Committee will select three (3), but no more than five (5) finalists that will be invited for oral interviews with the Selection Committee. The City will conduct the oral interviews with the selected Vendors and upon completion of the final tabulation of points for scored components, will create a final list, in order of preference, of the three (3) most qualified Vendors. The Selection Committee will enter into negotiations with the highest scoring Vendor

from the final list. The selected Vendor will be required to execute the City's standard Professional Services Agreement in a form acceptable to the City Attorney. A sample of the standard agreement is included with this RFQ. If the City is unsuccessful in negotiating an Agreement with the highest-scoring firm, the City may then negotiate with the second, then third, highest-scoring firm until an Agreement is executed. City Council approval may be required. The City reserves the right to terminate the selection process at any time.

10.2 Waiver; Rejection; Reissuance. Notwithstanding any other provision of this RFQ, the City expressly reserves the right to: (i) waive any immaterial defect or informality, (ii) reject any or all SOQs or portions thereof and (iii) reissue an RFQ.

10.3 Protests. Any Vendor may protest this RFQ issued by the City, the proposed award of an Agreement, or the actual award of an Agreement. All protests will be considered in accordance with the City Procurement Code.

11. Offer. An SOQ submittal is an offer to contract with the City based upon the terms, conditions and specifications contained in this RFQ and the Vendor's responsive SOQ, unless any of the terms, conditions, or specifications is modified by a written addendum or agreement amendment. Provided, however, that no contractual relationship shall be established until the Vendor has signed, and the City has approved, a professional services agreement between the City and the Vendor in the form acceptable to the City Attorney. A sample Professional Service Agreement is included herein.

II. STATEMENT OF QUALIFICATIONS FORMAT; SCORING

Upon receipt of an SOQ, each submittal will be reviewed for compliance with the submittal requirements by the Selection Committee. SOQs shall be organized and submitted in the format as outlined below. Failure to conform to the designated format, standards and minimum requirements shall result in a determination that the SOQ is non-responsive. Additionally, the Selection Committee will evaluate and award points to each SOQ based upon the evaluation criteria as outlined in this document. Points listed below are the maximum number of points possible for each criteria and not the minimum number that the Selection Committee may award. The Selection Committee will conduct oral interviews with at least three (3), but not more than five (5), of the highest ranked Vendors based upon the SOQ submittal scoring.

Section 1: General Information 5 pts

a. One page cover letter as described in Section I, 2.3.

b. Provide a general description of the Vendor that is proposing to provide the required services for this Project.

c. Explain the legal organization of the Vendor. Provide identification information of the Vendor. Include the legal name, address, identification number and legal form of the Vendor (e.g., partnership, corporation, joint venture, sole proprietorship). If a joint venture,

identify the members of the joint venture and provide all of the information required under this section for each member. If the firm is a wholly owned subsidiary of another company, identify the parent company. Provide the name, address and telephone number of the person to contact concerning the SOQ.

d. Identify the location of the Vendor's principal office and the local work office, if different.

e. Vendor Information Form (may be attached as a separate appendix).

f. Provide the Arizona professional license numbers held by the Vendor and the key personnel who will be assigned to this Project. Please indicate if the individual or the Vendor holds the license.

g. Identify any contract or subcontract held by the Vendor or officers of the Vendor that has been terminated within the last five (5) years. Briefly describe the circumstances and outcome.

h. Identify any claims arising from a contract that resulted in litigation or arbitration within the last three (3) years. Briefly describe the circumstances and outcome.

Section 2: Experience and Qualifications of the Vendor 25 pts

a. Provide a description of projects in which the Vendor has served as Management Consultants on similar successful projects for organizations or municipalities of the same size as, or larger than, the City, completed within in the last three (3) years. For each project, provide, at a minimum, the following:

(i) Project description. Include details about how your project is similar to the one described in this SOQ.

Name of the company or organization.

Role of the firm.

Organization name.

Contact name.

Contact address, telephone number, and e-mail address.

b. Provide a list of the projects the Vendor has worked on for the City.

c. The above information must be current, as this will be used to verify references. Inability of the City to verify references shall result in the disqualification of the Vendor's SOQ.

Section 3: Key Personnel Experience 30 pts

a. Provide an organizational chart showing key personnel to be involved in this Project and company affiliation.

b. Provide resumes (two page maximum) for key personnel listed above, including consulting project experience, the home office location of the key personnel and length of time with the Vendor. At a minimum, the listed consulting project experience should include two comparable projects, location, key person's role, reference information and brief description of the work. Resumes may be attached as a separate appendix.

c. Provide the current capacity of key personnel's ability to maintain the schedule and budget described in the Final Project Assessment in the Professional Services Agreement in Exhibit C for this Project.

Section 4: Project Understanding and Approach 30 pts

a. Discuss your understanding of this Project as more particularly described in the Scope of Work and the Final Project Assessment described in the Professional Services Agreement in Exhibit C. Include major issues you have identified and how you intend to address those issues.

b. Discuss your proposed schedule for meeting the requirements of this Project.

Section 5: Overall Evaluation of Capability to Provide Required Services 10 pts

a. No response to this section is required. The Selection Committee may consider current capacity of the key personnel's ability to maintain the schedule and budget for this Project, the Vendor's experience including the complexity of similar projects and the Vendor's previous work for the City.

Total Possible Points for SOQ Submittal: 100

III. ORAL INTERVIEWS; SCORING

Vendors selected for oral interviews will be invited to participate in discussions with the Selection Committee on the date indicated on the cover page of this RFQ and awarded points based upon the criteria as outlined below. Vendors may be given additional information for these oral interviews. These discussions will relate less to the past experience and qualifications already detailed in the SOQs and relate more to identification of the Vendor's program approach and to an appraisal of the people who would be directly involved in this Project.

Oral Interview

5	General Information
25	Experience and Qualifications of the Vendor
20	Key Personnel Experience
25	Project Understanding and Approach
15	Questions and Answers
10	Overall Evaluation of Capability to Provide Required Services
100	**Total Possible Points for Oral Interview**

Total Points Possible for this RFQ: 200

IV. VENDOR INFORMATION FORM

By sending a Statement of Qualifications, the submitting Vendor certifies that it has reviewed the administrative information and draft of the Professional Services Agreement's terms and conditions and, if awarded the Agreement, agrees to be bound thereto.

VENDOR SUBMITTING SOQ	FEDERAL TAX ID NUMBER
PRINTED NAME AND TITLE	AUTHORIZED SIGNATURE
ADDRESS	TELEPHONE FAX #
CITY STATE ZIP	DATE
WEB SITE: _____	EMAIL ADDRESS: _____

MINORITY/WOMEN-OWNED SMALL BUSINESSES (check appropriate item):

_____ Disadvantaged Business Enterprise (DBE)
_____ Women-Owned Business Enterprise (WBE)
_____ Minority Business Enterprise (MBE)
_____ Small Business Enterprise (SBE)

Has you been certified by any jurisdiction in Arizona as a minority or woman owned business enterprise?

If yes, please provide details and documentation of the certification.

AVONDALE BOULEVARD/I-10 TRAFFIC INTERCHANGE

AVONDALE PROJECT ST1152

ADOT TRACS NO. 010 MA 131 H7472 01D

FINAL PROJECT ASSESSMENT

Prepared for:

City of Avondale

Prepared by:

DMJM HARRIS | AECOM

2777 East Camelback Road
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Phoenix, Arizona 85016

September 2008

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A. INTRODUCTION

The City of Avondale is proposing Traffic Interchange (TI) improvements along Interstate 10 (I-10) at Avondale Boulevard. The Avondale Boulevard TI improvements project (City of Avondale Project No. ST1152, ADOT TRACS No. 010 MA 131 H 7472 01D) shall widen Avondale Boulevard to three travel lanes with bike lanes, curb, gutter and sidewalk in both directions. The improvements shall include the addition of northbound to eastbound dual right turn lanes and dual left-turn lanes from Avondale Boulevard to the I-10 eastbound and westbound on-ramps. Finally the improvements shall include widening of the westbound off-ramp and reconstructing the eastbound on-ramp.

The project is located within the City of Avondale, in Maricopa County, within the ADOT Phoenix District (See Appendix A: Figure 1). The project starts at Roosevelt Street, proceeds north under I-10, across the ADOT drainage channel, and ties into the existing roadway approximately 250' north of the ADOT drainage channel R/W. It is anticipated that southbound Avondale Boulevard will be widened from McDowell Road to the ADOT drainage channel by a future private development project (See Appendix C: Figure 5).

The estimated construction cost for the Avondale Blvd TI improvement project is $6,177,000.

The Avondale Blvd TI improvement project is scheduled for design in fiscal year 2008, and construction in fiscal year 2009. The project will be constructed with both ADOT and City of Avondale funds.

B. BACKGROUND

The Avondale Boulevard Traffic Interchange (TI) is located on I-10 at MP 131. The TI is a diamond interchange with traffic signals at both the eastbound and westbound ramp intersections with Avondale Boulevard.

Avondale Boulevard is identified as an Arterial Street in the Avondale Transportation Plan (October 2006). The Level of Service (LOS) is shown in the table below. The LOS is for the existing roadway conditions without improvements. The 2005 LOS is from the Avondale Transportation Plan and the 2007 and 2030 LOS is from the Avondale Boulevard/I-10 Traffic Interchange Traffic Report prepared to accompany this Project Assessment. Both reports recommend widening Avondale Boulevard as proposed by this Project Assessment. The development along Avondale Boulevard, both planned and existing has accelerated the need for the proposed improvements.

Level of Service Summary

Intersection	2005		2007		2030	
	AM	PM	AM	PM	AM	PM
Avondale Blvd and EB I-10 Ramps	B	B	F	C	F	F
Avondale Blvd and WB I-10 Ramps	C	E	C	C	F	F

The following projects were previously constructed within or adjacent to the project limits.

Project	As-Built Date	Project Description
I-10-2(75)	1984	I-10 Grading and Drainage
I-10-2(70)	1986	I-10 Grading and Drainage
I-10-2(78)	1982	I-10 Bridge Construction
I-10-2(84)	1990	I-10 Reconstruct Roadway
ST0027	2004	Avondale Road Widening
2316.003	1981	Water Systems Improvements

Avondale Boulevard between Roosevelt Street and the eastbound ramps consists of three 12' travel lanes and 5.5' bike lanes (to face of curb) in each direction. The 16' median consists of a 4' raised median and a 12' left-turn lane from southbound Avondale Boulevard to eastbound Roosevelt Street. In the northbound direction the outside travel lane becomes a right-turn only lane onto the eastbound on-ramp and an outside travel lane is added in the southbound direction at the eastbound off-ramp.

Under the I-10 bridge, Avondale Boulevard consists of one 12' left-turn lane, one 12' travel lane and one 14' outside travel lane in each direction. The left-turn lanes are separated by a 4' raised median.

North of the ADOT drainage channel, Avondale Boulevard consists of three 12' travel lanes and a 6' bike lane with curb, gutter and sidewalk in the northbound direction. The southbound roadway consists of two 12' travel lanes and a 2' shoulder. The pavement has a thickened edge without curb, gutter or sidewalk. There is a 16' raised concrete median with curb and gutter. The roadway improvements will tie into the existing northbound roadway 250' north of the ADOT R/W.
There is an ADOT concrete lined drainage channel on the north side of I-10 that runs parallel to I-10. Avondale Boulevard crosses the channel with a concrete three span bridge. West of the Avondale Boulevard bridge, there is a utility bridge to carry the SRP irrigation water across the drainage channel.

There are catch basins located along Avondale Boulevard within the ADOT R/W that drain into the drainage channel.

The 2007 ADT for Avondale Boulevard north of I-10 is 9,452 vpd and the 2026 ADT is 28,200 vpd. The 2007 ADT south of I-10 is 16,124 vpd and the 2026 ADT is 55,800 vpd. The traffic factors are K=8% and D= 75% north of I-10 and 55% south of I-10.

The existing ADT was based on traffic counts conducted in February 2007. The 2026 traffic projections were taken from the Avondale Transportation Plan, October 2006.

The posted speed limit for Avondale Boulevard within the project limits is 45 mph.

A detailed analysis of the existing and future traffic conditions is provided in the Avondale Boulevard I-10 Traffic Study prepared to accompany this Project Assessment.

Three-year accident history was obtained from ADOT for the Avondale Blvd/I-10 TI. The accident data summarizes the three years starting January 2003 through December 2005. There were 12 intersection related accidents in the study area: three accidents in 2003; eight accidents in 2004; and one accident in 2005. The predominant accident types were rear-end collisions and angle collisions, which is typical of a signalized intersection. A detailed accident analysis is provided in Traffic Study.

There are several utilities located within the project limits including City of Avondale water and sewer, SPR irrigation, SRP power, Qwest, Cox and Southwest Gas.

ADOT has 55' of existing right-of-way on both sides of the centerline throughout the project limits. This right-of-way starts at Roosevelt Street and ends 1160.35' north of the I-10 centerline. South of I-10 the City of Avondale has an additional 10' of right-of-way southbound and 20' northbound outside of the ADOT right-of-way making a total of 65' and 75' respectively on each side the Avondale Boulevard centerline. North of I-10, the City of Avondale has an additional 10' northbound and 22' southbound of right-of way making a total of 65' and 77' of right-of-way, respectively, on each side of the Avondale Boulevard centerline.

C. SCOPE

This project will widen Avondale Boulevard to three lanes in each direction with curb, gutter and sidewalk.

The existing pavement on Avondale Boulevard will be sawcut 4' from the existing edge of pavement to allow for the roadway widening. During final design, the pavement will be evaluated to determine if any pavement preservation is required. The profile of the roadway will follow the existing profile in order to tie into the existing development and the development that will occur before this project is constructed. Maintaining the existing profile will also maintain the 16'4" vertical clearance under the Avondale Boulevard TI Bridge.

The drainage will match the existing drainage patterns, and will require the relocation of existing catch basins and extending existing drainage pipes as required.

During design the lighting on Avondale Boulevard will be evaluated to determine if the existing median lighting is adequate for the revised typical section.

The existing street lights, existing traffic signals, and existing signs will be relocated as required.

New signs and pavement markings will be provided as required.

The contractor shall take care to minimize impacts to the traveling public and local businesses. Traffic control will conform to the MUTCD and the Special Provisions. Traffic control plans will be included in the design plans.

As part of the IGA for this project, ADOT will turn back to the City of Avondale, the R/W on Avondale Boulevard from Roosevelt Street to 100' south of the ramp radius returns, and from 100' north of the drainage channel R/W to the end of the ADOT R/W near McDowell Road.

Concrete curb and gutter will be installed along Avondale Boulevard. Curb and gutter per ADOT standard detail C-05.10, type D in the ADOT R/W and per MAG standard detail 220 type A in the Avondale R/W (R/W ownership following turn back described above).

1. **Improvements Under The I-10 Bridge:**

The improvements for this project will widen Avondale Boulevard under I-10 to include three 11' travel lanes with 4' bike lanes, ADOT curb and gutter, 6' sidewalks and a 2' median. The roadway will also include two 11' left-turn lanes from southbound Avondale Boulevard to the I-10 eastbound on-ramp and two 11' left-turn lanes from northbound Avondale Boulevard to the I-10 westbound on-ramp. The City of Avondale has received written approval from ADOT to use 11' lanes (See Appendix D). The widening will require retaining walls along the bridge abutments to provide the additional width under the I-10 bridge (see Appendix C: Figures 2 and 4).

HDR prepared two Design Concept Reports (DCR): Interstate 10 (Papago) Median Widening, SR 85 to SR303L, SR303L to SR 101L (March 2006) and Interstate 10 (Papago) Outside Widening, Sarival Avenue to SR 101L (November 2006). A memo prepared by HDR (August 15, 2006) during the preparation of these DCRs, proposed using soil nail walls on Avondale Boulevard which would allow for an approximate maximum width of 135' between the two retaining walls (See Appendix D). The maximum width will be determined during final design and may require the typical section to be modified. ADOT Structures Group has expressed concerns over using permanent soil nail walls in roadway embankment even though it has been used on other projects. ADOT Structures Group has recommended using a 2.0 factor of safety instead of a 1.5. The cost estimate is based on using soil nail walls as described above. The design of the retaining wall will be determined during final design.

The existing catch basins along Avondale Boulevard and the area catch basins between the ramps and the structure will be removed and relocated for the wider roadway. The catch basins will be connected to the existing drainage pipes.

2. Improvements South of I-10:

South of the I-10, southbound Avondale Boulevard will include a 4' bike lanes, MAG curb and gutter, and 6' sidewalks. The three travel lanes will continue and will tie into the three existing travel lanes. The existing southbound left-turn lane onto Roosevelt Street will remain (see Appendix C: Figures 2 and 3).

ADOT C-05.10 type D curb and gutter will be used in the ADOT R/W and MAG Std 220 type A curb and gutter will be used in the Avondale R/W.

Northbound Avondale Boulevard will be widened to provide three travel lanes, dual right-turn lanes, a 4' bike lane, MAG curb and gutter, and a 6' sidewalk. The widening will provide 300' of external storage for each of the northbound left-turn lanes (See Appendix C: Figure 3).

The dual right-turn lane will extend south of Hilton Drive, so that the outside right-turn lane will serve both for Hilton Drive and the eastbound on-ramp.

The profile of the existing eastbound on-ramp will be reconstructed for approximately 600'. The ramp will continue east at the existing Avondale Boulevard cross slope and then will tie back into the existing ramp using 200 ft vertical curves.

The revised profile will move the low point of the ramp from the existing valley gutter, approximately 150' east. A new area catch basin will be constructed on the south side of the on-ramp at the new low point. This catch basin will connect to the existing area catch basin on the north side of the ramp near Avondale Boulevard. The north side of the ramp will maintain the existing grading to direct runoff to the area catch basin.

The existing scuppers located along the east side of Avondale Boulevard will be removed and new scuppers will be constructed in the new curb and gutter to drain the storm water into the existing retention basins.

The existing traffic signal and lighting on the southeast corner of the I-10 eastbound on-ramp intersection will be relocated to accommodate the new roadway. The existing traffic signal controller, meter pedestals and pull boxes located in this corner will also be relocated.

The three existing electrical boxes located on the southeast corner of the intersection with the eastbound on-ramp will be relocated and will require the acquisition of a 20' x 10' R/W easement.

The existing SRP Irrigation structure will be relocated. Additional R/W or easement will be required for the relocation. New irrigation pipe will be installed to connect the new box to the existing system.

The northbound overhead sign structure will be removed and replaced with a new overhead sign structure designed to accommodate the new roadway width and will require the additional acquisition of a 6' x 6' notch of R/W.

3. Improvements North of I-10:

North of I-10, northbound Avondale Boulevard will include curb and gutter, a 4' bike lane and a 6' sidewalk. The three 11' travel lanes will continue and match into the existing three 12' travel lanes (See Appendix C: Figures 2A and 5).

Southbound Avondale Boulevard will be widened to include three through lanes, two left-turn lanes, curb and gutter, a 4' bike lane and 6' sidewalk. The widening will provide 300' of external storage for each of the southbound left-turn lanes. This project will Construct a third lane to the ADOT R/W, just north of the drainage channel, and tie into the existing roadway approximately 250' north of the ADOT R/W (See Appendix C: Figure 5). It is anticipated a future private development project will construct a third southbound lane from McDowell Road to the ADOT R/W.

The area catch basins located north of the drainage canal will be removed and new basins installed along the roadway. These basins will be connected to the existing drainage pipes.

ADOT C-05.10 type D curb and gutter will be used in the ADOT R/W and MAG Std 220 type A curb and gutter will be used in the Avondale R/W.

The southbound overhead sign structure will be removed and replaced with a new overhead sign structure designed to accommodate the new roadway width.

The existing bridge over the ADOT drainage channel is a three-span reinforced concrete slab deck on H-pile foundations. The existing structure out to out width is 96.8'. In order to accommodate the proposed Avondale Blvd improvements, the bridge will need to be widened by 40.2' to a total width of 137'. The new lane configuration dictates widening the existing bridge 20.1' on both sides. The cost estimate is based on a cast-in-place reinforced concrete slab similar to the existing structure with 36" diameter drilled shafts and concrete cap beams. The design of the bridge widening will be determined during final design.

There is an existing SRP Irrigation utility bridge across the drainage channel west of Avondale Boulevard Bridge. The utility bridge is within 2' of the proposed widening and it is anticipated that this structure will need to be relocated. SRP will design and construct this structure. Based on the assumption that SRP has prior rights, the cost to design, remove and reconstruct the SRP Bridge has been included in the cost estimate. The determination of prior rights will be made during final design.

D. PROJECT DEVELOPMENT CONSIDERATIONS

Avondale Boulevard is an Urban Arterial in a developing area. The properties along the project site are agricultural fields that are being developed or are in the planning stages for development.

The ADOT I-10 (Papago) Inside Widening Sarival Avenue to SR 101L Project, TRACS No. 010 MA 125 H7096 01C, will add one high-occupancy vehicle (HOV) lane and one travel lane in the median. This project has an advertisement date of July 2007.

The ADOT I-10 (Papago) Outside Widening Sarival Avenue to SR 101L Project, TRACS No. 010 MA 125 H6878 01C, will widen I-10 to add one travel lane and one auxiliary lane. The ADOT I-10 (Papago) Outside Widening project is scheduled for fiscal year 2009.

The Avondale Gateway Development is located on the southeast corner of the TI. This development includes a Hilton Hotel which has been constructed and other businesses that are in the design phase. Coordination is required to reduce future conflicts. During a project meeting the ADOT Phoenix Maintenance District Engineer gave permission for the developers to remove the existing R/W fences and replace them with integral wrought iron and block wall fencing.

The Agua Fria Market Place Development is in the planning stage for the southwest corner of Avondale Boulevard and McDowell Road. Coordination is required to reduce future conflicts.

During design, coordination with local utility companies will be required. During the development of the Avondale Gateway Development, utilities including telephone and power were relocated into a utility easement located along the east side of Avondale Boulevard south of I-10. This easement will be under the proposed sidewalk. The final design will need to coordinate with the City and the utility companies to determine and resolve any conflicts. The SRP irrigation structure located on the southwest corner of the TI will also need to be relocated along with the associated piping.

An AASHTO Controlling Design Criteria Report has been prepared for this project. No design exceptions are required.

The contractor shall be required to submit Storm Water Pollution Prevention Plans (SWPPP) for review. The final design will not prepare SWPPP plans.

The City of Avondale will obtain new right-of-way along the east of Avondale Boulevard that varies between 13’ and 10’ wide from I-10 to Roosevelt Street and a strip of right-of-way on west side of Avondale Boulevard from I-10 to Hilton Drive that varies from 0 to 2’. Additional R/W will be required to relocate the utilities and sign structures. The City of Avondale will determine if these areas will be right-of-way or easements and the City will obtain them.

The design plans will be submitted to ADOT for their review and comment during the final design process.

E. OTHER REQUIREMENTS

The improvement project will be constructed with City of Avondale and ADOT funds.

An IGA will be required between ADOT and the City of Avondale to allow for construction, cost sharing and R/W. The ADOT Traffic Interchange Funds will fund $2,000,000 for this project. The remaining funding will come from the City of Avondale's Streets Capital Improvement Fund.

F. ESTIMATED COSTS

The estimated construction cost for this project is $6,177,000.

These costs are based upon a pavement section of 5" of AC on 12" of AB for the roadway and 12" of concrete with 1" of AR-ACFC for the ramps. The cost basis for the retaining walls and the bridge widening are described in the Project Scope Section of this report. The unit costs are based on recent ADOT bid tabulations. The construction costs do not include right-of-way or easement acquisition. See Appendix B for the detailed cost estimate.

APPENDIX A

Project Location Map

Figure 1 – Project Location Map

APPENDIX B

Cost Estimate

Project Location: Avondale Boulevard TI
Project No.: ST1157

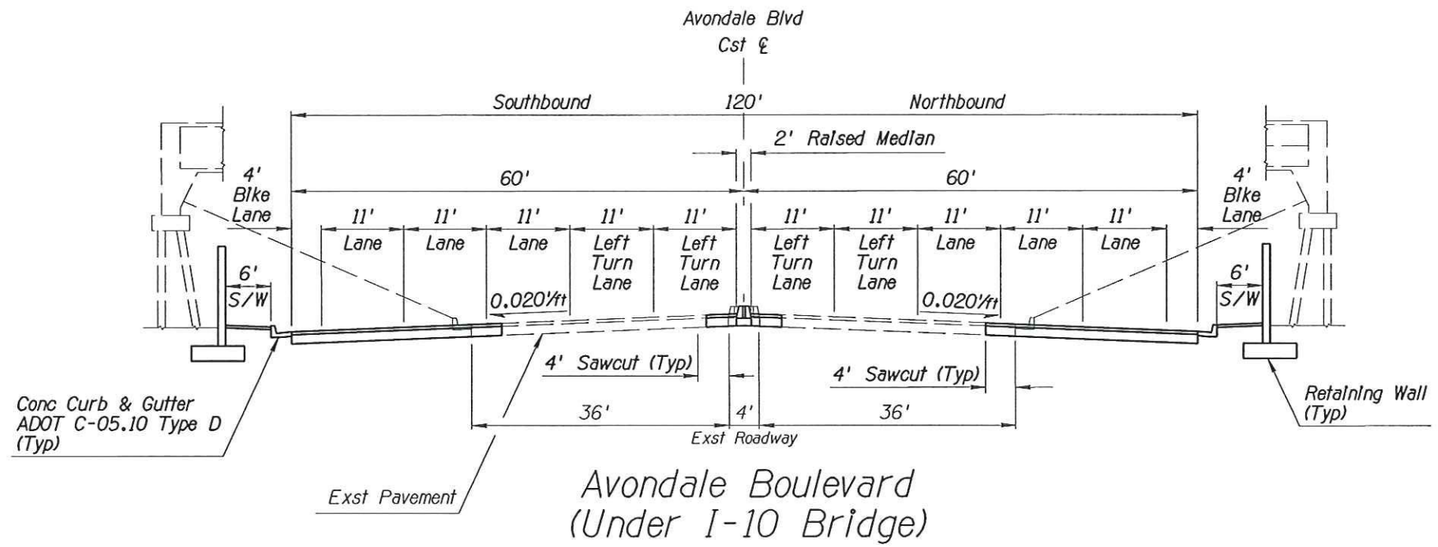
COST ESTIMATE AVONDALE IMPROVEMENTS

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
REMOVAL OF CONCRETE CURB	L.FT.	2,990	$12.00	$36,000
REMOVAL OF CONCRETE CURB AND GUTTER	L.FT.	5,401	$12.00	$65,000
REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS	SQ. FT.	2,699	$4.00	$11,000
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ.YD.	3,792	$35.00	$133,000
REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQ.YD.	2,459	$15.00	$37,000
REMOVE (CATCH BASIN)	EACH	6	$2,000.00	$12,000
REMOVE (SIDEWALK RAMP)	EACH	12	$100.00	$2,000
REMOVE (MEDIAN PAVING)	SQ.YD.	1,510	$10.00	$16,000
ROADWAY EXCAVATION	L. SUM	1	$7,500.00	$8,000
AGGREGATE BASE, CLASS 2	CU.YD.	3,085	$80.00	$247,000
BITUMINOUS TACK COAT	TON	7	$750.00	$6,000
ASPHALTIC CONCRETE (2") (12.5 mm)	TON	1,014	$90.00	$92,000
ASPHALTIC CONCRETE (3") (19.0 mm)	TON	1,521	$90.00	$137,000
PORTLAND CEMENT CONCRETE PAVEMENT (12")	SQ.YD.	2,898	$50.00	$145,000
ASPHALTIC CONCRETE FRICTION COURSE (ASPHALT RUBBER)	TON	57	$50.00	$3,000
RELOCATE SCUPPER	EACH	2	$2,500.00	$5,000
CONCRETE CATCH BASIN	EACH	7	$5,000.00	$35,000
STORM DRAIN PIPE, 18"	L.FT.	450	$100.00	$45,000
BRIDGE DECK WIDENING	SQ. FT.	3,150	$125.00	$394,000
POLE (TYPE A)(RELOCATE)	EACH	2	$200.00	$1,000
POLE (TYPE R)(RELOCATE)	EACH	6	$1,500.00	$9,000
POLE FOUNDATION (TYPE A)	EACH	2	$1,000.00	$2,000
POLE FOUNDATION (TYPE R)	EACH	7	$3,000.00	$21,000
NO. 7 PULL BOX W/EXT.	EACH	9	$800.00	$8,000
ELECTRICAL CONDUIT (3") (PVC)	L.FT.	400	$20.00	$8,000
ELECTRICAL CONDUIT (4") (PVC)	L.FT.	20	$30.00	$1,000
CONDUCTORS	L. SUM	1	$10,000.00	$10,000
CONTROL CABINET (TYPE V) (RELOCATE)	EACH	1	$2,000.00	$2,000
CONTROL CABINET FOUNDATION	EACH	1	$600.00	$1,000
LOAD CENTER CABINET (RELOCATE)	EACH	1	$3,000.00	$3,000
TRAFFIC SIGNAL FACE (TYPE R)	EACH	4	$800.00	$4,000
VIDEO DETECTION	EACH	1	$40,000.00	$40,000
PAVEMENT MARKINGS	L. SUM	1	$5,000.00	$5,000
SIGN STRUCTURE	EACH	2	$18,000.00	$36,000
SIGN STRUCTURE FOUNDATION	EACH	4	$3,500.00	$14,000
RELOCATE SIGNS	L. SUM	1	$5,000.00	$5,000
MISCELLANEOUS SIGNS	L. SUM	1	$2,000.00	$2,000
UTILITY RELOCATION WORK	L.SUM	1	$30,000.00	$30,000
ADOT STD C-05.10 CONCRETE CURB & GUTTER	L.FT.	3,536	$16.00	$57,000
MAG STD 220 CONCRETE CURB & GUTTER	L.FT.	1,675	$16.00	$27,000
CONCRETE SINGLE CURB	L.FT.	2,997	$15.00	$45,000
CONCRETE SIDEWALK	SQ. FT.	18,682	$6.00	$113,000
CONCRETE SIDEWALK RAMP	EACH	14	$2,500.00	$35,000
MEDIAN PAVING	SQ.YD.	2,059	$100.00	$206,000
RETAINING WALL	SQ. FT.	6,590	$140.00	$923,000
RELOCATE SRP UTILITY BRIDGE	L.SUM	1	$300,000.00	$300,000
			Subtotal 1	**$3,337,000**

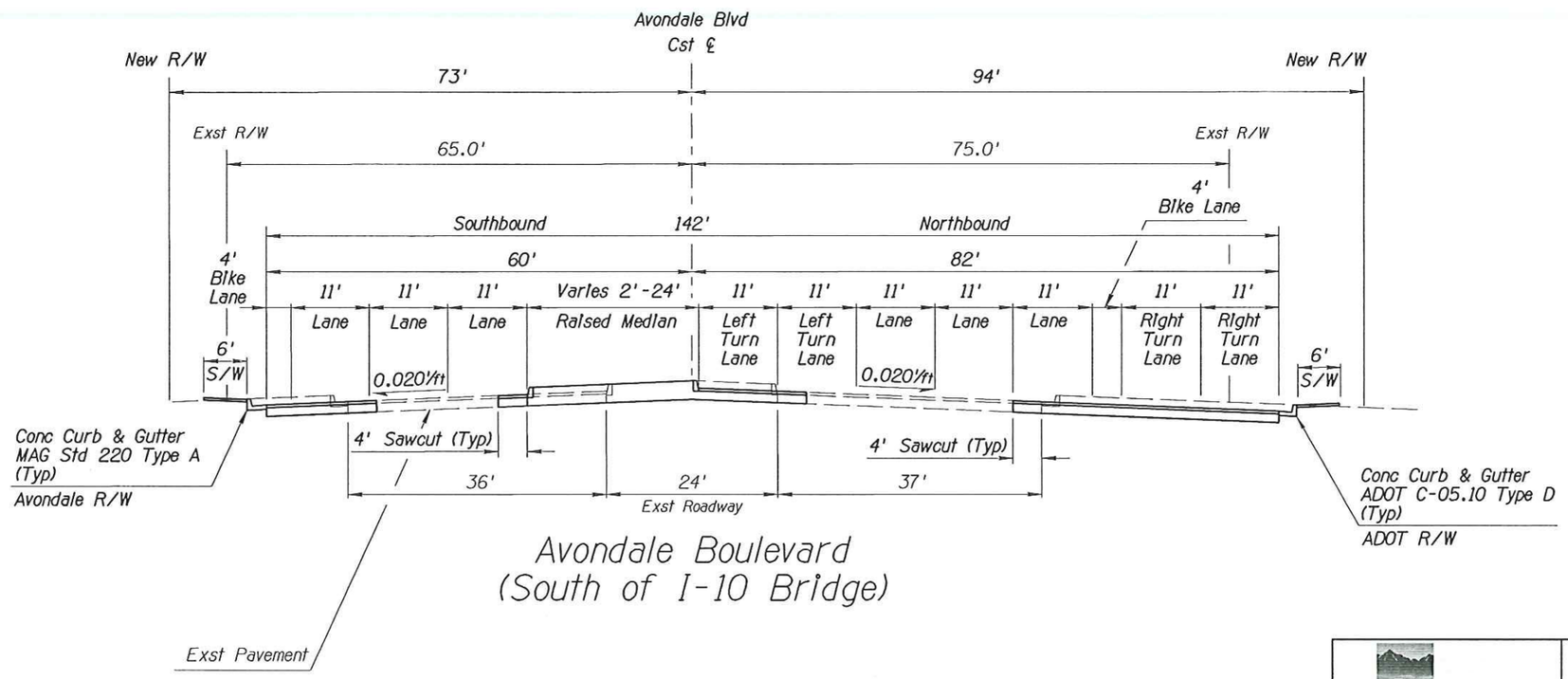
Contingencies (20%)		$668,000
	Subtotal 2	**$4,005,000**
Water Supply/Dust Pallative (2%)		$81,000
Maintenance and Protection of Traffic (15%)		$601,000
Erosion Control (1%)		$41,000
Contractor Quality Control (2%)		$81,000
Construction Surveying Layout (4%)		$161,000
	Subtotal 3	**$4,970,000**
Mobilization (10%)		$401,000
	Construction Subtotal	**$5,371,000**
Construction Engineering (10%)		$806,000
	TOTAL AVONDALE BOULEVARD TI IMPROVEMENTS COST:	**$6,177,000**

APPENDIX C

Roadway Figures



Avondale Boulevard
(Under I-10 Bridge)



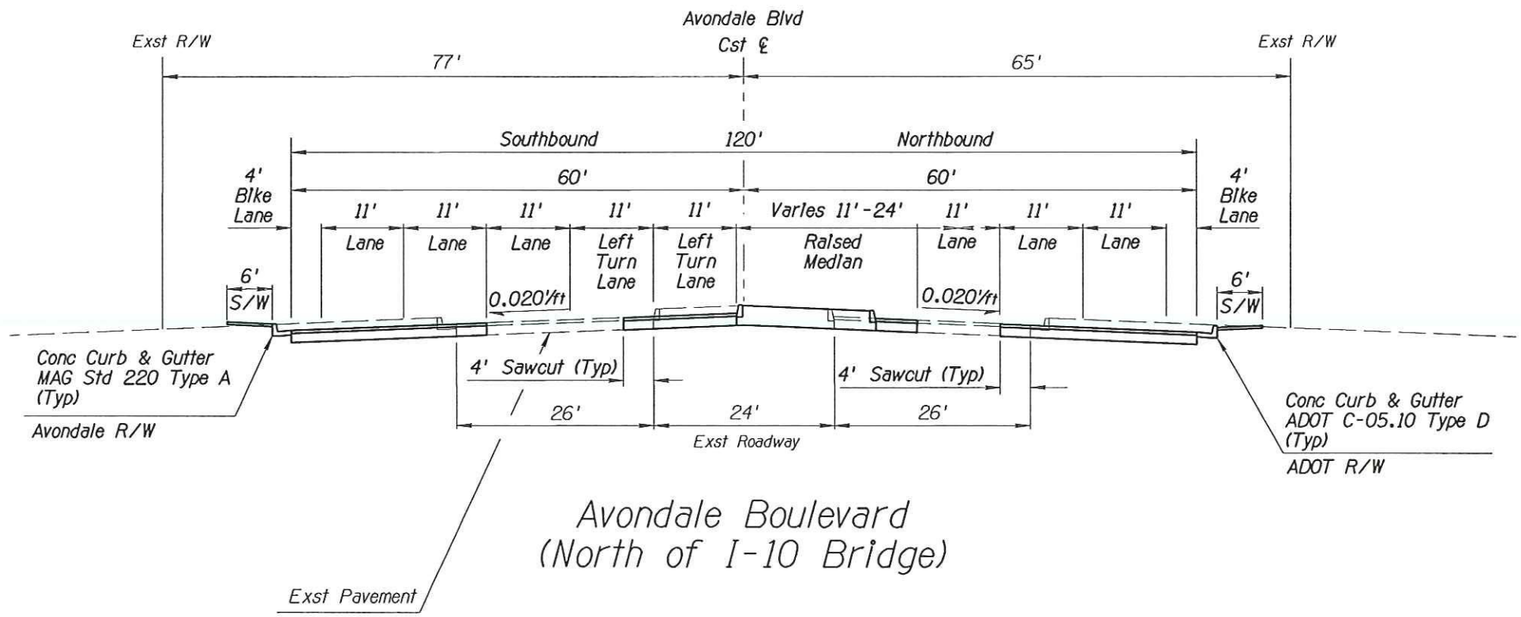
Avondale Boulevard
(South of I-10 Bridge)

City of Avondale

DMJM HARRIS | AECOM 2777 E. CAMELBACK RD SUITE 200 PHOENIX, AZ. 85016-4302 (602) 337-2777

AVONDALE BOULEVARD
I-10 TRAFFIC INTERCHANGE
PROJECT ST1157

FIGURE 2
TYPICAL SECTIONS



City of Avondale

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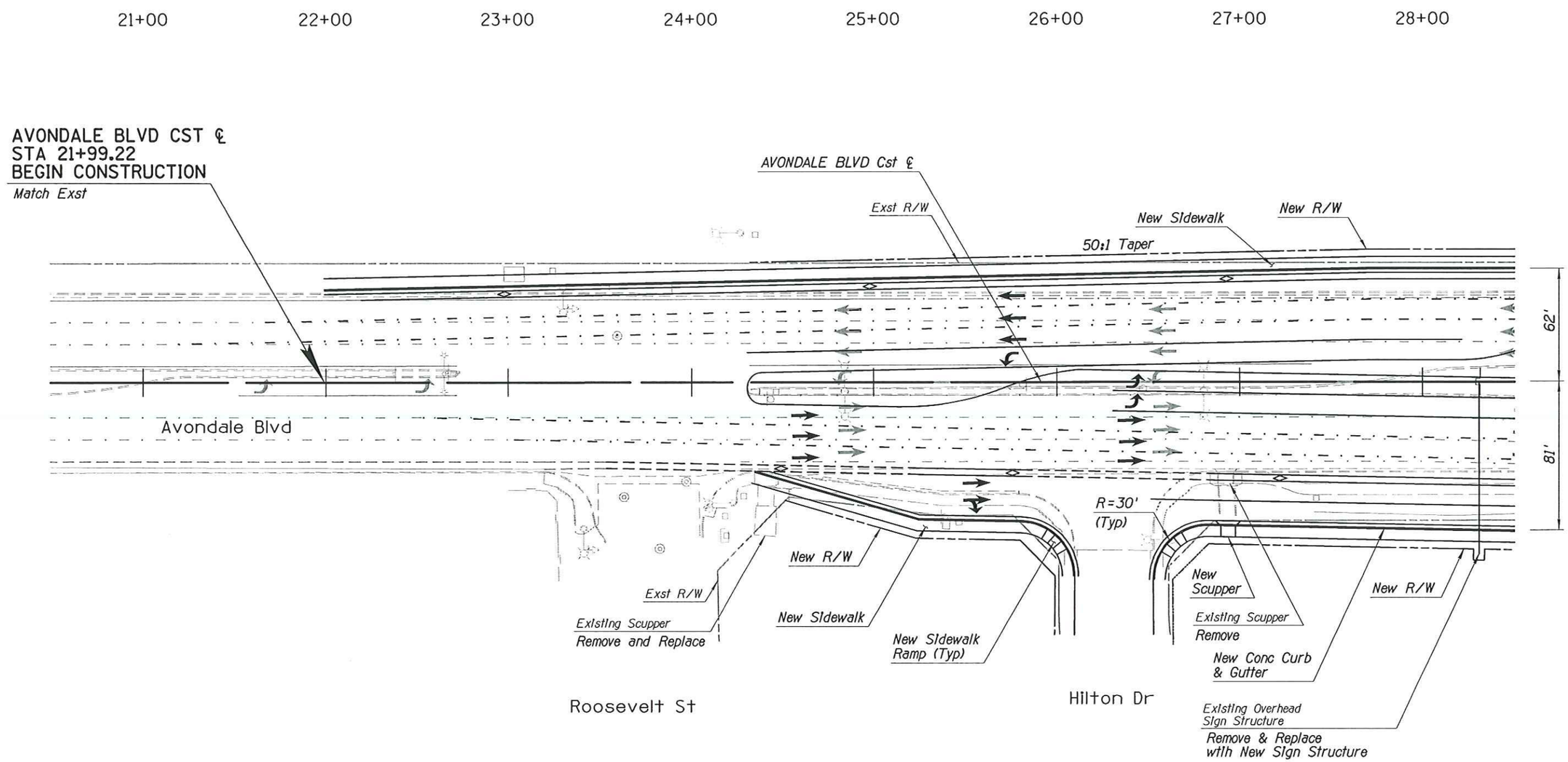
AVONDALE BOULEVARD
I-10 TRAFFIC INTERCHANGE
PROJECT ST1157

FIGURE 2A
TYPICAL SECTIONS



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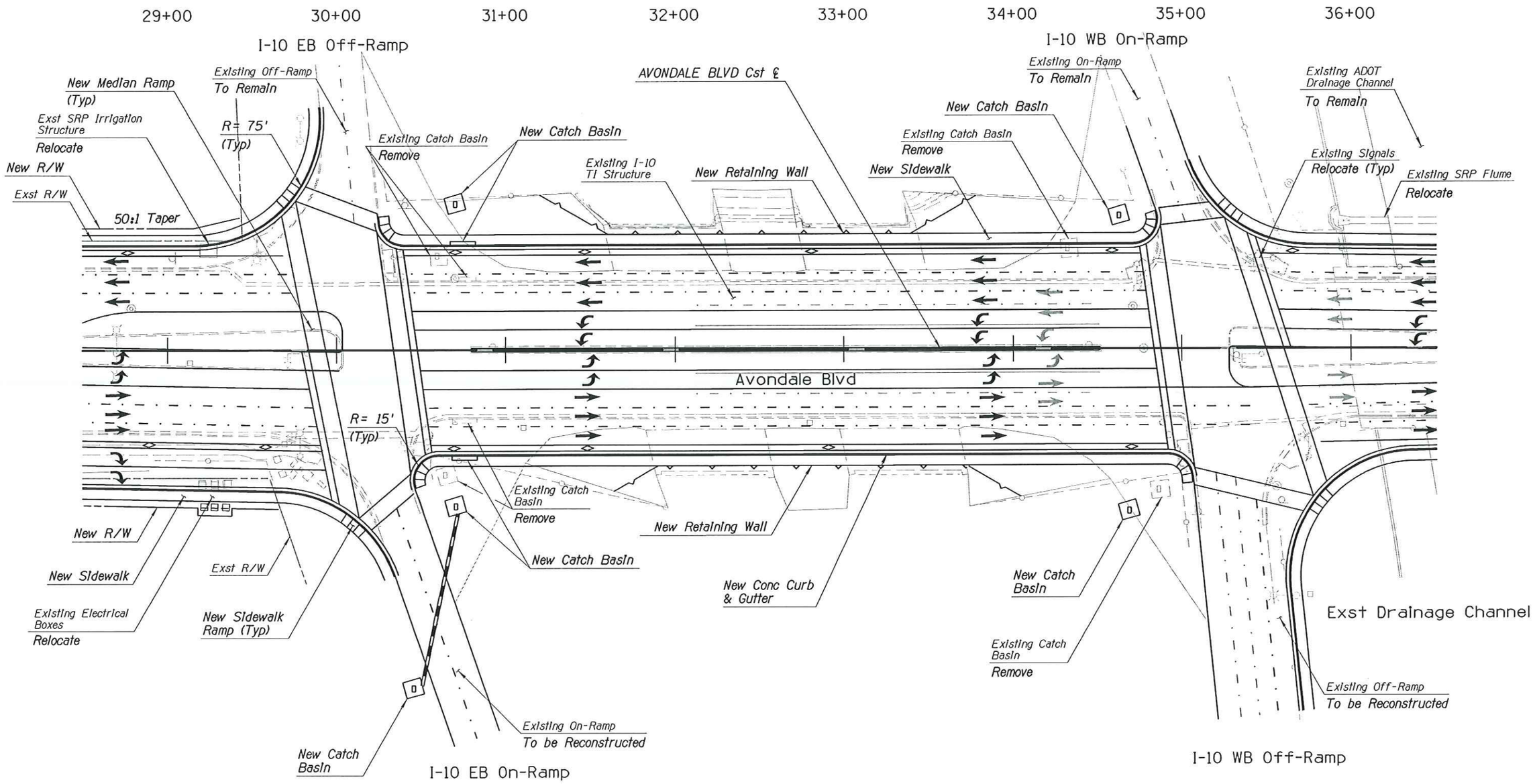
AVONDALE BOULEVARD
I-10 TRAFFIC INTERCHANGE
PROJECT ST1157

FIGURE 3
AVONDALE IMPROVEMENTS
SOUTH OF I-10

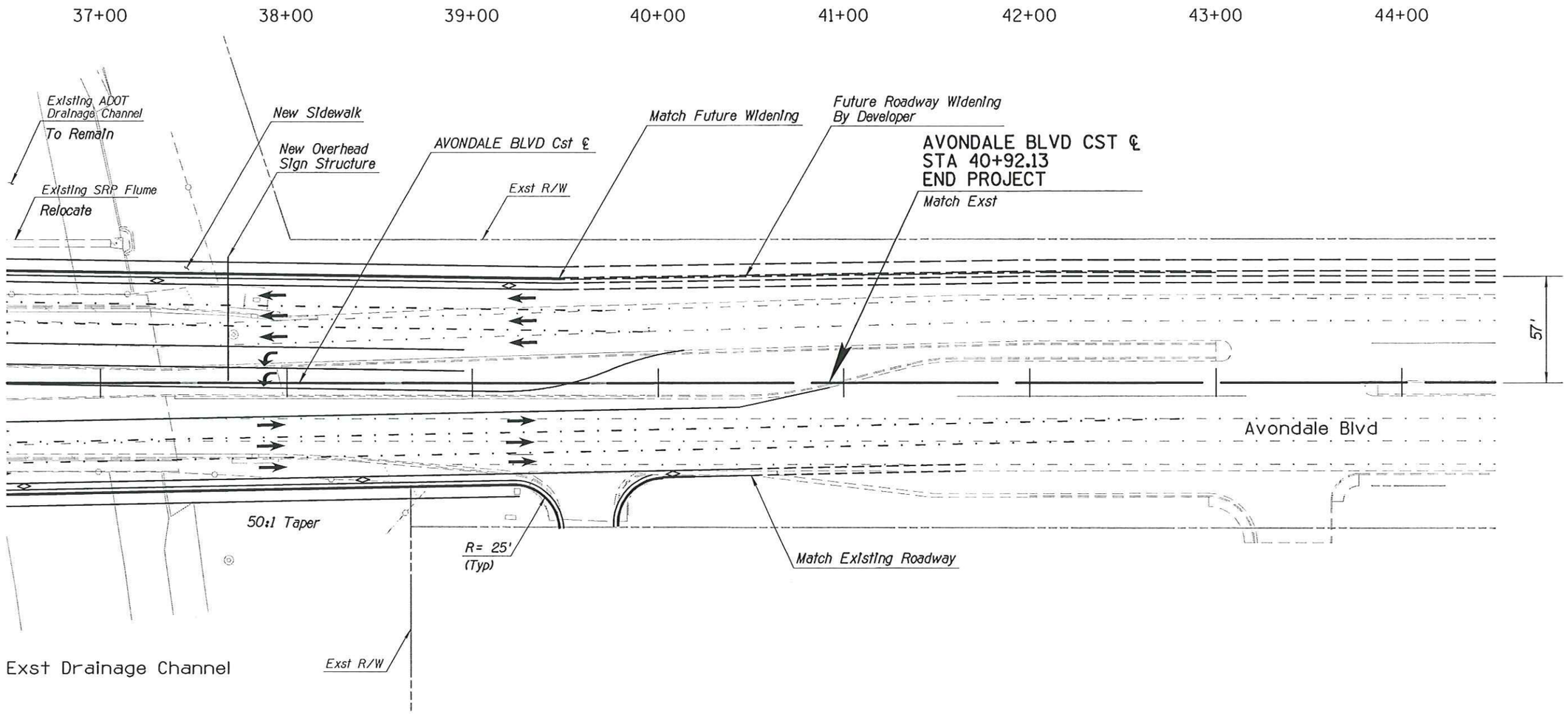


City of Avondale

DMJM HARRIS | AECOM 2777 E. CAMELBACK RD SUITE 200 PHOENIX, AZ. 85016-4302 (602) 337-2777

AVONDALE BOULEVARD
I-10 TRAFFIC INTERCHANGE
PROJECT ST1157

FIGURE 4
AVONDALE IMPROVEMENTS
AT I-10 TI



City of Avondale

DMJM HARRIS | AECOM 2777 E. CAMELBACK RD SUITE 200 PHOENIX, AZ. 85016-4302 (602) 337-2777

AVONDALE BOULEVARD
I-10 TRAFFIC INTERCHANGE
PROJECT ST1157

FIGURE 5
AVONDALE IMPROVEMENTS
NORTH OF I-10

APPENDIX D

Supporting Data

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Sam Elters
State Engineer

August 8, 2006

ENGINEERING DEPARTMENT
Received
AUG 10 2006

Kelly LaRosa, P.E.
Engineering Department
City of Avondale
11465 W. Civic Center Drive
Avondale, Arizona 85323-6804

Re: 6/26/06 Letter regarding I-10 Widening at Avondale Boulevard & 107th Avenue Structures

Dear Kelly:

ADOT is in receipt of your letter of 6/26/06 describing the City's concerns with respect to the existing spans of the referenced structures versus the City's ultimate widths of those crossroads. Your letter requested ADOT to respond to the italicized items below; however, some other points need to be made as well. With respect to any crossroad improvements, ADOT is not currently in a position to perform any preliminary design, identify impacts (utility, right-of-way, environmental or other) or prepare any cost estimates beyond those having to do with the actual I-10 bridge replacement or widening. The improvement of the crossroad would be required to follow the normal study, clearance and programming processes to get such a project included in the MAG TIP and/or ADOT construction program.

As noted below, the City proposes the use of reduced widths of various cross section features both at Avondale Boulevard and 107th Avenue. While some of these items could be accommodated in a retrofit situation (fitting under the existing bridges), ADOT would not be supportive of using these minimum values in a new construction scenario. If it were decided that the best approach is to replace the existing structure with a new larger span structure, then desirable widths should be used for lanes and medians. ADOT does not support the use of reduced widths in new construction to as a means to reduce structure costs.

In response to the City's requests regarding the proposed cross section for Avondale, we ask you to consider the following:

- *Reduced cross-sections including 11-foot lane widths (total cross-section width of 125-feet) on both Avondale Boulevard and 107th Avenue be approved.*

  - Lane widths: Lane widths of 11-feet are an acceptable solution for a retrofit situation only. Per the ADOT Roadway Design Guidelines (RDG) Section 301.3, 11-foot lanes are allowable at urban intersections where existing conditions govern. Left turn lanes may even be as narrow as 10-feet in such situations. As noted above, if replacement of the I-10 structure is the selected solution then the crossroad should be constructed using standard 12-foot lanes. The RDG does require the outside lane to be 12-feet in width plus a minimum 2-foot paved shoulder prior to the gutter. For a retrofit

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situation, ADOT recommends the outside lane be 12-feet plus 3-feet for bicycles plus a 2-foot gutter pan.

- Median width: The cross section for Avondale Boulevard presented in your letter utilizes a raised median that is only 2-feet in width. The RDG shows a 4-foot minimum for this raised island. Again, only in a retrofit situation would a 2-foot raised median be acceptable, as was done recently at Bullard Avenue. If 10-foot left turn lanes were implemented, the 4-foot median could then be utilized. In the case of a new structure, the median should be the standard 4-foot median.
- Curb type: The curb and gutter shown in Avondale's cross section utilizes MAG curb which has a total width of 2-feet. Within ADOT control of access, ADOT Type 'D' curb, which has a 2-foot gutter pan plus 8-1/2 inches to the back of curb, must be utilized. This adds 8-1/2 inches on each side to the total cross section width.
- Sidewalk width: Avondale requests approval for the use of 6-foot sidewalk. As sidewalks are typically 5-feet in width on ADOT projects, 6-feet is certainly acceptable.

Additional items to consider regarding the layout of Avondale Boulevard included with your letter:

- In the southbound direction, the layout of the lanes across the channel bridge north of the TI does not line up with the lanes under the I-10 bridges. The innermost lane shown as a thru lane actually lines up with one of the left turn lanes. Another thru lane is necessary to line up with the three thru lanes through the interchange. Consequently, the widening of the channel bridge will likely be in conflict with the existing utility bridge for the SRP Irrigation line.
- With the layout shown, there is only 1-foot remaining on the west side of the road to the theoretical location of the soil nail wall, while there are 4-feet on the east side (each would be reduced by 8.5" due to the use of ADOT curb). Shifting the lanes further to the east could gain some width and better center the roadway. The taper criteria leading into and out of the TI do not appear to have been fully maximized. Also, tapers are typically 40:1 for widening the crossroad at the TI, not 45:1 as shown.

➢ *Confirmation that the proposed Avondale Boulevard section can feasibly be constructed under the existing I-10 structure between the existing abutments.*

- Given the information presented to ADOT by the City, it appears that the proposed Avondale Boulevard section would fit between the existing abutments.

➢ *A list of any improvements and cost estimates that would be City responsibility under the existing Avondale Boulevard structure with the reduced roadway cross-section.*

- ADOT is not currently in a position to perform any preliminary design, identify impacts (utility, right-of-way, environmental or other) or prepare any cost estimates beyond those having to do with the actual I-10 bridge replacement or widening. The improvement of the crossroad would be required to follow the normal study, clearance and programming processes to get such a project included in the MAG TIP and/or ADOT construction program.

➢ *Cost estimate for shorter replacement structure to accommodate reduced cross-section of 107th Avenue.*

- We have included a cost estimate for a shorter replacement structure to accommodate the 107th Avenue cross section shown in the attached exhibit, not the reduced section suggested by the City. The exhibit also shows treatment of existing 107th Avenue in the interim period between reconstruction of the overpass structure and widening of 107th Avenue under I-10.

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Your letter inquired as to whether the use of dual southbound left turn lanes at 107th Avenue would affect the width of the eastbound frontage road. Normally, ADOT prefers the addition of a lane on the frontage road per RDG Figure 505.1A to facilitate movements to the on-ramp. However, because there is no freeway on-ramp at this location, no additional lane would be necessary on the existing two-lane frontage road per the figure. The City should prepare a detailed analysis of truck turning movements at that location to determine whether additional width on the frontage road is warranted for that reason.

If any items are unclear, or the City has any questions I would propose a meeting between the City, ADOT and HDR to discuss the next steps. It is my understanding that DMJM has been retained to prepare a PA for the Avondale structure. We would appreciate being kept up to date as the assessment progresses.

Sincerely,

Elaine Mercado

Elaine Mercado, PE
Project Manager
Valley Project Management-ADOT
205 S. 17th Avenue
Phoenix, AZ 85007

cc: Dan Lance, ADOT
Mike Bruder, ADOT
Al Zapata, ADOT Roadway Reviewer
Trent Kelso, HDR

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HDR | ONE COMPANY *Many Solutions*℠

Memo

To: Trent Kelso, P.E.	
From: Nick LaFronz	Project: I-10 West Median/Outside Widening
CC: John-Scott Leach, P.E. Lorena Piedrahita, P.E.	
Date: August 15, 2006	Job No: 048-45158-002

RE: Subsurface Geotechnical Conditions
Proposed Soil Nail Walls
Avondale Avenue Widening
I-10/Avondale Avenue TIOP

This memorandum presents a summary of the subsurface geotechnical conditions encountered at the I-10/Avondale Avenue TIOP, and a discussion of the subsurface conditions relative to the proposed widening of Avondale Avenue beneath I-10 using soil nail walls.

Subsurface Geotechnical Investigation and Encountered Conditions

As part of the preliminary geotechnical investigation for the Stage II (30 percent) design of the inside (median) widening of I-10, two borings were completed between the existing eastbound and westbound bridge abutments at the Avondale Avenue TIOP, one boring each between the existing west abutments (Abutment 1 – Boring B-17) and east abutments (Abutment 2 – Boring B-18). Locations of the borings relative to the existing bridge abutments and to Avondale Avenue are shown on the attached plan sheet. Depth of the borings, relative to existing grade within the I-10 median adjacent to the abutments, was 100 feet (Boring B-17) and 88 feet (Boring B-18), corresponding to respective boring tip elevations of about 921 and 933 feet. Ground surface elevation (existing grade) at the boring locations was estimated to be 1021 feet. The borings were completed using hollow-stem auger methods, and standard penetration testing (SPT) and sampling, or relatively undisturbed open-end drive sampling (brass-lined) were performed at five-foot intervals of depth. Selected samples recovered from the borings were tested for soil classification, moisture content and density, and in direct shear. Field investigation and laboratory soils testing were completed by AMEC Earth and Environmental, Inc., subconsultant to HDR.

The borings encountered existing man-made fill (I-10 embankment/approach fill) from the ground surface to depths of 23.5 feet (Boring B-17) and 30 feet (Boring B-18) below existing grade. Elevation of the contact between the fill and underlying native soils is estimated at 997 feet (west abutment boring) and 991 feet (east abutment boring). Based on the boring logs, the fill consists of mixtures of sand, silt and clay with lesser amounts of gravel. The fill is variously described as clayey to silty sand, sandy clay, and sand with silt and gravel, primarily of low to medium plasticity, occasionally of high plasticity or nonplastic, moderately firm to hard. A trace to occasionally some fine gravel typically was encountered, except for the sand, silt and gravel stratum encountered near the base of the fill in Boring B-17. Upon completion of drilling, the borings remained open to depths of 87 feet (B-17) and 65 feet (B-18). Copies of the logs for these borings (with annotations) and laboratory test data are attached to this memorandum.

Standard penetration test (SPT) N-values within the fill ranged from 11 to 90 blows/foot, with most values in the range of 11 to 40 (including corrected values from open-end drive sampling), indicating moderately firm to very firm fill soils. The more clayey soils of increased plasticity (sandy clays) tended to be less firm than the more sandy soils. Results of two density tests and five moisture content tests for the fill were dry density of 103 and 111 pounds/cubic foot, and 6 to 11 percent moisture (by weight).

Avondale Avenue Widening – Proposed Soil Nail Walls

According to as-built plans (Structure Nos. 1856 and 1857, ADOT Project No. I-10-2(78)), the existing Avondale Avenue single-span bridges (eastbound and westbound structures) substructure foundations consist of driven steel H-piles (HP12x53) at the abutments. The existing H-piles are arranged in pairs, each pair comprised of a battered pile and vertical pile, with the battered pile indicated as sloped at 1:6 (H:V) toward centerline of Avondale Avenue. The paired piles are indicated as being spaced at 6'-7" on-center. Bottom elevation of the existing pile caps is indicated at 1004 to 1005.4 feet, and as-driven tip elevation of the piles ranges from 957 to 962 feet. Copies of selected as-built plan sheets for the existing bridges are attached to this memorandum.

Substructure foundations for the proposed inside (median) and outside widening of the I-10 bridges are anticipated to consist of 48-inch or comparable diameter drilled shafts, based on the Stage II plans and current preliminary designs. Existing fore-slopes in front of the existing H-piles (and future drilled shafts in the median) are indicated at 2:1 (H:V), with top-of-slope at the abutment face at approximate elevation 1008 to 1010 feet. Existing grade at the edge of pavement of Avondale Avenue beneath I-10 is estimated to be about 997 or 998 feet. Therefore, soil nail walls approximately 12 to 15 feet in height, which will remove the majority of the existing 2:1 fore-slopes, will be required to accommodate widening of Avondale Avenue.

Based on the subsurface geotechnical conditions and existing bridge substructures described above, design and construction of soil nail walls to accommodate widening of Avondale Avenue appear feasible. Based on the completed borings, the existing, moderately firm to very firm and predominately clayey fill soils should provide sufficient temporary stability (stand-up time) to permit excavation in approximately five-foot deep vertical increments and installation of the soil nails in a top-down construction mode. Shear strength of these soils should be adequate for support of the walls. Measured moisture contents of the existing fill soils are relatively low to moderate; therefore, drying and sloughing of these soils may occur if exposed for an extended period of time, possibly requiring flash-coating with shotcrete. Zones of the more sandy soils may slough in response to excavation and also may require flash-coating with shotcrete for temporary stabilization, prior to soil nail drilling and installation. Soil nail horizontal spacing should be selected considering the spacing of the existing H-piles and the proposed drilled shafts, in order that adequate clearance between the soil nails and the substructure units is provided. The existing pile cap and proposed drilled shaft cap (widened bridges) will also require consideration in the soil nail wall design, relative to the elevation and inclination of the uppermost row of soil nails in each wall in order to avoid obstructions to the nail drillholes.

Proximity of the soil nail wall excavation to the existing battered H-piles will require consideration in design of the walls. Existing face-to-face dimension of the battered H-piles, based on as-built plans and assuming Avondale Avenue edge of pavement grade at about 997 feet, is estimated at 140 feet (corresponding to the approximate base elevation of the planned soil nail walls). Considering the fill soil conditions represented by the borings, it is recommended that the **excavated face** of the soil nail walls be located **no closer than 2.0** feet from the inside face of the battered piles. The finished face of the walls is anticipated to be no more than 4 to 6 inches inside of the excavated face.

EXHIBIT B
TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
THE CITY OF AVONDALE
AND
URS CORPORATION

[Consultant's SOQ]

See following pages.

CITY OF AVONDALE

Design Services for Avondale Boulevard and I-10 Traffic Interchange Improvements

Solicitation No. EN 09-033

Avondale Boulevard

URS

November 13, 2008

URS

November 13, 2008

Ms. Carmen Martinez
City Clerk
City of Avondale
11465 West Civic Center Drive, Suite 200
Avondale, AZ 85323

Re: Design Services for Avondale Boulevard and I-10 Interchange Improvements (EN 09-033)

Dear Ms. Martinez:

URS Corporation appreciates this opportunity to submit our Statement of Qualifications for Design Services for Avondale Boulevard and I-10 Interchange Improvements (EN 09-033). Together with our subconsultants Ninyo & Moore and Southwest Traffic Engineering, LLC, we offer the City a very experienced and capable team with immediate availability to work on this project.

URS is uniquely qualified for this project having recently completed design of I-10 median widening from Sarival Avenue to SR 101L, currently under construction. Through the I-10 project we already have detailed familiarity with the project area and excellent established relationships with the ADOT staff likely to be involved with this project. We look forward to using this prior knowledge and experience to assist the City in achieving the goals of the Avondale Boulevard project as quickly and efficiently as possible.

In addition to our recent I-10 experience, we have the experience of numerous other projects similar to the Avondale Boulevard project, including two that are discussed in this SOQ. Our prior experience will allow us to identify critical issues early in the project design, develop solutions efficiently and ensure timely completion of the project in a cost effective manner.

Our project team will be led by George Ferraro, PE, as Project Manager, and Randy Simpson, PE as Principal-in-Charge. George has over 32 years of arterial street and municipal engineering experience and Randy was responsible for the design of the I-10 bridge widening over Avondale Boulevard.

Should you have any questions regarding our submittal or require additional information, feel free to contact George at (602) 648.2347 or on his cell at (602) 568.2102.

Sincerely,

Randy Simpson, PE
Vice President, Principal-in-Charge

George Ferraro, PE
Project Manager

URS Corporation
7720 North 16th Street, Suite 100
Phoenix, AZ 85020
Tel: 602.371.1100
Fax: 602.371.1615

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3. EXPERIENCE OF KEY PERSONNEL..... 3
4. PROJECT UNDERSTANDING AND APPROACH..... 4

Appendices

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APPENDIX B – Vendor Information Form
APPENDIX C - Addenda

November 13, 2008

Ms. Carmen Martinez
City Clerk
City of Avondale
11465 West Civic Center Drive, Suite 200
Avondale, AZ 85323

Re: Design Services for Avondale Boulevard and I-10 Interchange Improvements (EN 09-033)

Dear Ms. Martinez:

URS Corporation appreciates this opportunity to submit our Statement of Qualifications for Design Services for Avondale Boulevard and I-10 Interchange Improvements (EN 09-033). Together with our subconsultants Ninyo & Moore and Southwest Traffic Engineering, LLC, we offer the City a very experienced and capable team with immediate availability to work on this project.

URS is uniquely qualified for this project having recently completed design of I-10 median widening from Sarival Avenue to SR 101L, currently under construction. Through the I-10 project we already have detailed familiarity with the project area and excellent established relationships with the ADOT staff likely to be involved with this project. We look forward to using this prior knowledge and experience to assist the City in achieving the goals of the Avondale Boulevard project as quickly and efficiently as possible.

In addition to our recent I-10 experience, we have the experience of numerous other projects similar to the Avondale Boulevard project, including two that are discussed in this SOQ. Our prior experience will allow us to identify critical issues early in the project design, develop solutions efficiently and ensure timely completion of the project in a cost effective manner.

Our project team will be led by George Ferraro, PE, as Project Manager, and Randy Simpson, PE as Principal-in-Charge. George has over 32 years of arterial street and municipal engineering experience and Randy was responsible for the design of the I-10 bridge widening over Avondale Boulevard.

Should you have any questions regarding our submittal or require additional information, feel free to contact George at (602) 648.2347 or on his cell at (602) 568.2102.

Sincerely,

Randy Simpson, PE
Vice President, Principal-in-Charge

George Ferraro, PE
Project Manager

URS Corporation
7720 North 16th Street, Suite 100
Phoenix, AZ 85020
Tel: 602.371.1100
Fax: 602.371.1615

1. General Information

Firm Information

URS Corporation (URS) is a nationally recognized engineering firm offering comprehensive design services for federal, state and local clients. The strength of the firm lies in over 300 local offices focused on delivering high-quality services to clients with a personal level of responsiveness and attention to detail. The URS Phoenix office has a staff of 205 with the expertise and experience to provide the majority of the design services required by the Avondale Boulevard widening project in-house. Our ability to deliver the resources of a large national firm through local staff with comprehensive experience in Arizona (and this project area in particular) offers the City of Avondale a uniquely qualified team for the design of this project.

Legal Organization of Firm

Corporate Legal Organization	Nevada Corporation, No. C748-1970
Corporate Address	600 Montgomery Street, 25th Floor, San Francisco, California 94111
Local Address	7720 North 16th Street, Suite 100, Phoenix, Arizona 85020
Arizona Corporation Commission No.	F00187885

Key Staff Licensing

Arizona registered professional engineer licenses for key staff are noted in resumes contained in the resume Appendix.

Vendor Information Form

The Vendor Information Form is located in Appendix B at the end of this Statement of Qualifications (SOQ).

Terminated Contracts

URS was under contract with the Bureau of Land Management (BLM) to prepare a Resource Management Plan for the Sonoran Desert National Monument. In March of 2007, BLM terminated the contract for convenience. In accordance with Federal Acquisition Regulations (FAR), URS has filed a claim for significant amounts owed under this contract. The claim letter included a request for settlement negotiations through mediation. The outcome is pending.

Claims Resulting in Litigation

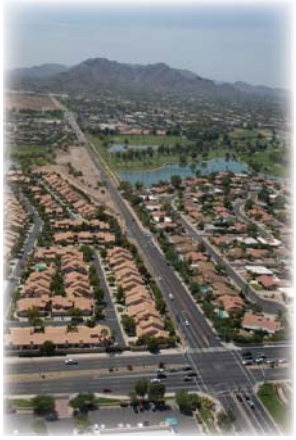
None

2. Experience and Qualifications of Firm

Relevant Management Consultant Experience

URS recently completed several projects that demonstrate our understanding of the work required in this project:

PROJECT	*CLIENT/CONTACT*
I-10 Median Widening, Sarival to SR 101L URS was responsible for designing the median widening of approximately eight miles of I-10 through the cities of Avondale and Goodyear. The work included the widening of eight bridges and the replacement of two bridges; roadway design, drainage design, traffic control plans, lighting design, and extensive utility coordination. During design of the project URS coordinated with City staff to establish the roadway configuration and opening width beneath the new I-10/107th Avenue Overpass, and during construction URS assisted the City with removal of the existing retaining walls to expose the enhanced architectural treatments at the bridge abutments. This project also included designing the widening of the I-10/Avondale Boulevard Overpass.	ADOT Mike Bruder, PE ADOT Valley Project Management 1611 West Jackson Street, MD EM01 Phoenix, Arizona 85007-3212 (602) 712.6836 mbruder@azdot.gov
Thunderbird Road Widening, SR 101L to 94th Avenue URS was responsible for preparing a Design Concept Report (DCR) and final design of the widening of approximately one mile of Thunderbird Road between SR 101L and 94th Avenue in Peoria. The work included roadway design, drainage design, signal and lighting design, signing and marking design, landscape design, identifying right-of-way requirements, preparing legal descriptions and exhibits, extensive utility coordination, and widening of the Thunderbird Road/New River Bridge. The channel beneath the bridge was also widened using soil nail walls at each abutment similar to the concepts proposed for widening Avondale Boulevard beneath the I-10 overpass. This project is currently under construction with construction management being provided by URS.	City of Peoria Geoff Zinnecker, PE City of Peoria Engineering Department 9875 North 85th Avenue Peoria, Arizona 85345 (623) 773.7293 geoffrey.zinnecker@peoriaaz.gov

PROJECT	*CLIENT/CONTACT*
Indian Bend Road Widening, Scottsdale Road to Hayden Road  URS prepared a DCR and final design of the widening of approximately one mile of Indian Bend Road between Scottsdale and Hayden Roads in Scottsdale. The work included roadway design, drainage design, signal and lighting design, signing and marking design, landscape design, identifying right-of-way requirements, preparing legal descriptions and exhibits, extensive utility coordination, and replacement of the existing dip crossing of Indian Bend Wash with a 6-span Con-Arch bridge. The project required extensive coordination with Flood Control District of Maricopa County (FCDMC) and United States Army Corps of Engineers (USACE) for modification of the existing drop structure. This project is currently under construction.	City of Scottsdale Vivek Galav, PE City of Scottsdale Capital Project Management 7447 East Indian School Road, Suite 205 Scottsdale, Arizona 85251 (480) 312.7250 vgalaz@scottsdaleaz.gov

Relevant City of Avondale Projects List

The following is a partial list of projects completed for the City within the past five years:

- Avondale Boulevard Widening I-10 to McDowell (adjoins this project)
- Intersection Improvements at 99th Avenue and McDowell Road
- I-10 Reliever Corridor Location Analysis
- Well Evaluation and Abandonment Studies (eight locations)
- Avondale Mountain View Booster Station
- Development of Inlet/Outlet Retrofit Options for Crystal Gardens

3. Experience of Key Personnel

The organization chart below shows our proposed team, including subconsultants. The team members are URS staff unless otherwise noted. Following the organization chart on page 4 are brief summaries of the qualifications of our key personnel. Two-page resumes of key personnel are presented in the appendix.

Randy Simpson, PE, Project Principal

Randy is a vice president of URS and has over 20 years of engineering experience, including 18 years in Arizona. His responsibilities within the URS Phoenix office include administrative oversight of the Municipal Engineering, Drainage and Structure teams, including most of the personnel assigned to this project. His relevant experience includes responsibility for all structure design for the ADOT I-10 Median Widening project now under construction, including the Avondale Boulevard Bridge. Randy will ensure that adequate staff are available at all times for the Avondale Boulevard widening project and will support George Ferraro as necessary to ensure effective and responsive project management.

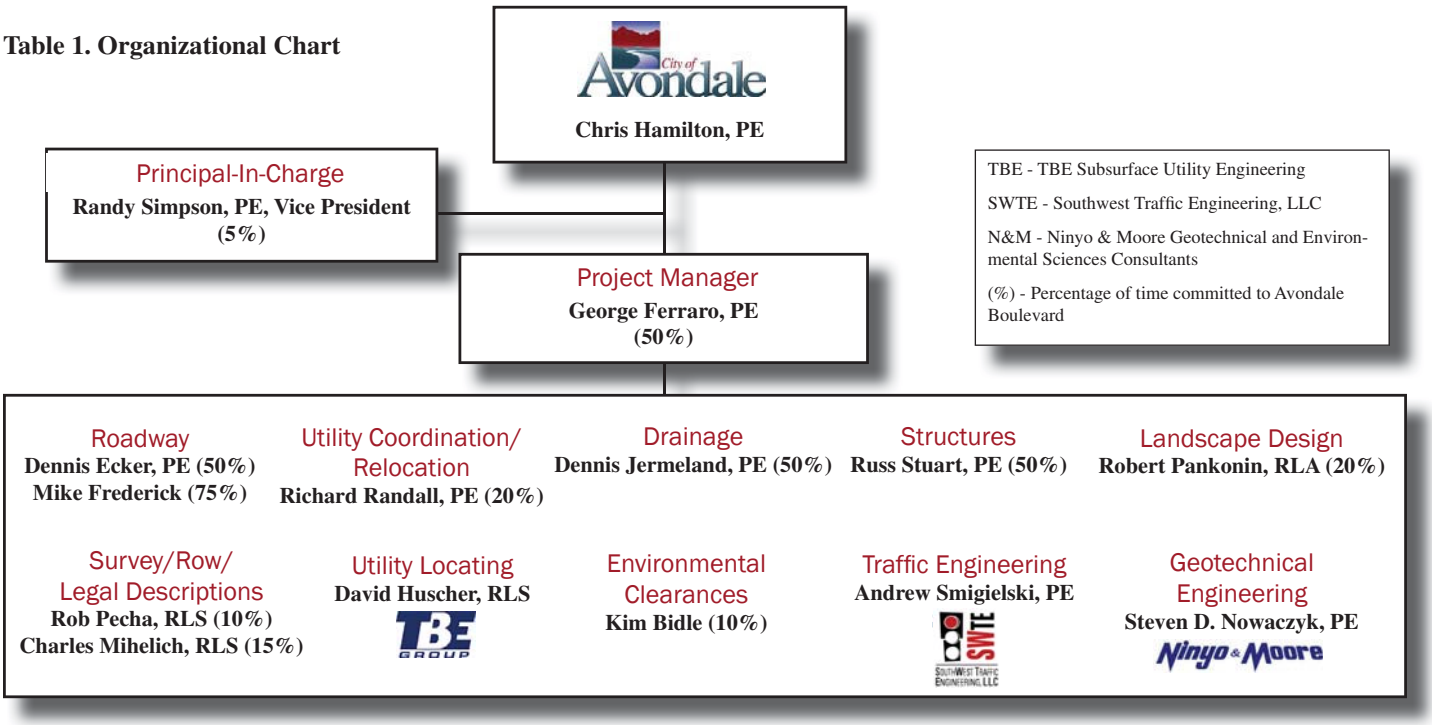
George Ferraro, PE, Project Manager

George has over 32 years of experience in Roadway and Municipal Design and Construction Engineering. His project experience includes roadway widening, resurfacing, rehabilitation and reconstruction; water and sewer main extensions, rehabilitations, and replacements; storm drainage system design, capital improvement master planning, and cost estimating. He has served as both project manager and project engineer on urban arterial widening and reconstruction projects with design issues and complexities very similar to those anticipated with the Avondale Boulevard project. These have included improvements within corridors with heavy traffic volumes and adjacent commercial development; utility coordination and relocation; right-of-way needs identification and acquisition; and multiple agency coordination.

DENNIS ECKER, PE, PROJECT ENGINEER

Dennis has more than 24 years of experience with the design of major arterial street and related infrastructure projects. He has "hands-on" experience on over 20 arterial street projects for Phoenix-area municipalities as well as ADOT, MCDOT, and federal agency projects. His relevant local experience includes intersection improvements at 99th Avenue and McDowell Road (Avondale); Central Avenue waterline and roadway improvements - Lower Buckeye Road to Western Avenue (Avondale); US 60 Grand Avenue improvements – SR 303L to 99th Avenue (ADOT); and Pebble Creek Parkway widening (Goodyear).

Table 1. Organizational Chart



4. Project Understanding and Approach

OVERVIEW

The City of Avondale is proposing improvements to approximately 0.3 miles of Avondale Boulevard between Roosevelt Street on the south side of I-10 to approximately 250 feet north of the ADOT drainage channel on the north side of I-10. The project area is experiencing heavy congestion-related traffic delays during the morning and evening rush hours and during special events such as NASCAR races at the Phoenix International Raceway, the World Fest, Billy Moore Heritage Days and the Pre-Bowl Blues Bash.

The proposed improvements include:

- Widening of Avondale Boulevard to major arterial street standards including sidewalks, a raised median, four-foot bike lanes, and three through lanes in each direction
- Dual left turn lanes from Avondale Boulevard to EB and WB I-10
- Dual right turn lanes from NB Avondale Boulevard to EB I-10
- Widening the roadway opening beneath the I-10 overpass from 92 feet to 138 feet
- Widening the existing bridge over the I-10 drainage channel from 97 feet to 138 feet
- Widening of the WB I-10 off ramp
- Reconstruction of the EB I-10 on ramp

The proposed project improvements are presented in the Avondale Boulevard /I-10 Traffic Interchange Final Project Assessment (DMJM Harris, 2008). As appropriate, the details presented in the Final Project Assessment will be refined during the final design.

Key Issues

1. Close coordination with ADOT will be required for the widening of the WB I-10 exit ramp, reconstruction of the EB I-10 entrance ramp, widening beneath the I-10 overpass bridge, and widening of the existing drainage channel bridge.

   URS designed the improvements to I-10 that are currently under construction, including the overpass widening. We have a thorough understanding of ADOT's requirements in addition to excellent established relationships with the ADOT staff that will be responsible for reviewing the portions of this project's improvements that affect ADOT's facilities.

2. There are numerous utilities that are potentially in conflict with the work. It will be essential to initiate early coordination with each of the affected utility companies to ensure the design is completed on schedule.

   URS has the utility mapping prepared for the I-10 Median Widening Project and has been coordinating with the utility companies affected by that project for the past 2 years. This project will benefit from our current understanding and established relationships.

3. The roadway widening will require the acquisition of approximately one third acre of new right-of-way from four property owners.

   In addition to our very experienced right-of-way plans staff, URS offers complete right-of-way acquisition services if needed by the City. We understand the importance of identifying right-of-way needs early in the design process to ensure the construction is able to proceed on schedule.

Addressing these challenges while keeping to the September 2009 due date for final plans, specifications and cost estimate motivates the URS Team's approach to the project as described in the following sections.

Roadway Design

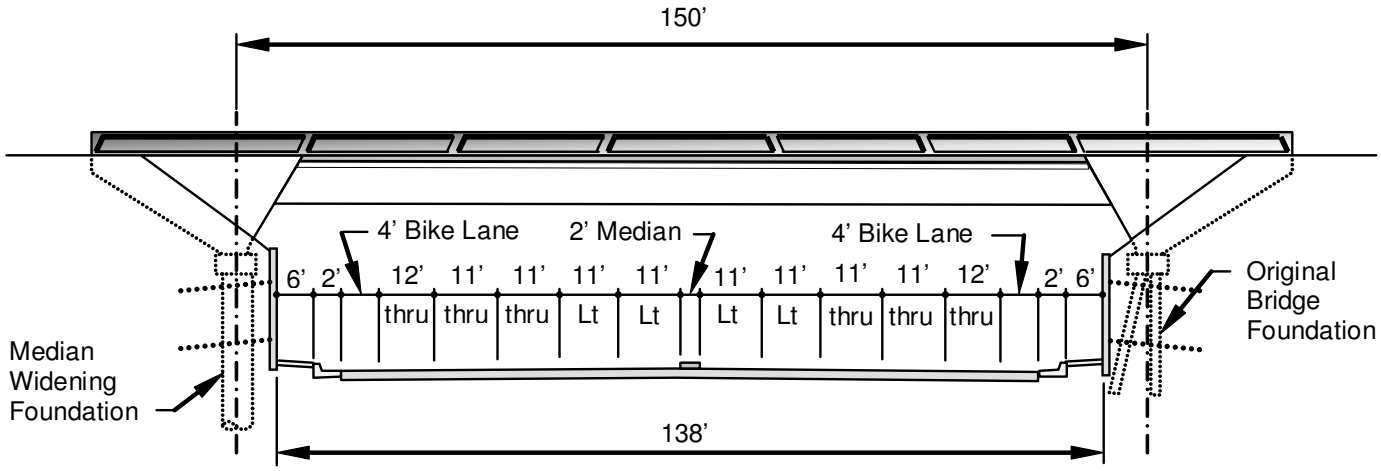


Figure 1. Roadway Section Beneath I-10 Overpass

We propose to maximize the width of the opening beneath the I-10 bridges through the use of soil nail retaining walls at each abutment. Based on the as-built bridge plans and our recent design of the widening of the bridges toward the median, we have determined that a 138' clear width can be achieved.

We contacted George Chin, ADOT's Regional Traffic Engineer, to discuss the lane widths and curb and gutter sections beneath the I-10 overpass and within ADOT right-of-way. Mr. Chin will approve the use of Avondale's 2' curb and gutter section (MAG Standard Detail 220 type 'A') in conjunction with a 12' outside lane as shown in Figure 1.

Northbound Avondale Boulevard south of I-10 will be widened with dual right-turn lanes and the eastbound on-ramp to I-10 will be reconstructed for approximately 600' to accommodate the resulting grade change. The Project Assessment recommends 200' vertical curves to minimize the amount of reconstruction, whereas the ADOT

Roadway Design Guidelines recommend minimum vertical curve lengths of 400′. We have discussed this issue with ADOT's Roadway Design Review team and will coordinate with them early in final design to gain their approval of the 200′ vertical curve length based on the design speed and computed stopping sight distance.

The westbound off-ramp will be widened with an additional right turn lane. This additional lane will move the existing curb line 12′ toward the north and would affect the drainage channel bridge geometry if a typical 75′ curb return were constructed. URS will design this curb return with AutoTurn™ software to decrease the size of the paving footprint and avoid extending the curb return onto the bridge deck. The Project Assessment does not state the limits of widening along the westbound off-ramp. URS will study the traffic data already gathered to determine the logical limits of ramp widening.

Structure Design

Widening Beneath I-10 Overpass:

New soil nail-type retaining walls will be constructed at each of the existing I-10 bridge abutments. These will be constructed in stages starting from the top of the existing embankments in vertical lifts of approximately 5 feet with nail horizontal spacing to clear the existing drilled shaft and H-pile foundations. The design and construction will be very similar to the soil nail walls recently completed beneath the I-10 Bullard Avenue Overpass. For that project URS facilitated the addition of concrete patterning to enhance the appearance of the walls and designed early bridge foundations in advance of the wall construction. URS also designed similar soil nail walls for the Thunderbird Road/ New River Bridge that are now under construction.

The Final Project Assessment estimates the cost of the retaining walls to be approximately $923,000 based on a unit cost of $140 per square foot. We believe that a unit cost of $75 per square foot would be a more reasonable estimate based on the $67 per square foot average bid for the I-10/Bullard Avenue walls. This results in a decrease in the construction cost estimate of approximately $490,000.

Drainage Channel Bridge:

The existing 3-span slab bridge over the ADOT drainage channel will be widened approximately 20 feet on each side. This structure has a current Sufficiency Rating of 97.75 (out of 100) and is a good candidate for widening "in kind" with cast-in-place reinforced concrete. The existing H-pile foundations will likely be widened with drilled shaft foundations for economy and to utilize current construction practices. We will coordinate immediately after Notice to Proceed with ADOT Bridge Group to gain consensus on widening concepts and identify any issues of concern prior to proceeding with final design. We will also coordinate with ADOT and the Flood Control District of Maricopa County to determine permitting requirements for construction in the channel and to develop the appropriate Special Provisions.

Utilities

There are multiple wet and dry utilities within the project corridor which include a 20-inch high pressure gas line, 54″ SRP irrigation line, 42″ and 24″ sewers, 12kV underground SRP electric, 16″ water main, electrical service meters, and landscape electrical and irrigation.

The locations of the major utilities in the project area are shown in Figures 2 and 3. The major issues associated with Salt River Project (SRP) Irrigation and El Paso Natural Gas (El Paso) are discussed below.

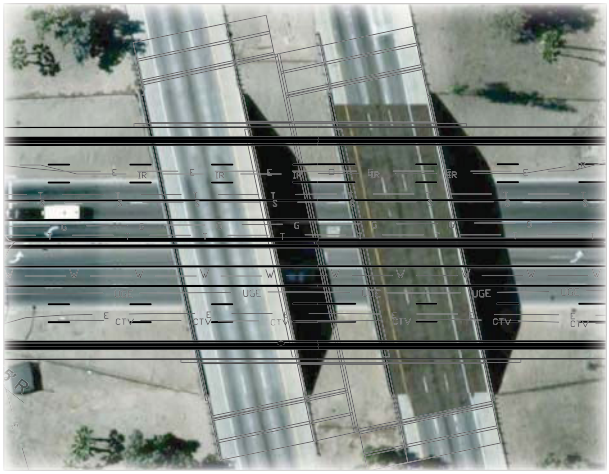
SRP Irrigation:

Widening of the drainage channel bridge will likely require relocating the existing SRP utility bridge immediately to the west per SRP's requirement for a 4′ minimum separation between their structure and the roadway bridge. Since the construction of this relocation will need to be completed before Avondale's contractor can begin work on the roadway bridge widening, it will be important to finalize the geometric requirements and execute a utility agreement for this work with SRP as soon as possible in the final design. The City may also want to consider asking SRP to move the bridge an additional distance to the west to accommodate an additional right turn lane in the future.

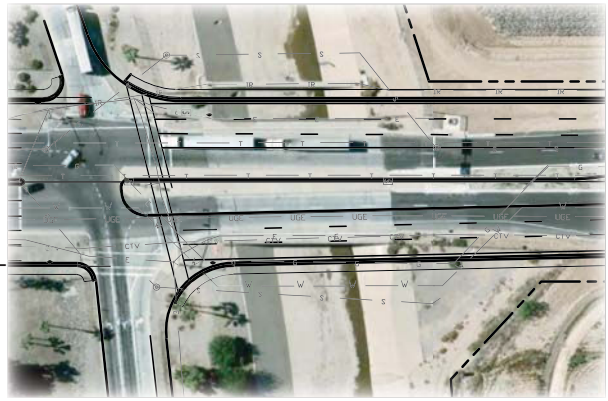
A 54″ SRP irrigation pipe extends from the south side of the drainage channel along the existing west side of Avondale Boulevard. Per SRP guidelines this line would have to be relocated behind the new curb and gutter, but this

would put it in conflict with the existing bridge foundations. A viable alternative will be to protect the pipe in place with slurry encasement.

There are two above-ground SRP irrigation control structures, one in the southwest corner of the traffic interchange and a second in the southwest corner of the Roosevelt Street intersection. Both of these structures will be relocated to the west due to roadway widening and lane tapers.



El Paso Natural Gas:
The existing 20" El Paso natural gas line appears to be in conflict with the widened channel bridge footprint. URS met with Ed Kemerer of El Paso to discuss this project and its potential impacts on their facilities. El Paso recognizes the need to relocate the existing gas line in advance of the roadway construction and is prepared to proceed with design in the near term in order to meet their available construction window.



Utility coordination and relocation of conflicting utilities will require special attention at the start of this project. URS will be in contact early and often with impacted utilities to facilitate new placement areas for relocation, schedules for relocation work, and determination of any costs to the City. Our team has excellent established relationships with most of the affected utility companies through design of the I-10 Median Widening Project.

Drainage

The existing pavement drainage systems will be revised to accommodate the proposed improvements as follows:

Within ADOT Right-of-Way:
An existing ADOT drainage system collects flows within the ADOT right-of-way and conveys them to the drainage channel on the north side of I-10. Roadway pavement drainage is collected by curb inlets and unpaved areas are drained with grated inlets with aprons. The existing catch basins will be removed, the connecting pipes will be extended and new catch basins and curb inlets will be constructed.

Southeast Quadrant:
The temporary storage basin at Avondale Gateway will be impacted by roadway widening and will likely need to be reshaped to maintain adequate storage volume within its fenced area. There will be similar impacts to the permanent storage basin at the Ruby Tuesday restaurant that may require construction of underground storage facilities. An alternative to underground storage is a deepened storage basin with a retaining wall and safety rail next to the sidewalk.

Southwest Quadrant:
Per the City's development standards, commercial developers are required to collect and detain storm water runoff from the half-street adjacent to their property. Therefore, drainage improvements on the west half of Avondale Boulevard south of I-10 will be the primary responsibility of the future developer of the adjacent property. South of the I-10 interchange, the runoff from additional southbound lane will be intercepted with a new scupper inlet that discharges into a new temporary storage basins on the west side of Avondale Boulevard.

The additional runoff from the northbound lanes will be intercepted with a new scuppers that discharge into the proposed reconstructed storage basins for Avondale Gateway.

Signals, Lighting, and Traffic Control Plans

Existing traffic signals will be relocated at the intersections of Avondale Boulevard with Roosevelt Street and the I-10

eastbound and westbound ramp intersections. Relocation of these facilities will require new signal poles and mast arms; new pull boxes; new conductors; new vehicle detection; and reuse or replacement of signal controllers, power supplies, and signal heads.

Traffic signal interconnects and video detection will be coordinated to provide an integrated signal system acceptable to both the City and ADOT. Per Nicolaas Swart of Maricopa County Department of Transportation, the County will not be involved with traffic signal design on this project.

We understand that the existing street lighting will be relocated to behind the new sidewalks unless it is determined that additional street lighting is necessary to meet current standards.

As roadway plans are prepared, the sequencing of construction will be evaluated and traffic control plans will be developed. Given rush hour volumes, the TI and adjacent commercial development, minimizing delay and congestion will require close coordination of temporary traffic signals and other traffic control devices.

Right-of-Way

New right-of-way will be acquired to accommodate roadway widening south of I-10. On the west side, Avondale Boulevard, LLC will be asked to provide the necessary right-of-way for improvements to the I-10 eastbound exit ramp and to install a bus bay and shelter pad (Avondale Standard Detail A1260-1). On the east side, additional right-of-way will be acquired from Avondale Gateway, LLC and RT Southwest Franchise, LLC to accommodate the northbound dual right turn lanes to the eastbound I-10 entrance ramp.

Right-of-way needs will be established as soon as possible so that legal descriptions and exhibits for new right-of-way and easements can be provided to the City for acquisition in a timely manner. URS also has in-house right-of-way acquisition staff and can assist the City with the acquisition if desired.

We will keep the adjacent property owners informed as design progresses to facilitate the acquisition of needed right-of-way and easements and with the aim of minimizing construction impacts to the existing businesses.

Environmental

Categorical Exclusion:

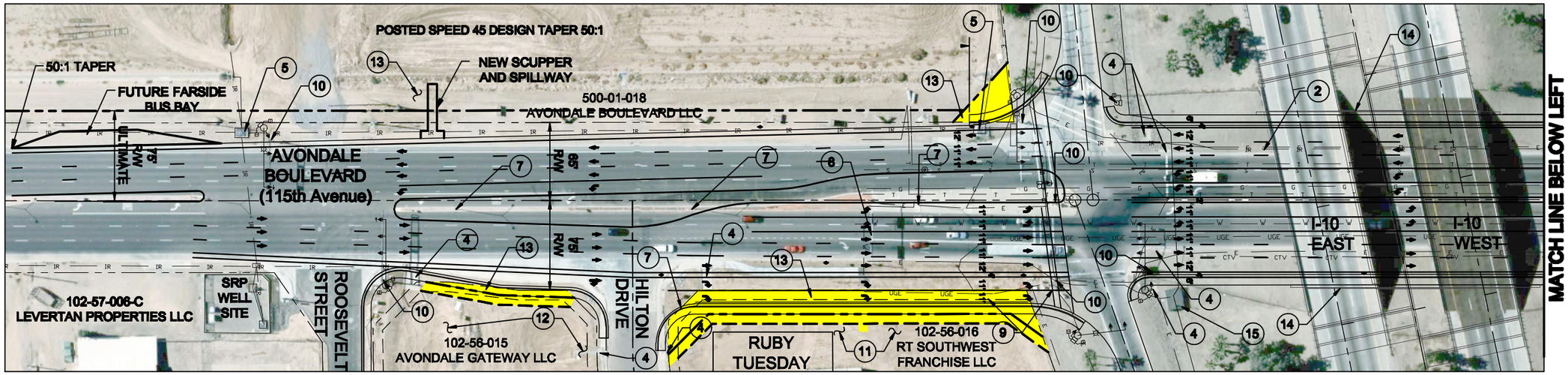
This project will be funded by a combination of City and ADOT funds, which may include a Federal component. In accordance with Federal requirements, we will develop an environmental clearance document in the form of a Categorical Exclusion (CE). A CE checklist will be prepared to identify all required documentation and technical reports; letters will be sent to the Arizona Game and Fish Department (AZGFD) and the Arizona State Historical Preservation Office to determine if there are any Biological or Cultural Resource concerns; and a database search will be conducted to determine if any hazardous waste sites have been identified within the project limits. The completed CE checklist and supporting documentation will be submitted to ADOT's Environmental Planning Group for review and clearance of the project with respect to environmental permitting requirements.

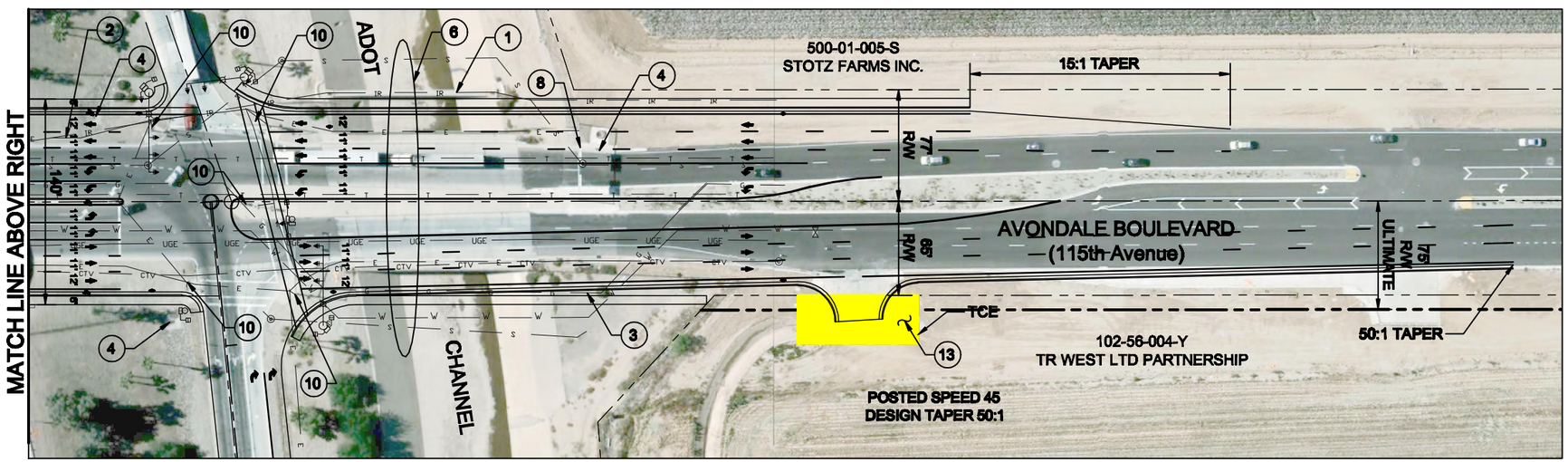
404 Permit:

We recommend using a two-pronged approach to address the possible need for a 404 permit for construction activities within the I-10 drainage channel. A Preliminary Jurisdictional Delineation will be prepared and submitted to the US Army Corps of Engineers (USACE) for a Jurisdictional Determination. Concurrently a 404 Nationwide permit will be prepared assuming that the Corps will determine the channel is within their jurisdiction. Since the area of bridge reconstruction disturbance within the channel is less than one half acre, a Nationwide Permit is applicable and a Preconstruction Notice (PCN) will not be required. If it is determined that the project is not within the Corps jurisdiction, the permit will not be included in the project Special Provisions. If it is determined that a permit is needed, the permit will already be prepared and reviewed along with the remainder of the Categorical Exclusion documents, thus expediting the environmental clearance process.

Project Issues Map

We've included a project issues map on Page 9, which illustrates the proposed improvements and their impact on Avondale Boulevard, I-10, and other existing conditions within the project area.





MAJOR PROJECT ISSUES

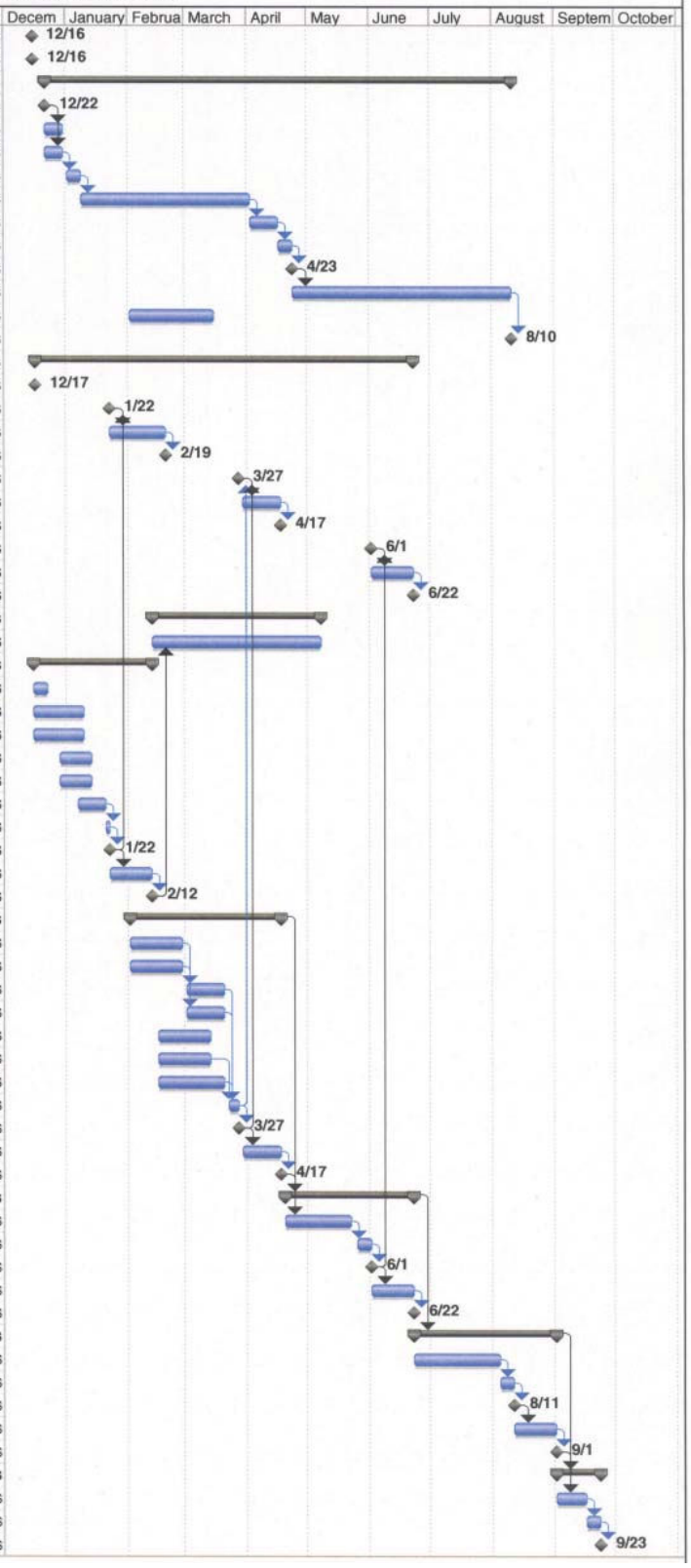
1. RELOCATE SRP IRRIGATION CHANNEL BRIDGE BY SRP
2. PROTECT IN PLACE 54-INCH SRP RGRCP CLASS III
3. RELOCATE 20-INCH EL PASO NATURAL GAS BY OTHERS
4. RECONSTRUCT CATCH BASIN / SCUPPER / SPILLWAY
5. RELOCATE SRP CONTROL STRUCTURE BY SRP
6. UTILITIES AT CHANNEL BRIDGE
7. RELOCATE STREET LIGHT POLE
8. REPLACE ADOT SIGN STRUCTURE
9. RELOCATE TRAFFIC EQUIPMENT / TRANSFORMERS
10. RELOCATE TRAFFIC SIGNAL POLE
11. RECONFIGURE RUBY TUESDAY DETENTION BASIN
12. RECONFIGURE AVONDALE GATEWAY, LLC DETENTION BASIN
13. NEW RIGHT-OF-WAY / UTILITY / DRAINAGE EASEMENT
14. SOIL NAIL RETENTION WALL
15. ADOT LANDSCAPE IRRIGATION CONTROLS

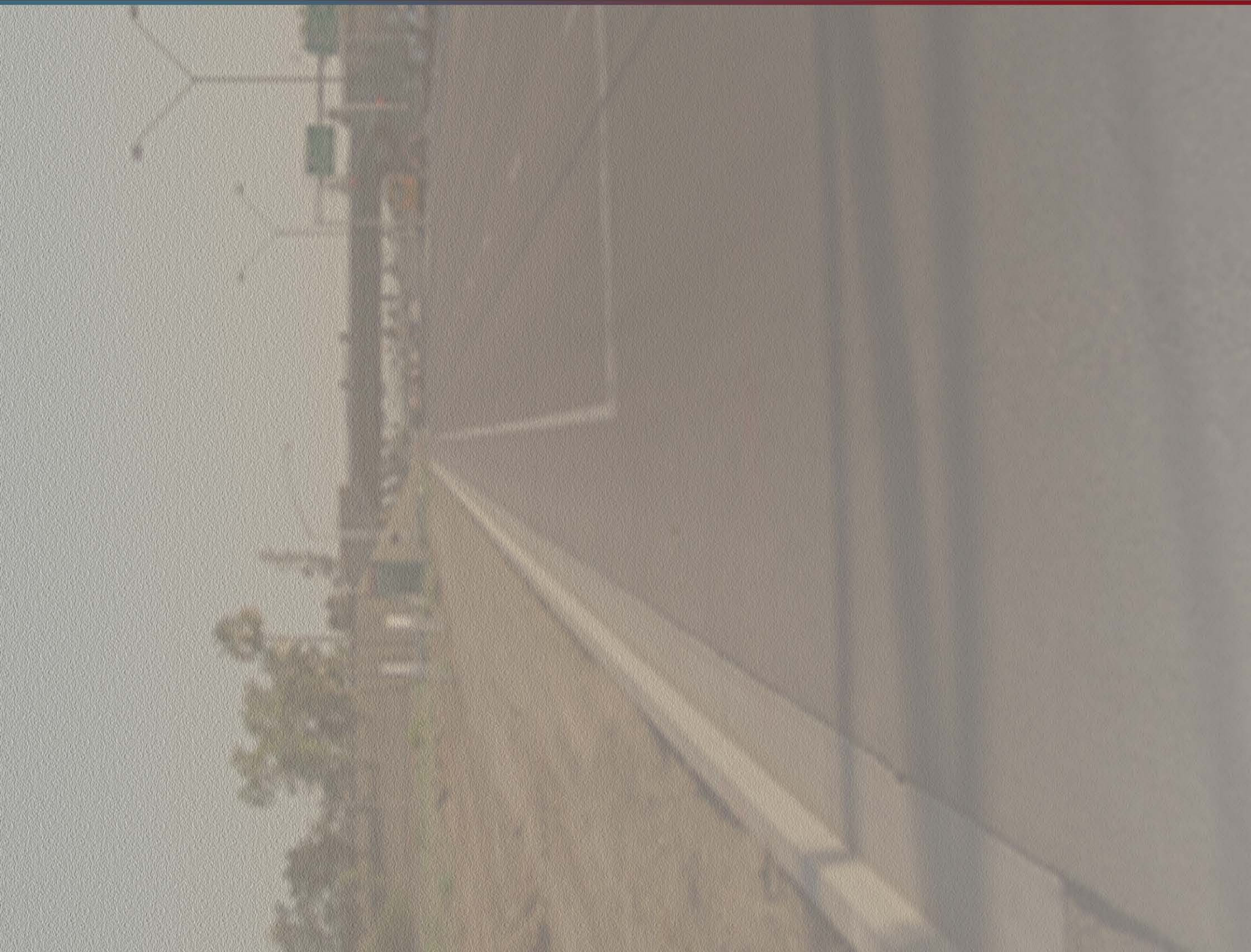
PROJECT SCHEDULE

The following project schedule is based on design completion in September 2009 as stated in the RFQ. In the event the Notice-to-Proceed is issued at a later date, it will be refined to reflect the final scope of work and revised date.

Avondale Blvd./ I-10 Traffic Interchange Improvements
Project Schedule
(Duration Expressed in Work Days)

ID	Task Name	Duration
1	Notice to Proceed	0 days
2	Kickoff Meeting	0 days
3	**Environmental Clearance**	**160 days**
4	Conduct Initial meeting with ADOT EPG	0 days
5	Send Out Letters Requesting Data from State Agencies	5 days
6	Search Data Base for Hazardous Waste/Contamination	5 days
7	Prepare Section 404 Jurisdictional Delineation	5 days
8	USACE Review	60 days
9	Prepare 404 Nationwide Permit	10 days
10	Prepare CE Checklist and Documentation	5 days
11	Submit Initial CE Checklist to ADOT for Review and Comment	0 days
12	ADOT Review (Typically Requires 3 Submittals)	75 days
13	Prepare Public Scoping Letter	30 days
14	ADOT Environmental Clearance Memo	0 days
15	**Utility Coordination**	**129 days**
16	Request Utility As-built Plans	0 days
17	Provide Initial Plans with Improvements & Util. Conflicts	0 days
18	Utility Review	20 days
19	Conduct Initial Util Coor. Meeting	0 days
20	Provide 30% Plans to the Utilities for Review	0 days
21	Utility Review	15 days
22	Util. Rvw. Mtg./ Final Resolution for Relocations and Schedule	0 days
23	Provide 60% Plans to the Utilities for Review	0 days
24	Utility Review	15 days
25	Utility Rvw. Mtg./ Final Resolution for Relocations and Schedule	0 days
26	**Geotechnical Engineering**	**60 days**
27	Geotech Testing/Report for Bridge, Pavement. & Utility Design	60 days
28	**15% Submittal**	**39 days**
29	Obtain As-Built Plans (City, ADOT, Utilities)	5 days
30	Field Survey	15 days
31	Utility Mapping	15 days
32	Preliminary Geometrics	10 days
33	Preliminary Horiz./Vert.. Alignment	10 days
34	Prepare 15% Plans Including Base Mapping	10 days
35	Plan QA/QC	2 days
36	15% Plan Submittal	0 days
37	15% Plan Review	15 days
38	15% Plan Review Meeting	0 days
39	**30% Submittal**	**55 days**
40	Structure Selection Report	20 days
41	Preliminary Drainage Report	20 days
42	Preliminary Bridge Plans	15 days
43	Preliminary Drainage Plans	15 days
44	Preliminary Signal Design	20 days
45	Preliminary Traffic Control Plan	20 days
46	Prepare 30% Plans	25 days
47	Plan QA/QC	5 days
48	30% Plan Submittal	0 days
49	30% Plan Review	15 days
50	30% Plan Review and Comment Resolution Mtg.	0 days
51	**60% Submittal**	**45 days**
52	Prepare 60% Plans & Estimate	25 days
53	Submittal QA/QC	5 days
54	60% Submittal	0 days
55	60% Submittal Review	15 days
56	60% Submittal Review and Comment Resolution Mtg.	0 days
57	**90% Submittal**	**50 days**
58	Prepare 90% Plans, Specifications & Estimate	30 days
59	Submittal QA/QC	5 days
60	90% Submittal	0 days
61	90% Submittal Review	15 days
62	90% Submittal Review and Comment Resolution Mtg.	0 days
63	**100% PS & E**	**15 days**
64	Incorporate comments from 90% Plan Resolution Mtg.	10 days
65	Final submittal QA/QC	5 days
66	Final Submittal	0 days





URS

Kim Bidle

Senior Environmental Planner/Project Manager

Overview

Ms. Bidle is an Environmental Planner in URS' environmental planning and NEPA compliance division. Kim has 8.5 years of experience with environmental laws and resource studies to support NEPA documents. She has prepared technical sections and coordinated environmental impact statements, environmental assessments, agency resource management plans, and managed categorical exclusion documents, Clean Water Act Section 404 permit projects. Ms. Bidle has effectively coordinated private and public project efforts with municipal, county, state, and federal agencies to facilitate successful completion of environmental projects.

Areas of Expertise

National Environmental Policy Act (NEPA)

Environmental Clearances for Transportation Projects

Jurisdictional Delineations

Clean Water Act 404 Permits

Transportation and Recreation Resources

Biological Resources

Years of Experience

With URS: 5 Years

With Other Firms: 3.5 Years

Education

BS/ Environmental Resources/ 2001/ Arizona State University/ Tempe

Office Location

Phoenix, Arizona

Project Specific Experience

Project Manger, Categorical Exclusions/Environmental Determinations - Local Governments, Arizona: Responsible for coordinating with local governments and ADOT for obtaining environmental clearances on city projects. Duties include coordinating with resource specialists for the biological review documents, hazardous materials site assessments, and a cultural resources survey reports. Additional responsibilities include development of public scoping efforts, water resources, air and noise quality, utilities, and socioeconomics issues in accordance with ADOT guidelines and requirements.

Environmental Lead, I-10 Bypass Study, ADOT: Responsible for conducting an environmental scan to identify and describe environmentally designated or sensitive areas that might constitute fatal flaws for potential corridors for the I-10 Phoenix-Tucson Bypass Study. The environmental scan supported the study's objective of determining if there are one or more new, feasible high-capacity transportation corridors to accommodate travel across southern and central Arizona while avoiding environmental problematic areas. Responsibilities included identification of highly sensitive areas as avoidance areas via research of topography, land ownership, jurisdictions, and land uses (e.g., national monuments, conservations areas, etc.), sensitive species, wildlife corridors, and general ecological connectivity issues. Environmental constraints for a new bypass were evaluated and summarized via GIS.

Project Coordinator, Northern Parkway Environmental Assessment - City of Glendale and ADOT: URS is working with ADOT and City of Glendale to develop an EA for the proposed new Northern Parkway in Glendale. Tasks include managing resource inventories and impact assessments, preparing the draft and final EA, and responding to comments received during the public review period.

Environmental Lead, Beaver Dam Wash Bridge Replacement Categorical Exclusion and Section 404 Permit, Littlefield, Arizona: URS prepared a Categorical Exclusion document and Clean Water Act Section 404 Permit and Mitigation Plan for approval by ADOT, Federal Highway Administration, and the U.S. Army Corps of Engineers. Responsibilities included coordinating with federal and state agencies, drafting the categorical exclusion document, creating the cultural resources survey report, and drafting the Preconstruction Notification and Mitigation Plan, which included a wetland function and value assessment for the 404 permit.

Project Coordinator, Jurisdictional Delineations- 404 Permits, Arizona State Land Department, Arizona: Responsibilities include coordinating field crews, conducting fieldwork, and drafting reports. Fieldwork involves taking measurements of individual washes and associated tributaries, taking photographs of washes and associated vegetation, and development of naming conventions of washes to incorporate into a geographic information system for mapping. Fieldwork encompasses a range of acreage from 640 acres to 7,000 acres. Jurisdictional delineation reports were drafted and sent to the Arizona State Land Department for submittal to the U.S. Army Corps of Engineers.

Project Coordinator, On-Call Environmental Services, ADOT, Arizona: Responsibilities included management of schedules, budgets, scopes of work, cost estimates, and coordination with sub-consultants. Additional responsibilities included assessment of impacts to land use, socioeconomic, environmental justice, water resources and waters of the United States, cultural resources, biological resources, visual resources, and hazardous materials for drafting and reviewing environmental documents. Participated in training to maintain compliance with the ADOT Environmental and Enhancement Group standards.

Project Coordinator, Desert Rock Energy Project Environmental Impact Statement (EIS), U.S. Bureau of Indian Affairs, Four Corners, New Mexico: Responsibilities include coordinating with the Navajo Nation, U.S. office of Surface Mining, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency (EPA) Region 9, and the U.S. Fish and Wildlife Service, and management staff, preparing a scoping report and draft EIS, compiling and organizing comments received during the public comment period, conducting resource inventories and impact assessments for land use, and assisting with project management activities.

Project Coordinator, Hueco Mountain Wind Ranch Power Development Expansion Project, El Paso Electric Company, Hudspeth County, Texas: Duties included the coordination with federal and state agencies, reviewing resource inventories, and drafting and producing the environmental investigation report that requested the addition of a 100-foot tall wind turbine (660kW).

Dennis R. Ecker, PE

Senior Project Manager

Areas of Expertise

Arterial Roadways

Municipal Infrastructure

ADOT Rural Highways

Maricopa County Department of Transportation (MCDOT) Engineering

Transportation Planning

Project Management

Infrastructure Plans

Plan Report Plat Review

Years of Experience

With URS: > 3 Years

With Other Firms: > 21 Years

Education

BS / 1984 / Civil Engineering Tech
Northern Arizona University

Registration/ Certification

1994 / Professional Civil Engineer / / Arizona / #28157

Professional Societies

American Public Works Association

American Society of Civil Engineers

Specialized Training

ISO 9001

ADOT Project Management Certification

MicroSoft Project College Level Course

Office Location

Phoenix, Arizona

Overview

Mr. Ecker has more than 24 years of experience on major arterial street and related infrastructure projects. He has been actively engaged in program management for over 12 years and has been involved in over 20 arterial street projects for Phoenix area municipalities, numerous ADOT and MCDOT roadway, and federal agency projects.

Dennis' project experience includes project assessments (design concept, candidate assessment and scoping reports); infrastructure improvements (water, sewer, storm drain, and irrigation); subdivision development (hydrology, hydraulics, lot grading, and golf course development) and; traffic engineering (traffic control, signing and marking, signals, and studies). He also has worked closely with public, government and tribal agencies, utility firms, developers, and the public.

Project Specific Experience

Project Manager, 99th Avenue and McDowell Road Intersection Improvements, Avondale, Arizona, City of Avondale: Addition of a second northbound left turn lane included intersection widening, grading plans, signing and marking, and modifications to the existing signals. Stakeholder coordination was necessary with the Cities of Avondale, Tolleson, and Phoenix; MCDOT, and ADOT.

Project Manager, Central Avenue Waterline and Roadway Improvements, City of Avondale, Arizona, Brooks Engineers: A 2-mile project that included existing watermain replacement in a residential area and total pavement reconstruction, with water meters, services lines, curb gutter, sidewalk, and a watermain extension on the south half and pavement mill and overlay on the north half of the project.

Project Manager, US 60 Grand Avenue Improvements – State Route (SR) 303L to 99th Avenue, Arizona, ADOT: Subconsultant responsible for more than roadway improvements including more than 2-miles of pavement widening and reconstruction, storm drain, noise walls; and 17 signal modifications over the project's 10-mile length.

Project Manager, City of Surprise Engineering Support Services, Surprise, Arizona, 2005-2008: Review of plans, reports, and plats for the City of Surprise Engineering Department. Review consists of residential and commercial site development and construction documents.

Project Manager, Long Range Major Street Plan, Surprise, Arizona, City of Surprise: Transportation planning of over 85-sq. mi. in Special Planning Areas 2 and 3 and over 125-sq. mi. in Areas 4 and 5 in the City of Surprise. These roadway plan exhibits will aid in coordination between City departments, the public, and private developers.

Project Manager, Riggs Road Intersection Improvements, Phoenix, Arizona, MCDOT: Two MCDOT intersection improvement projects that included intersection widening for striped left turns, guard rail, cross-culverts, signing and marking, and new signal plans at the Sossaman Road

and Power Road intersections with Riggs Road near Queen Creek, Arizona. Adherence to MAG, and MCDOT standards.

Project Engineer, Glendale Onboard Transportation Program, Glendale, Arizona, City of Glendale: Right-of-way acquisition, design concepts, preliminary site development, intersection layout, roadway corridor development, street widening, safety improvements, bus bays, bicycle and pedestrian facilities; and landscaping at various locations.

Project Manager, Parcel 4E Paradise Ridge Development, Phoenix, Arizona, Gray Development: Private development plans (civil) and master plan documents for on-and off-site development including apartments, on-site grading and drainage, water, sewer, stormwater detention, and drainage reports. Off-site water and waste water reports, sewer sizing, street widening, and channel improvements.

Additional Projects:

Pebble Creek Parkway Widening, City of Goodyear, 2005

Development Services Review, City of Phoenix, 1997-2004

Valley Metro Rail - Segment Two, Phoenix, 2002-2004

Riggs Road - Ellsworth Road to Meridian Road – DCR, MCDOT, 2003

McDowell Road Improvements – 75th to 67th Avenue, Phoenix 2001-02

SR66 - Airway Avenue, Kingman, Arizona, ADOT, 2001-2002

US 95 Wickenburg - Prescott/Jerome Turnoff, ADOT, 2000-01

US 191 Signing & Marking, Safford, Arizona, ADOT, 2000-01

SR95 Parker Southbound Lane Drop, ADOT, 01:

American Express East Campus - Traffic Study, 2001

US 89 I-40B - Fanning Dr. to Winona Turnoff - Signing and Marking, and Construction Phasing, Flagstaff, ADOT, 2001

US 191 Safford, Safford, Arizona, ADOT, 2001

Three Candidate Assessment Reports, MCDOT, 1997-99

20th Street Multi-Use Path – DCR and Environ. Clearance, Yuma, 1997-99

Scoping Report for Tucumcari, New Mexico DOT, 1997-99

Arizona Avenue Improvements, Yuma, 1997-99

40th Street and Dunlap Parking Lot, Phoenix Parks Department, 1998-99

Greenway Road 48" Waterline, Phoenix, Water Services Dept., 1998-99

Cottonwood Lane/Arizola Road Improvements, Casa Grande, 1998-99

Westside Community Center (Escalante Multi-Generational Center) Tempe 1999

Mayo Boulevard Improvements, City of Phoenix, 1997

State Route US80, Douglas, and I-40 West, Lake Havasu, ADOT, 1997

Sun City West Expansion, Sun City Grand, Anthem, Sun City, Arizona, 1992-96

Fountain Hills Improvement Plans, Town of Fountain Hills, 1996

Holbrook Levees - Los Angles Army Corps of Engineers, 1991-93

Washington Street Improvements, City of Phoenix, 1990-92

Arizona Canal Diversion Channel - Phoenix, Los Angeles District Army Corps of Engineers, 1988-89

Yuma International, Deer Valley, and Marana Northwest Regional Airports -1989

Hayden Road - Via De Ventura to the Arizona Canal, Scottsdale, 1986-88

URS

George Ferraro, PE

Municipal Engineering Manager

Overview

Mr. Ferraro has extensive experience in the areas of Roadway and Municipal Design and Construction Engineering. His project experience includes roadway widening, resurfacing, rehabilitation and reconstruction; water and sewer main extensions, rehabilitations, and replacements; storm drain and storm system design; capital improvement master planning, and cost estimating.

Areas of Expertise

Municipal and Roadway Engineering

Years of Experience

With URS: < 1 Year

With Other Firms: 32 Years

Education

M.S. / Traffic and Transportation Engineering / 1980 / Wayne State University, Detroit, Michigan

B.S. / Civil Engineering / 1976 / University of Detroit, Detroit, Michigan

Registration/ Certification

2007/ Professional Engineer / AZ / 47132

1980/ Professional Engineer / MI / /27531

1993 / Professional Engineer / FL / 46501

Office Location

Phoenix, Arizona

Project Specific Experience

Project Manager - Design Engineering, Adams Road Relocation, Rochester Hills, Michigan, City of Rochester Hills: Design of a 1 mile relocation of Adams Road from the intersection of Adams and Auburn Roads to the proposed M-59/Adams Road Interchange. Specific project tasks included alternative route location; preparation of documentation for the environmental assessment; public participation program; typical cross-sections; preparation of final horizontal and vertical alignment; storm drainage design; extension of sanitary sewer and water main; utility relocation coordination; preparation of right-of-way descriptions; supervisions of right-of-way acquisition; permanent pavement marking and signing; stage construction/maintenance of traffic; traffic signal design; and preparation of final plans, specifications, and bid documents.

Quality Assurance/Quality Control (QA/QC) Manager, GO Glendale Improvements, Glendale, Arizona, City of Glendale: Responsible for developing project specific quality control plans and verifying implementation for a multi task project that includes planning and coordination; financial analysis; design concept reports involving Northern Parkway and Grand Avenue Improvements; design and construction administration; right-of-way acquisition; environmental services; and structure demolition.

Task Manager, Plan Review Services, Phoenix, Arizona, Phoenix Sky Harbor Airport (PHX): Review of landside improvements for the current airport expansion project.

Project Manager, Development Review Services, Marana, Arizona, Town of Marana: Review of residential and commercial development plans and infrastructure improvements as submitted by developers for compliance with Town standards and requirements.

Project Manager - Design and Construction Engineering, 12 Mile Road Reconstruction (SAD 155) & I-96 Ramp Improvements, Novi, Michigan, City of Novi: Several road improvements were designed to support a new 80-acre shopping center in the City of Novi and included the following: lane widening of the westbound I-96 exit ramp to Novi Road; reconstruction of 1.2 miles of 12 Mile Road from a two-lane roadway into a four-lane divided roadway; right turn lane widening for

Novi Road and West Oaks Drive; reconstruction of 900' of Donnellson Drive; and, construction of 0.7 miles of a new 2-lane and 3-lane roadway around the perimeter of the development. Design involved typical cross-sections, horizontal and vertical alignment, establishment of intersection and median cross-over geometrics, storm drainage; utility coordination and relocation; stage construction; permanent pavement marking and signing; traffic signals; permit applications; and, right-of-way plans. Road agencies for this project included MDOT, Road Commission for Oakland County and the City of Novi.

Project Manager, Easy Street Pavement and Drainage Evaluation, Warren Michigan, City of Warren: This existing concrete roadway thru an industrial area was experiencing several pavement distresses as well as surface flooding after minor storm events. The existing pavement was examined and storm drain was inspected in order to develop rehabilitation or replacement alternatives. Several options were proposed and cost estimates developed.

Project Manager - Design and Construction Engineering, Taft Road Reconstruction, 10 Mile to Grand River, Novi, Michigan, City of Novi: Preparation of plans and specifications for the reconstruction of 1.2 miles of roadway including minor geometric improvements. The design for this project included typical cross-sections, vertical alignment, storm drainage improvements, maintenance of traffic/detour plan and permanent pavement marking.

Project Manager - Design and Construction Engineering, Neighborhood Roadway Rehabilitation Program, Novi, Michigan, City of Novi: Preparation of plans and specifications for the reconstruction of 11,200 ft. of asphalt and 9,700 ft of concrete subdivision roads.

Project Manager - Design Engineering, I-94/Haggerty Road Interchange Reconstruction, Van Buren Township, Michigan, Van Buren Township, Arcadis FPS: This project required the reconstruction of two freeway ramps including improvements to geometrics and guardrail.

Project Manager - Design Engineering, Traffic Signal Modernization, Ann Arbor, Michigan, City of Ann Arbor, Arcadis FPS: Replacement/rehabilitation of traffic signals at nine intersections along a state designated business route, US-23 BR. The project consisted of upgrading existing traffic signal equipment including controllers, traffic and pedestrian signal heads, illuminated case signs, span wire, and supporting structures as necessary. Design of a traffic signal interconnect was also included as part of this project.

Michael Frederick

Roadway Designer

Overview

Mr. Frederick has 18 years of experience in the field of engineering. Of the 18 years, he has worked eight years as a CADD manager and ten years as a civil designer. He also has an additional two years of graphic presentation and marketing. His diverse experience in the engineering field of surface transportation, site development, survey, utilities, and environmental and graphic presentation allows him to coordinate between the different disciplines to meet agency requirements. Mr. Frederick is extremely competent in the use of numerous software packages including AutoCAD, Land Development, Micro Station, CorelDraw, PowerPoint, and Microsoft Office Suite.

Areas of Expertise

Roadway Design, Utilities

Coordination, Signing and Marking

Right-of-Way Acquisition, Signal

Years of Experience

With URS: 6 Years

With Other Firms: 12 Years

Education

BA / 1986 / Graphic Design / Bethany College, Kansas

Registration/ Certification

N/A

Office Location

Phoenix, Arizona

Project Specific Experience

Lead Designer, 99th Avenue and McDowell Road Intersection Improvements, Avondale, Arizona, City of Avondale: Project included north bound left turn lane, intersection widening, grading plans, signing and marking, and modifications to the existing signal. Design improvements included a reconstructed median on the south leg and a new median on the north leg of the intersection and modifications to sidewalk ramps to better align the intersection to accessible standards. Stakeholder coordination was necessary with the City of Avondale, City of Tolleson, Maricopa County Department of Transportation (MCDOT), and ADOT.

Lead Designer, Avondale Boulevard, I-10 to McDowell Road, City of Avondale, Avondale, Arizona: Responsible for redesign of medians for left new left turn bays and the removal of existing medians island to facilitate the flow of peak traffic flow. Signal relocation was require for both pedestrian and vehicle traffic. The signal design with detection was coordinated into the current phasing for both intersections. Signing and marking was established to improve traffic flow and create better ingress and egress for local business along the 0.5 mile project. URS was responsible for the reconstruction and widening of Avondale Boulevard from I-10 to north of McDowell Road. Project included street reconstruction, drainage, utility relocation and coordination, private irrigation relocation, R/W acquisition support, pavement design, and median landscape design.

Lead Designer, MCDOT On-Call Traffic Engineering Services, Riggs and Sossaman and Riggs and Power Intersections Design Improvements, Maricopa Department of Transportation (MCDOT), Mesa/Tempe, Arizona: Responsible for Roadway widening and improvements to both intersections. Signal design was incorporated into intersection improvements. Striping and Marking was require with the new roadway design…URS is providing professional engineering services for design improvements at the Riggs Road intersection and the Power Road intersection of Sossaman Road. These improvements include traffic signalization and pavement widening with left-turn lanes on all approaches within the limits of the project. Services include: roadway design (60, 90, and 100 percent PS&E), drainage, utilities, agency coordination, and bid/award phase assistance.

Roadway Design, 40th Street Bridge, City of Phoenix, Phoenix, Arizona: Responsible for the roadway design and the bike/ pedestrian path under the bridge and along Indian Bend Wash. URS provided professional engineering services for the 40th Street Bridge project consisting of survey, analysis and design to replace the existing low-flow crossing of the Indian Bend Wash at 40th Street just north of Cactus Road. Services include survey, analysis and design to replace the existing low-flow crossing of the Indian Bend Wash at 40th Street. The work included the preparation of a structure selection report, drainage study and detailed hydraulic analysis. The improvements consisted of a new roadway, storm drain, bridge, channel protection, water and sewer relocations, bike path and landscape improvements.

Lead Designer-CADD Management, GO Glendale Transportation Program, Glendale, Arizona, City of Glendale, Arizona: Responsible for utilities/prior rights investigation and identification of utilities for relocation, identify potential conflicts and work with utility providers to develop solutions. Right-of-way documentation and property ownership identification for property acquisition when required, CADD management and the development of CADD standards for the coordination of the Design Concept Reports for the programs 55-projects which involves the preparation of a Design Concept Reports. The 55 projects includes safety improvements, street scallop elimination, bus pullouts, improvements of 30 intersections with the combination of turning lanes through lanes and left-turn lanes for the street and intersection safety improvements, bicycle and pedestrian facility and other transit improvements.

Utilities Coordinator, US 160 Feasibility Study and Environmental Overview, Northeastern Arizona, Arizona Department of Transportation (ADOT): Responsible for utilities/prior rights coordination for project involving the preparation of a feasibility study of 160 miles of rural highway from US 89 to Four Corners in northeastern Arizona that crosses over Navajo and Hopi tribal lands. Work included an in-depth feasibility study to develop a long-range plan to increase the capacity and provide operational improvements to the highway. The study included development of interim improvement projects to address existing problem areas and evaluate alternatives to ultimately improve the existing two-lane road to a four-lane divided roadway. A comprehensive public involvement program was developed to work with the Navajo Nation, Hopi Tribe, Bureau of Indian Affairs, Federal Highway Administration and various state agencies.

Utility Coordination, Invergordon, Northern & Mockingbird Roadway Improvements, Paradise Valley, Arizona, Town of Paradise Valley: Responsible for utility coordination for project involving the development and design of appropriate measures to improve Invergordon, Northern & Mockingbird Roadway safety and capacity needs. The project involves working closely with the town's committees, planning commission, town council and affected neighborhoods to incorporate the community's vision into the design, including developing design features that satisfy safety and traffic calming needs while enhancing aesthetics and neighborhood identity.

Utility Coordination, Indian Bend Road Improvements – Scottsdale Road to Hayden Road, Arizona, City of Scottsdale: Responsible for utility coordination for project involving one mile of arterial roadway improvements to widen and reconstruct Indian Bend Road. The scope of services included preparation of a traffic study, drainage study and design concept report to identify alignment and structure alternatives. coordination with the United States Army Corps of Engineers (USACE) and the Flood Control District of Maricopa County (FCDMC).

URS

Dennis Jermeland, PE

Senior Drainage Engineer

Overview

Mr. Jermeland is a Drainage Engineer with over 22 years of experience in water resources, drainage engineering and civil engineering. Experience includes urban drainage master planning, highway and urban storm sewer design and design of detention facilities.

Areas of Expertise

Highway Drainage

Drainage Master Plans

Storm Drain Design

Years of Experience

With URS: 3 Years

With Other Firms: 22 Years

Education

MS / 1986 / Water Resources / Iowa State University, Ames

BS / 1979 / Civil Engineering / Iowa State University, Ames

Registration/ Certification

1990 / Professional Engineer / Arizona #23993

Office Location

Phoenix, Arizona

Project Specific Experience

Drainage Engineering

Drainage Engineer, Indian Bend Road Improvements, Scottsdale, Arizona, City of Scottsdale: The project included roadway improvements for the section of Indian Bend Road from Scottsdale Road eastward to Hayden Road. Involvement included the design of the onsite collection and conveyance drainage systems, a final drainage report and final cost estimate for proposed drainage improvements.

Drainage Engineer, Deer Valley Road (7th Street to Cave Creek Road), Phoenix, Arizona, City of Phoenix: Prepared the on-site drainage systems for the realigned roadway. The project included the design of a new collection and conveyance drainage system and the implementation of two drop structures on Cave Creek Wash to maintain a stable flow regime at the new bridge crossing. The project also included the preparation of final drainage report and a final cost estimate.

Drainage Engineer, East Flagstaff Traffic Interchange, Flagstaff, Arizona, City of Flagstaff: Responsible for the on-site drainage for the new traffic interchange at US89 and B-40. Involvement included the 30 percent level design of a new on-site drainage system and implementation of on-site detention basins to control off-site drainage entering onto the project.

Drainage Engineer, I-10 (Papago) Outside Widening, Sarival Avenue to Dysart Road, Arizona Department of Transportation (ADOT): Project addressed the outside widening which adds general-purpose land and auxiliary lanes to this segment of I-10. Involvement included the design of the onsite drainage systems along I-10 and interchanges and the design of retention basins and roadside ditches. Tasks included the preparation of the final drainage report and the cost estimate for the proposed drainage improvements.

Drainage Engineer, I-10 (Papago) Widening, Verrado Way to Sarival Avenue, ADOT: Project included inside widening of I-10 to accommodate High Occupancy Vehicle (HOV) lanes in the east and westbound lanes. Provided final design for the onsite highway drainage system, final drainage report and cost estimate for proposed drainage improvements.

Drainage Engineer, I-10 (Papago) Median Widening Sarival Avenue to State Route (SR) 101, ADOT: Project included inside widening of I-10 to accommodate HOV lanes in the east and westbound lanes. Provided final design for the onsite highway drainage system, final drainage report and cost estimate proposed drainage improvements.

Drainage Engineer, Loop 202/US60, Santan/Red Mountain Freeways Traffic Interchange, Mesa, Arizona, ADOT: This project involved the final design of this mule-level, multi-directional traffic interchange connection Loop 2002 (Santan/Red Mountain Freeways) with US60 (Superstition Freeway). The on-site drainage improvements were integrated with the existing drainage conveyance system along the two miles of US 60 from Power Road east to Sossamon Road and from the proposed L202/US60 interchange east to Crismon Road. The project also included the design of new collection and conveyance drainage systems for the segment of Loop 202 from Southern Avenue south to Baseline Road and associated directional and service ramps. The key design feature of this project was to utilize the majority of the existing conveyance system along US60 as possible to reduce costs. This required extending the collection and conveyance systems to the new widened roadway along US60. The collection system was designed using a combination of grate and slotted drains within the roadway and a series of off-site grate inlets for the infield areas and right-of-way. The conveyance system was sized and evaluated using the StormCad program based on the 25-year storm event.

URS

Charles Mihelich III, RLS

Survey Tech II

Overview

Mr. Mihelich is experienced in survey with survey Technician II. responsibilities. His experience includes right-of-way (ROW) plans, legal descriptions and calculations, precise control surveys, aerial mapping control, boundary surveys, section break-outs, ALTA surveys, pre-design (location and topographic) surveys, lay-out for houses, commercial buildings, bridges and other major structures, and staking for subdivisions, and major and minor highways

Areas of Expertise

Right-of-Way

ALTA Surveys

Aerial Mapping Surveys

Preparing of Legal Descriptions and Calculations

Years of Experience

With URS: 21 Years

With Other Firms: 2 Years

Education

Math Courses / 1985 / Phoenix College

Registration/ Certification

2000 / Registered Land Surveyor / Arizona #35364

Office Location

Phoenix, Arizona

Project Specific Experience

Survey Tech II, 99th Avenue and McDowell Road Intersection Improvements, Avondale, Arizona, City of Avondale: Addition of a second northbound left turn lane included intersection widening, grading plans, signing and marking, and modifications to the existing signals. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

Survey Tech II, Central Avenue Waterline and Roadway Improvements, City of Avondale, Arizona: A 2- mile project that included existing watermain replacement in a residential area and total pavement reconstruction, with water meters, services lines, curb gutter, sidewalk, and a watermain extension on the south half and pavement mill and overlay on the north half of the project. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

Survey Tech II, US 60 Grand Avenue Improvements – State Route (SR) 303L to 99th Avenue, Arizona, ADOT: Roadway improvement project that included more than 2-miles of pavement widening and reconstruction, storm drain, noise walls; and 17 signal modifications over the project's 10-mile length. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

Survey Tech II, Glendale Onboard Transportation Program, Glendale, Arizona, City of Glendale: Right-of-way acquisition, design concepts, preliminary site development, intersection layout, roadway corridor development, street widening, safety improvements, bus bays, bicycle and pedestrian facilities; and landscaping at various locations. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

URS

Robert J. Pankonin, RLA

Landscape Architect

Areas of Expertise

Landscape Architecture

Site Planning

Conceptual Design

Years of Experience

With URS: 5 Year

With Other Firms: 9 Years

Education

MBA / Business Administration / 2002 / University of Phoenix, Arizona

BS / Landscape Architecture / 1994 / California Polytechnic State University, San Luis Obispo, California

Registration/ Certification

2001 / Registered Landscape Architect / Arizona #37030

2004 / Registered Landscape Architect / California #4906

2007 / Licensed Landscape Architect / Utah #6671184

2008 / Registered Landscape Architect / Nevada #776

Office Location

Phoenix, Arizona

Overview

Mr. Pankonin is a registered landscape architect with 14 years of landscape architectural experience. His project skills include site planning, conceptual development and graphics, grading, design, native plant materials, native plant inventory, planting design, irrigation design, cost estimation, specifications and project management and coordination. Mr. Pankonin has taken projects from the conceptual phase through to construction. His recent experience has included landscape architecture design for three large park projects including Anthem Community Park, Goodyear Community Park, and Thomas Jay Regional Park. Additionally, Mr. Pankonin has worked on numerous city street improvements including Indian Bend Road (Scottsdale, Az.), Invergordon Road – Mockingbird Lane – Northern Avenue (Paradise Valley, Az.), Thunderbird Road (Peoria, Az.) and 1300 East Road (Sandy City, Ut.).

Project Specific Experience

Project Manager, Thomas Jay-Littletown Park Phase II, Arizona: Project manager for design and construction administration on Phase II improvements to the existing 35-acre regional park. The improvements included full size baseball field, parking lot, restroom, and a 90-foot vehicular bridge that spans the Julian Wash and connects phase I to phase II improvements. Responsibilities included:

- Coordination of electrical engineer, structural engineer, geotech, and hydrologist.
- Coordination with Pima County's project manager
- Completion of landscape, irrigation, hardscape, and grading/drainage plans, cost estimates, and special provisions of the specifications.

Landscape Architect, Goodyear Community Park at Estrella Mountain Ranch, Arizona: Assisted in the public involvement design charrette. This public involvement was a critical aspect of the project master plan phase. The design charrette was a three-day event that defined the parks features which included outdoor sports fields, including soccer fields, lighted basketball courts, tennis courts, lighted volleyball courts, a skate park, an aquatic center with a competition pool and play pool, open space, ramadas, a regional maintenance facility, and parking. Also responsible for the completion of landscape, irrigation and hardscape layout plans.

Landscape Architect, Anthem Little League Ball Fields, Anthem, Arizona: Landscape Architect for the 63-acre park that included three field Little League complex, two soccer fields, and softball field. The project was built as Phase 10, 11, and 12 of Anthem Community Park. The Little League complex will feature two 200' fields with 60' base lines,

one 300' field with 90' base lines, restroom/concession building, and a dedication of a millennium grove for the community.

Landscape Architect, Indian Bend Road, Scottsdale, Arizona, City of Scottsdale: Landscape Architect project manager responsible for planting and irrigation design and construction documents on a one-mile stretch of roadway from Scottsdale Road to Hayden Road. As a part of the city approval process, a development review board (DRB) plan set was completed and submitted. The DRB submittal included coordination with the City of Scottsdale project manager, civil engineers, and artist/bridge aesthetics personnel. Project involved management of DRB process including interdisciplinary graphic presentation to DRB with work of artist team and bridge aesthetics subconsultants.

Landscape Architect, Invergordon, Northern & Mockingbird Roadway Improvements, Paradise Valley, Arizona, Town of Paradise Valley: Responsible for aesthetics for the project involving the development and design of appropriate measures to improve Invergordon, Northern & Mockingbird Roadway safety and capacity needs. Project involves working closely with the town's committees, planning commission, town council and affected neighborhoods to incorporate the community's vision into the design, including developing design features that satisfy safety and traffic calming needs while enhancing aesthetics and neighborhood identity.

Landscape Architect, Thunderbird Road, Peoria, Arizona: Task manager responsible for planting and irrigation design construction documents on a one-mile stretch of roadway from Loop 101 to 93rd Avenue. Input from the City of Peoria's maintenance staff assisted in the selection of irrigation components and manufacturers. As the projects primary objective was street widening, the planting was provided as a support role to civil engineering.

Landscape Architect, 1300 East Road, Sandy City, Utah: Task manager on this 6-mile stretch of roadway for planting and irrigation design construction documents. Responsible for the Sandy City Parks and Recreation coordination of the planting and irrigation design meeting local requirements.

URS

Robert J. Pecha, RLS

Survey Manager

Areas of Expertise

Aerial Mapping
Topographic Surveys
ROW Plans
Legal Descriptions
Global Positioning Systems

Years of Experience

With URS: 25 Years
With Other Firms: 9 Years

Education

Math and Survey Classes/1978/Phoenix College

Registration/ Certification

1987/RLS/AZ #21080
1991/RLS/NV #9501

Office Location

Phoenix, Arizona

Overview

Mr. Pecha is an experienced Survey Manager, responsible for survey work and personnel on all projects completed in Arizona and Nevada. His background includes Project Manager responsibilities, precise control surveys, aerial mapping control, boundary surveys, section break-outs, ALTA surveys, predesign (location and topographic) surveys and plans, ROW surveys and plans and construction staking.

Project Specific Experience

Survey Manager, 99th Avenue and McDowell Road Intersection Improvements, Avondale, Arizona, City of Avondale: Addition of a second northbound left turn lane included intersection widening, grading plans, signing and marking, and modifications to the existing signals. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

Survey Manager, Central Avenue Waterline and Roadway Improvements, City of Avondale, Arizona: A 2- mile project that included existing watermain replacement in a residential area and total pavement reconstruction, with water meters, services lines, curb gutter, sidewalk, and a watermain extension on the south half and pavement mill and overlay on the north half of the project. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

Survey Manager, US 60 Grand Avenue Improvements – State Route (SR) 303L to 99th Avenue, Arizona, ADOT: Roadway improvement project that included more than 2-miles of pavement widening and reconstruction, storm drain, noise walls; and 17 signal modifications over the project's 10-mile length. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

Project Engineer, Glendale Onboard Transportation Program, Glendale, Arizona, City of Glendale: Right-of-way acquisition, design concepts, preliminary site development, intersection layout, roadway corridor development, street widening, safety improvements, bus bays, bicycle and pedestrian facilities; and landscaping at various locations. Survey services included topographic survey, basemapping, right of way and property calculations, and preparation of legal descriptions and exhibits.

URS

Richard A. Randall, PE

Principal Engineer

Overview

Mr. Randall is a principal engineer in the URS Phoenix office and is an Arizona registered professional engineer with a broad base of water/wastewater, general civil and groundwater experience. He is a seasoned project manager, experienced in leading projects ranging from permitting and regulatory compliance to planning, design and construction of water/wastewater facilities and utilities infrastructure. His specialty expertise includes the planning and design of treatment, storage, pumping and conveyance facilities for wastewater reclamation/reuse systems and groundwater remediation programs; and in-depth experience in the design and operation of groundwater recharge and wetland treatment systems.

Project Specific Experience

Civil Engineering and Commercial Development

Project Manager, McDowell Road Widening Project – 75th Avenue to 83rd Avenue, Phoenix, Arizona, City of Phoenix, Tri-Core: Responsible for 1.1 miles of roadway widening, reconstruction of three intersections, 3,700 feet of new storm sewer. Design included topographic survey, right-of-way strip maps, drainage report, environmental clearance, geotechnical investigations, landscaping, extensive utilities relocations, signage and stripping coordination, plans, specifications and cost estimates.

Project Manager, 20th Street Improvement District at Circle Mountain Road, Phoenix, Arizona, Maricopa County Department of Transportation (MCDOT), Tri-Core: Designed 1,400 feet of roadway improvements for MCDOT. Design included topographic survey, utility relocations, drainage improvements, plans, specifications, and cost estimates.

Project Engineer, Lake Pleasant Parkway - Phase 1b, 83rd Avenue & Beardsley Road to 95th Avenue, Peoria, Arizona, Tri-Core: Assisted with 2.2 miles of new parkway design and services during construction. Hired to perform Quality Assurance/Quality Control (QA/QC) and constructability review of current contract documents by another firm that resulted in redesign of parkway and connecting streets, preparation of technical design memorandum, drainage analysis and report for the ultimate condition, redesign of storm drain system and box culverts.

Project Manager, Cashion Neighborhood Sidewalk Improvements, Avondale, Arizona, City of Avondale, Tri-Core: Responsible for planning, design, construction document preparation, and post design services for eight miles of sidewalk improvements in the Cashion neighborhood for City of Avondale. Included full topographic survey, coordination with utility companies and outside agencies, phased construction, and presentations at public meetings. This renovation project in an older neighborhood required encroachment negotiations and resolution, resolution of utilities conflicts, driveway reconstruction, drainage pattern maintenance, and developing an ADA compliant design in challenging conditions

Areas of Expertise

Water/Wastewater/Irrigation

Wastewater Reclamation & Reuse

Treatment Wetlands

Groundwater Recharge & ASR

Groundwater Investigations & Contaminant Remediation

Civil/Commercial Development

Environmental Permitting

Years of Experience

With URS: <1 Year

With Other Firms: 30 Years

Education

Graduate Studies / Hydrogeology/Environmental Engineering / 1985-1986 / University of Arizona, Tucson

BS / Agricultural Engineering / 1978 / California Polytechnic State University, San Luis Obispo

Registration/ Certification

1984 /Professional Engineer / AZ / 16248

Office Location

Phoenix, Arizona

Project Manager, New Store Design & Construction Services, Bentonville, Arkansas, Wal-Mart Stores, Tri-Core: Responsible for feasibility studies, site investigations, conceptual design, final design and preparation of contract documents, coordination with architectural design, agency entitlements, utilities coordination, off-site improvements, and permitting for new Wal-Mart Supercenters and Sam's Club stores in Prescott, Kingman, Douglas, Chandler, Laveen, and Winslow.

Water/ Wastewater/ Irrigation & Drainage

Project Manager, 91st Avenue Relief Storm Drain Design – Indian School Rd. to Meadowbrook Ave., Phoenix, Arizona, City of Phoenix, Tri-Core: Project included a topographic survey and a drainage investigation to determine that high stormwater flows from older neighborhoods without detention facilities combined with poor drainage characteristics of existing roadways and facilities created the drainage problems. A computer based hydrologic/hydraulic analysis of the system revealed the need for 2,300 feet of 48- to 42-inch piping, seven lateral connections, and five new catch basins. Plan-profile design drawings were prepared with the necessary detail sheets to allow construction with High Density Polyethylene (HDPE) sewer pipe for the first time on a project of this magnitude for City of Phoenix.

Project Engineer, 54-Inch Water Transmission Main, 33rd Street & Roeser to 38th Street & Superior, Phoenix, Arizona, City of Phoenix, Tri-Core: Design of 9,500 feet of a 54-inch water transmission main for the City of Phoenix. The preparation of construction documents included topographic survey; field investigations; right-of-way acquisition; sheeting and trench box details; tunneling and jacking details, and other design considerations inherent to constructing a large diameter pipeline in a mature neighborhood.

Project Engineer, Water Main Replacements, Quarter Sections 12-27 & 11-25, Phoenix, Arizona, Phoenix, Arizona, Tri-Core: Design of replacement water mains, new fire hydrants, abandonment of existing water mains, and water service relocations for various City streets. Construction documents were prepared for 15,725 feet of replacement 6-inch to 12-inch water mains.

Design Manager, Distribution System and Turnouts for RIX, San Bernadino, California, Santa Anna Watershed Project Authority, CH2M HILL: Responsible for the design drawings and specifications to construct on-site piping for a 50 mgd RIX project. Facilities included 2,000 feet of 66-inch diameter pipeline and ten turnoutstructures with adjustable weirs and flow measurement.

Project Engineer, Reclaimed Water Delivery System, Tucson, Arizona, City of Tucson, CH2M HILL: Assisted with the feasibility studies, master planning, and preliminary design leading up to the first phase implementation of a reclaimed water system for City of Tucson. Designed 13,000 feet of 24-inch diameter reclaimed water transmission pipeline. Provided coordination of pre-purchase materials and oversight during construction of reclaimed water treatment facilities, 10 miles of 24- and 36-inch diameter pipelines, two multi-million gallon storage reservoirs, and a booster pump station. Later performed pipeline routing studies and preliminary design of pipelines and pump stations for several expansion phases of the Tucson reclaimed water distribution system.

URS

Richard A. Randall, PE

Principal Engineer

Overview

Mr. Randall is a principal engineer in the URS Phoenix office and is an Arizona registered professional engineer with a broad base of water/wastewater, general civil and groundwater experience. He is a seasoned project manager, experienced in leading projects ranging from permitting and regulatory compliance to planning, design and construction of water/wastewater facilities and utilities infrastructure. His specialty expertise includes the planning and design of treatment, storage, pumping and conveyance facilities for wastewater reclamation/reuse systems and groundwater remediation programs; and in-depth experience in the design and operation of groundwater recharge and wetland treatment systems.

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Water/Wastewater/Irrigation

Wastewater Reclamation & Reuse

Treatment Wetlands

Groundwater Recharge & ASR

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Office Location

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Project Engineer, 54-Inch Water Transmission Main, 33rd Street & Roeser to 38th Street & Superior, Phoenix, Arizona, City of Phoenix, Tri-Core: Design of 9,500 feet of a 54-inch water transmission main for the City of Phoenix. The preparation of construction documents included topographic survey; field investigations; right-of-way acquisition; sheeting and trench box details; tunneling and jacking details, and other design considerations inherent to constructing a large diameter pipeline in a mature neighborhood.

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URS

Randall Simpson, PE

Senior Structural Engineer

Overview

Mr. Simpson is a vice president of URS and is the manager of URS' structural engineering services in Arizona. He has 20 years of bridge engineering experience, including 18 years in Arizona. His relevant project experience includes design of numerous grade separation bridges and river crossings within Maricopa County including final design of over 27 new bridges and bridge widenings on the Maricopa Association of Governments (MAG) urban freeway system within the past 15 years. His experience also includes design management for major multi-discipline projects with significant structural elements.

Areas of Expertise

Structural Engineering

Bridge Design

Noise & Retaining Walls

Drainage Structures

Years of Experience

With URS: 12 Years

With Other Firms: 8 Years

Education

MS / 1987 / Civil Engineering/ Oregon State University

Registration/ Certification

1991 Professional Engineer / Arizona / 25336

1997 Professional Engineer / Utah / 336151-2202

2003 Professional Engineer / Oregon / 45282PE

2006 Professional Engineer / New Mexico / 17652

Office Location

Phoenix, Arizona

Project Specific Experience

Project Structures Engineer, I-10 Median Widening Sarival to SR 101L, ADOT: Responsible for the design of 8 mainline bridge widenings and two bridge replacements. Six of the widenings were designed in-house and the remainder of the work was performed through subconsultants. Structure types included cast-in-place and post-tensioned box girders, precast-prestressed I-girders and continuous slab.

Project Manager, US 60 Intermediate TI Improvements, Arizona Department of Transportation: Managed the design of improvements to 5 traffic interchanges on US 60 Superstition Freeway including widening of the arterial streets, 6 new precast/spliced pedestrian bridges over the mainline freeway and 1 widened underpass bridge. The project included signal modifications, street lighting and numerous utility relocations at each intersection.

Project Manager, US 60 Traffic Interchange Improvements at Stapley, Gilbert & Val Vista, Arizona Department of Transportation: Project included widening of the existing crossroads, widening of two cast-in-place and post-tensioned box girder bridges, and construction of two new stand-alone pedestrian bridges over the freeway mainline.

Project Manager, Grand Avenue 59th/Glendale Avenue Underpass, Arizona Department of Transportation: Responsible for the design of a unique precast-prestressed I-girder bridge supporting the intersection of 59th Avenue and Glendale Avenue over Grand Avenue in Glendale, Arizona. The bridge project replaces an existing 6-way intersection adjacent to Burlington Northern Santa Fe (BNSF) railroad tracks and features a unique top-down construction approach utilizing braced cast-in-place drilled soldier piles to resist lateral soil pressures due to railroad loading. The 284-foot width of the bridge allows for irrigated landscaping in pedestrian plaza areas on the bridge deck.

Project Structures Engineer, US 60 Design-Build, Arizona Department of Transportation: Responsible for the design of widening of four mainline overpass bridges, narrowing of one simple-span cast-in-place box girder bridge and over 10 miles of sound barrier walls.

Project Structures Engineer, SR 202L Santan Freeway Pecos Road Connector, Arizona Department of Transportation: Responsible for design of a 2-span cast-in-place and post-tensioned box girder bridge carrying 48th Street over the SR 202L Pecos Road Connector. The structure comprises the first half of a future dual-structure crossing.

Project Structures Engineer, SR 202L Santan Freeway Kyrene to McClintock, Arizona Department of Transportation: Responsible for structure design including a 2-span cast-in-place and post-tensioned concrete underpass at the McClintock Drive TI, a "Manhattan-Type" pump station and several thousand feet of masonry sound barrier walls.

Project Structures Engineer, SR 101L Price Freeway Warner to Frye, Arizona Department of Transportation: Responsible for structure design including one two-span post-tensioned box girder underpass, one two-span precast-prestressed I-girder overpass and a major sewer lift station.

Project Structures Engineer, SR 51 Squaw Peak Highway Shea to Thunderbird, Arizona Department of Transportation: Responsible for design of two cast-in-place and post-tensioned box girder bridges, over 12,000 LF of retaining and noise walls, and a major pump station. The retaining wall types included flood walls, cantilever, Mechanically Stabilized Earth (MSE), soil-nail and tangent pile.

Project Structures Engineer, US 60 Grand Avenue Design Concept Report (DCR), Arizona Department of Transportation: Responsible for preliminary design and structure selection reports for new bridges at five existing 6-legged intersections on Grand Avenue. Superstructure types for grade separation structures included precast-prestressed I-girders (conventional and spliced), cast-in-place and post-tensioned box girders, portal frames, and steel plate girders. Several retaining wall types were also evaluated, including MSE, soil nail, tieback, soldier pile, and mini-pile.

Project Structures Engineer, 40th Street Bridge over Indian Bend Wash, City of Phoenix, Arizona: Responsible for the design of a 6-span bridge over Indian Bend Wash utilizing precast voided slabs. Structural aesthetic features included concrete patterning with inset icons and architectural pedestrian railings.

Project Structures Engineer, Indian Bend Road Improvements – Scottsdale Road to Hayden Road, City of Scottsdale, Arizona: Responsible for developing the bridge and box culvert alternatives to replace an existing dip crossing of Indian Bend Wash. The project includes public involvement and agency coordination with the United States Army Corp of Engineers (USACE) and the Flood Control District of Maricopa County (FCDMC).

Lead Design Engineer, State Route 153 Structures, Arizona, Arizona Department of Transportation: Responsible for preparing type studies for 12 bridges and designing 10 bridges and 1,100 LF of retaining walls. Bridge types included precast-prestressed I-girders and continuous cast-in-place post-tensioned box girders. The project included a 9-span curved bridge over the Salt River, using precast-prestressed I-girders.

URS

Russell Stuart, PE

Structures Engineering Manager

Overview

Mr. Stuart has 14 years of experience as a design engineer for highway and pedestrian bridges, retaining walls, drainage structures and other miscellaneous structures. He has contributed to or been responsible for preliminary and final designs of numerous urban and rural structures, including highway and pedestrian bridges, retaining and noise barrier walls, various types of drainage structures and other miscellaneous structures. His current responsibility as the Structures Engineering Manager is to oversee the Structures Team which consists of four engineers and one CADD technician. Typical tasks of the Structures Team are to prepare structural design calculations, perform quality control checks, develop construction plans, prepare cost estimates, and review shop drawings.

Relevant Project Experience

Structures Engineer, I-10 (Papago Freeway) Median Widening, Sarival Ave to SR 101L, Phoenix, Arizona, Arizona Department of Transportation (ADOT): URS was the prime consultant for this 8 mile segment of freeway widening. The URS Structures Team was responsible for widening six existing post-tensioned box girder bridges toward the median. Mr. Stuart's role was to oversee the design calculations and the production of structural drawings and to coordinate with other project disciplines. ADOT also awarded URS a change order to widen I-10 toward the outside from Sarival Road to Dysart Road. The Structures Team designed widenings for five bridges as part of this change order.

Structures Engineer, Indian Bend Road Improvements, Scottsdale, Arizona, City of Scottsdale: A one mile segment of Indian Bend Road, which crossed Indian Bend Wash at-grade, was raised to make it functional during flood events. Major features of the project included a drop structure, arched culverts under the raised roadway, and channel lining. Mr. Stuart was responsible for: layout and design of the drop structure; layout and design of retaining walls adjacent to the elevated roadway; coordination with the arched culvert supplier; and coordination with artisic elements added to the drop structure. The drop structure is an expansive reinforced concrete pavement that functions as a broad-crested weir (approximately 1500 feet wide) and as an erosion protection slab.

Structures Engineer, Thunderbird Road Improvements, Peoria, Arizona, City of Peoria: A one mile segment of Thunderbird Road was widened. The URS Structures Team was responsible for widening the existing 4-span concrete I-girder bridge over New River. Mr. Stuart's role was to oversee the design calculations and the production of structural drawings and to coordinate with other project disciplines.

Areas of Expertise

Bridge/Structures Design

Cost Estimates

Years of Experience

With URS: 10 Years

With Other Firms: 4 Years

Education

MS / Civil Engineering (Structural) / 1994 / Iowa State University, Ames

BS / Civil Engineering / 1992 / Arizona State University, Tempe

Registration/ Certification

1998 / Civil Engineer / AZ / #32342

2002 / Civil Engineer / CA/ #62884

2002 / Civil Engineer / OR/ #72289

2004 / Civil Engineer / WA / #41219

Office Location

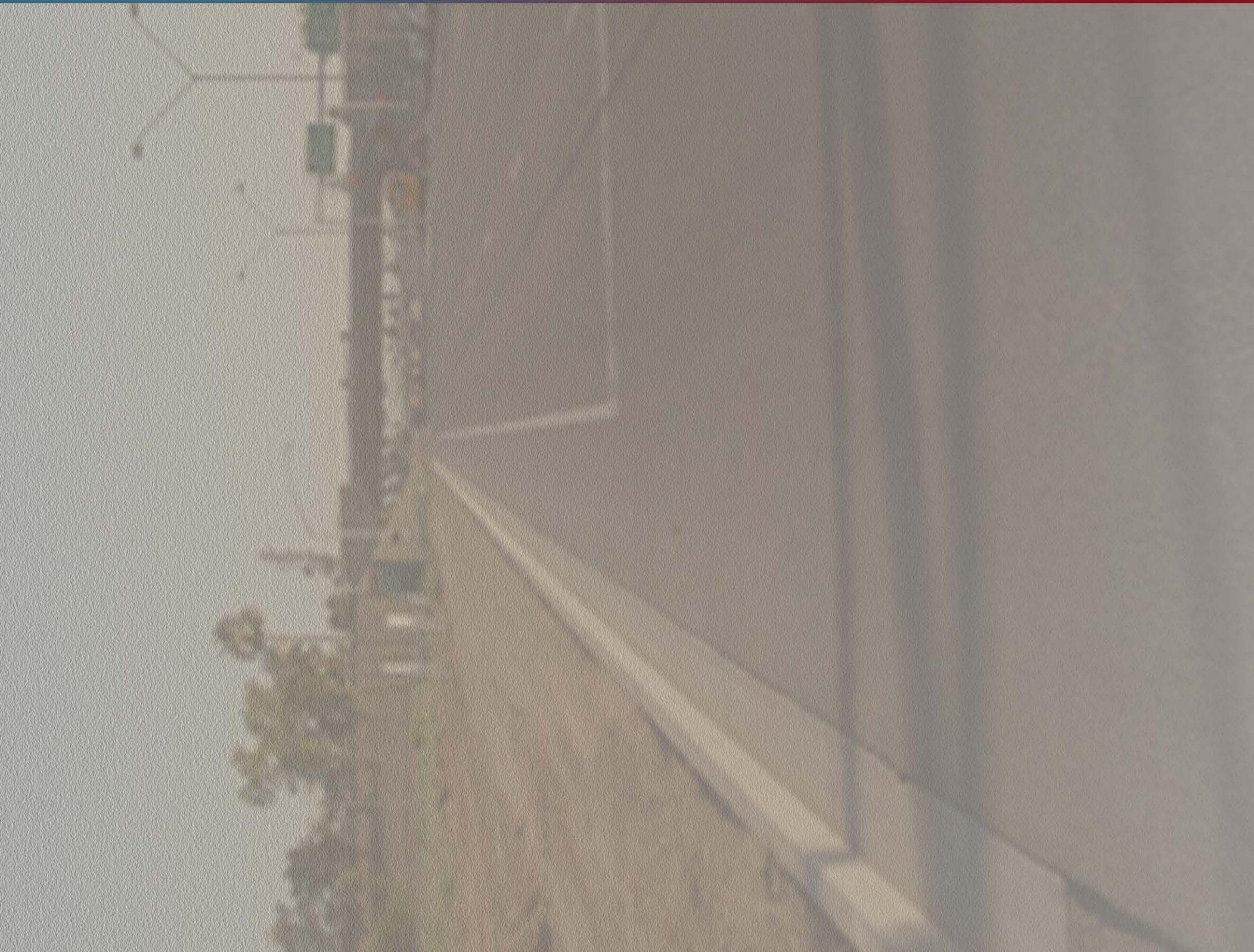
Phoenix, Arizona

Structures Engineer, SR 22 (Garden Grove Freeway) Highway Reconstruction Design-Build, Orange County, California, Granite-Myers-Rados (Joint Venture)/Orange County Transportation Authority: The project was for a $400 million urban freeway reconstruction design-build project in which URS served as the lead designer for the joint venture team of Granite Construction Company, C.C. Meyers, Inc., and Steve P. Rados, Inc. (Granite-Myers-Rados) under a contract with the Orange County Transportation Authority. Services provided include: overall design management, highway design, traffic design, geotechnical investigations, soundwall design, utilities relocations, drainage and water quality design for the project. Mr. Stuart's role was to oversee the design of more than 80 retaining walls.

Structures Engineer, Grand Avenue Underpass At 59th Avenue/Glendale Avenue, Glendale, Arizona, ADOT: Mr. Stuart was responsible for structural design calculations and construction drawings for a single span bridge over Grand Avenue that supports the downtown intersection of 59th and Glendale Avenues. Design considerations included a "top-down" construction approach that accommodates the depression of Grand Ave; a surcharge load from railroad tracks adjacent to one abutment; a 54"-diameter SRP irrigation pipe supported by the bridge; an existing corner pole for 230-kV power lines immediately behind one abutment; and additional loads due to aesthetic enhancements in two pedestrian plazas supported by the bridge.

Structures Engineer, Rural Road Pedestrian Bridge over US 60, Tempe, Arizona, ADOT: Mr. Stuart as responsible for structural design calculations for a two-span segmental concrete pedestrian bridge over US 60 (Superstition Freeway). Design considerations included a similar appearance to the adjacent roadway bridge; minimal disruption to freeway traffic during construction; keeping the weight of the precast segments within hauling and lifting limitations of local precasters; and coordinating with a concurrent design-build project that widened US 60.

Task Leader, US 60 Widening, I-10 to Val Vista, Tempe and Mesa, Arizona, ADOT: Mr. Stuart was the task leader for the structural design work on Segment 2 of this design-build project. Primary responsibilities were overseeing the preparation of design calculations and construction drawings for four bridge widenings on mainline US60 and one bridge narrowing on an entry ramp. Additional tasks included design and drawings for non-standard masonry sound walls, barrier transitions, and foundations for luminaire poles and sign structures. During construction, reviewed shop drawings and contributed to the resolution of field problems.



IV. VENDOR INFORMATION FORM

By sending a Statement of Qualifications, the submitting Vendor certifies that it has reviewed the administrative information and draft of the Professional Services Agreement's terms and conditions and, if awarded the Agreement, agrees to be bound thereto.

URS Corporation
VENDOR SUBMITTING SOQ

94-171-6908
FEDERAL TAX ID NUMBER

Randy Simpson, PE, Vice President
PRINTED NAME AND TITLE

AUTHORIZED SIGNATURE

7720 N. 16th St., Ste. 100
ADDRESS

602.371.1100 602.371.1615
TELEPHONE FAX #

Phoenix, AZ 85020
CITY STATE ZIP

November 13, 2008
DATE

WEB SITE: www.urscorp.com

EMAIL ADDRESS: randy_simpson@urscorp.com

MINORITY/WOMEN-OWNED SMALL BUSINESSES (check appropriate item):

_____ Disadvantaged Business Enterprise (DBE)
_____ Women-Owned Business Enterprise (WBE)
_____ Minority Business Enterprise (MBE)
_____ Small Business Enterprise (SBE)

Has you been certified by any jurisdiction in Arizona as a minority or woman owned business enterprise?

If yes, please provide details and documentation of the certification.

CITY OF AVONDALE
ACKNOWLEDGMENT OF ADDENDA RECEIVED
REQUEST FOR STATEMENTS OF QUALIFICATIONS

Design Services for Avondale Blvd. and I-10
Traffic Interchange Improvements
EN09-033

Addendum No. 1

URS Corporation, affirms that ADDENDUM No. 1 has
(Name of Vendor)
been received and that the information contained in ADDENDUM No. 1 has been incorporated in formulating the Vendor's Offer.

_____, November 13, 2008
Signed Date

Randy Simpson
Print Name

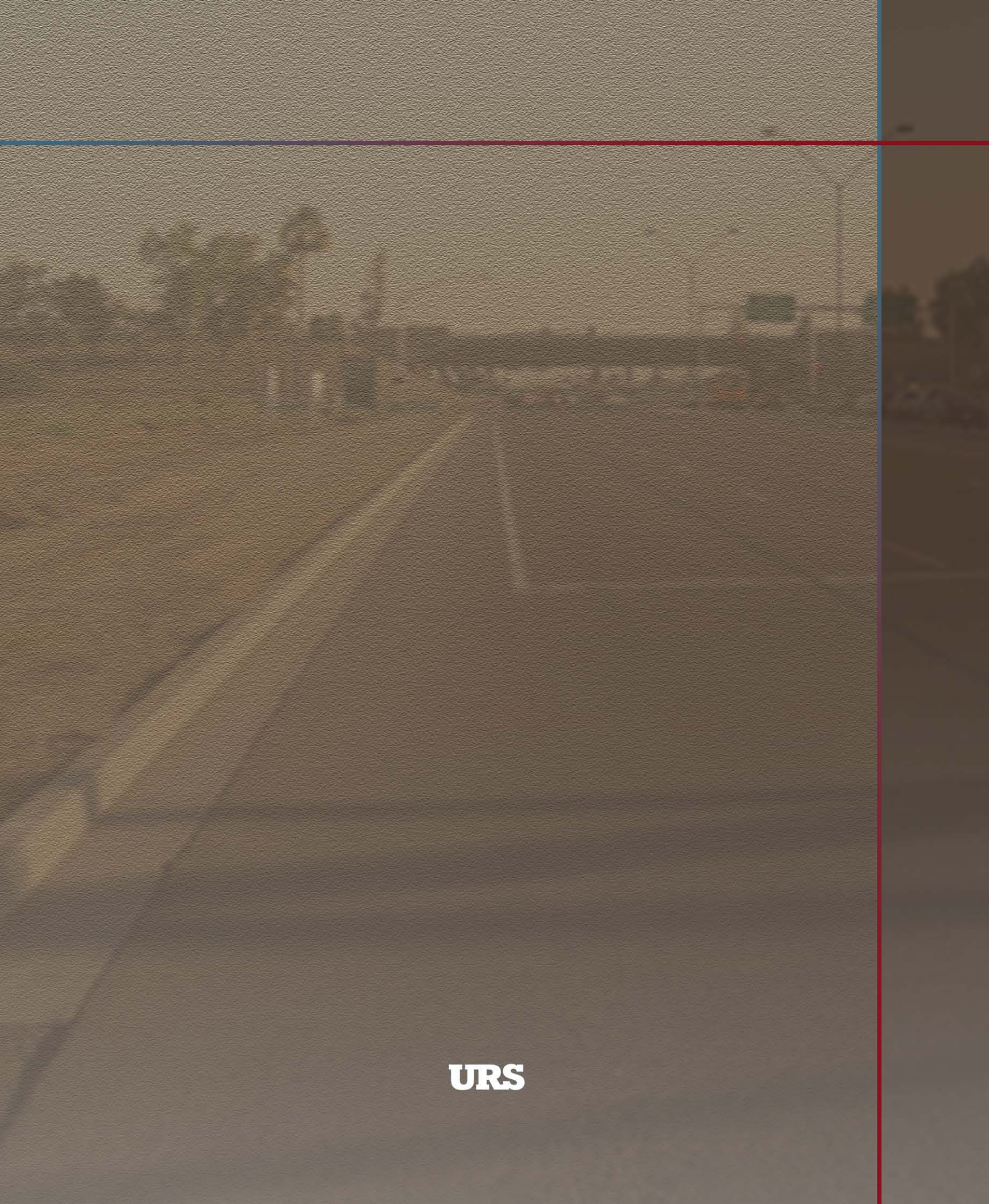
Vice President
Title

URS Corporation
Company Name

7720 N. 16th Street, Suite 100
Address

Phoenix, Arizona 85020
City, State, Zip Code

END OF ADDENDUM No. 1



URS

EXHIBIT C
TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
THE CITY OF AVONDALE
AND
URS CORPORATION

[Scope of Work]

See following pages.

SCOPE OF WORK

PROJECT TITLE: **AVONDALE BOULEVARD AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS**

PROJECT NO.: **ST1157**

PROJECT DESCRIPTION AND SCOPE OF CONSTRUCTION:

The proposed improvements include:

- Widening of Avondale Boulevard to major arterial street standards including sidewalks, a raised median, 4-foot bike lanes, and three through lanes in each direction
- Dual left-turn lanes from Avondale Boulevard to EB and WB I-10
- Dual right-turn lanes from NB Avondale Boulevard to EB I-10
- Widening the roadway opening beneath the I-10 overpass from 92 feet to 138 feet
- Widening the existing bridge over the I-10 drainage channel from 97 feet to 138 feet
- One lane widening of the WB I-10 off ramp
- Reconstruction of the EB I-10 on ramp

BACKGROUND

The City of Avondale (City) is proposing improvements to approximately 0.4 mile of Avondale Boulevard from approximately 250 feet south of Roosevelt Street on the south side of I-10 to approximately 600 feet north of the Arizona Department of Transportation (ADOT) drainage channel on the north side of I-10. The project area is experiencing heavy congestion-related traffic delays during the morning and evening rush hours and during special events. The proposed project improvements are presented in the Avondale Boulevard /I-10 Traffic Interchange Final Project Assessment (DMJM Harris, 2008). As appropriate, the details presented in the Final Project Assessment will be refined during the final design.

GENERAL REQUIREMENTS – The design will conform to the latest edition and amendments of the following:

- ADOT Standard Details and Specifications
- City of Avondale Standard Details and Specifications
- Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details
- Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)
- AASHTO *Policy on Geometric Design of Highways and Streets*
- The Code of the City of Avondale
- Other applicable specifications and details required by a governmental agency or utility company (adjacent city, SRP, etc.)

TASKS

100 – FIELD SURVEY AND MAPPING

URS will perform all project survey as detailed below:

1. **Control**: URS will perform ground survey to establish horizontal and vertical control throughout the project limits based on the datum specified by ADOT.

2. URS will perform a topographic and planimetric survey of existing features including but not limited to above-ground improvements including catch basins and area drains (top of curb, gutter, grate, and invert elevations, inlet and outlet pipe interior diameter and invert elevations), aprons, scuppers, spillways, limits of asphalt concrete and Portland cement concrete pavement, concrete pavement jointing on the I-10 ramps, limits of concrete pavement within the ADOT right-of-way, pavement structures, utility markers, utility blue staked markings, utility rims and inverts, valve boxes and valve nut elevations, signal pull boxes, traffic signal poles, length and type of mast arms, control boxes, detector loops; power transformers, electric services, radio signal receivers; irrigation control structures including width, length, top elevation, invert elevation; irrigation box structure over the drainage channel, inverts, width, depth, and length and related inlet and outlet configuration; landscape irrigation valves and controls; existing retention basins, dry wells, safety rails, existing signing and pavement marking. Pick up locations, limits of, and elevations for any exposed bridge pier footings, abutments, slope paving, bottom of bridge beams with corresponding pavement elevations to establish vertical height clearance(s) between the roadway surface and the I-10 bridge structure(s). Pick up bridge detail at the channel bridge both on the surface (barriers, sidewalk, median, pavement elevations, width and length of bridge, existing utilities attached to or laying on the bridge deck) and below grade (bridge piers, water depth markings, bottom elevation of bridge structure), channel top, bottom, toe, flowline, limits of channel lining within the above survey limits, top of deck elevations along both edges of the deck at the 1/10th points of all three spans. Ends of existing pier walls in the channel will be located. Also pick up the storm drain outlets into the channel, inverts, size, and location.

   Where feasible, the above survey will be accomplished by photogrammetric methods as described under Item 110, Photogrammetric Services and Aerial Mapping. The remainder will be performed with ground surveys.

3. **Survey Limits**: URS will take pavement elevations at the centerline, center of, and crown of road at 50-foot intervals with additional intervals as determined by URS. In addition, URS will take elevations at the gutter flow line and top of curb for existing curb and gutter, at the pavement adjacent to median curb – top medium curb, at the outside edge of pavement where there is no curb and at existing ground top and toe of slope and at a minimum of 10-foot intervals beyond the edge of pavement or back of curb to a distance of:

   Along Avondale Boulevard:

   - From approximately 500 feet south of Roosevelt to approximately 900 feet north of the north abutment of the ADOT drainage channel bridge
   - From 250 feet west of centerline to 250 feet east centerline

Along the I-10 entrance and exit ramps as follows:

- Ramps: 50 feet beyond the existing edge of pavement adjacent to the I-10 mainline, up to the paved gore, and 100 feet beyond the existing edges or pavement adjacent to the I-10 right-of-way limits
- WB I-10 on-ramp: 250 feet west of the Avondale Boulevard centerline
- WB I-10 off-ramp: 1,320 feet east of the Avondale Boulevard centerline
- EB I-10 on-ramp: 1,320 feet east of the Avondale Boulevard centerline
- EB I-10 off-ramp: 250 feet west of the Avondale Boulevard centerline

4. URS will provide a sketch showing each benchmark and temporary benchmarks with a minimum of 3 ties to features that will not be disturbed by construction.

110 – PHOTOGRAMMETRIC SERVICES AND AERIAL MAPPING

See attached subconsultant proposal letter and fee by Kenney Aerial Mapping.

120 – RIGHT-OF-WAY/EASEMENT DESCRIPTIONS (FOR CITY USE)

URS will prepare up to a maximum of four (4) legal descriptions/exhibits for right-of-way, up to a maximum of five (5) utility/drainage easements and one (1) temporary construction easement for use by the City in obtaining required right-of-way and easements as described below:

Parcel	Right-of-Way Legal Description	Utility Easement	Drainage Easement	Temporary Construction Easement
102-56-016 (Ruby Tuesday)	1	1	1	
102-56-015 (Avondale Gateway LLC)	1	1	1	
500-01-018 (Avondale Blvd LLC)	1		1	
102-56-004-Y (Tri West Ltd Partnership)	1			1

130 – ADOT RIGHT-OF-WAY SURVEY

1. Required Right-of-way Plans will be prepared in accordance with ADOT requirements and will be included for the following parcels only:

   500-01-018 Avondale Boulevard LLC

   102-56-016 RT Southwest Franchise LLC

2. Preparation of Right-of-way Plans to ADOT Standards:
   a. Obtain and review title reports (2)
   b. Draft easement descriptions (5 easements per parcel x 2 parcels)
   c. Draft plans sheet (1)
   d. Prepare parcel insert sheet (1)

e. Prepare vicinity map (1)
f. Calculate parcels (2)
g. Calculate new right-of-way, easements and TCE's (2)
h. Calculate areas (2)
i. Draft ownership record sheet (1)
j. Prepare calculation book and point ID sheets
k. Stake final right-of-way monuments
l. Prepare final right-of-way monumentation sheet (1 sheet)

3. Results of Survey to be provided by ADOT.

200 – UTILITY COORDINATION

1. Base mapping will be prepared showing existing utility locations based upon utility supplied mapping and preliminary geometric layout of the proposed project improvements.

2. Base mapping will be submitted to utility companies within the project areas for review and comment.

3. An initial meeting will be conducted to discuss the proposed project and any potential conflicts with existing utilities.

4. As the design continues the plans will be updated with utility comments. Proposed areas for utility relocation will be shown on the plans and any other conflicts will be highlighted. The 30% plans will be provided to all utilities within the project area for their review and comment.

5. A utility follow-up meeting will be conducted to resolve any outstanding issues, finalize final relocation placement, and obtain commitments regarding schedule.

6. Clearance letters will be requested of all utilities.

220 – UTILITY POTHOLING

See attached subconsultant proposal letter and fee from TBE.

300 – GEOTECHNICAL INVESTIGATION

See attached subconsultant proposal letter and fee from Ninyo & Moore.

400 – ROADWAY DESIGN AND PLANS

Given that the project plans will extend across two roadway jurisdictions, the City of Avondale and ADOT, and given that a majority of the work will occur within ADOT right-of-way, URS will prepare plans, specifications, and estimates for the project in accordance with ADOT plan and MicroStation CADD standards, except that any standards, details, etc., within the Avondale right-of-way will reflect Avondale requirements.

URS will submit plans at the 30%, 60%, 95%, and 100% (Final) stages. At the completion of the design, URS will also submit a CD containing complete improvement base files. All CADD files (excluding bridge widening and retaining wall plans) will be converted to AutoCAD .DWG format. In addition, the final sealed plans will be provided in .PDF format.

1. Although the work will be performed both within ADOT right-of-way and within the City, it is understood that there will be only one construction contract for all of the work. Accordingly, it is assumed that specifications for the entire project will be prepared in accordance with the ADOT Standard Specifications. URS will supply special provisions for all items not adequately covered by the ADOT standard specifications. All necessary special provisions will be per ADOT's format.

2. URS will provide a list of special provisions that will be required at the 60% plan submittal.

3. URS will prepare cross sections and earthwork quantities.

4. URS will prepare signing and marking plans.

5. URS will prepare traffic control plans.

6. URS will prepare cost estimates using bid item numbers per the ADOT standard specifications and special provisions. A cost estimate will be prepared for each submittal.

7. Following each review, URS will review the City's/ADOT's comments and will be prepared to discuss the comments at a comment resolution meeting. URS will provide a matrix that summarizes the comments and indicates whether the comment was incorporated or provides justification for not implementing the change noted in the plan review comments. Comments will be incorporated in the next issuance of the plan set

8. URS will return redline comments with each plan submittal.

9. Anticipated Roadway Plan Sheets and Scales to be prepared are included in the detailed hour estimate.

10. The Avondale Boulevard roadway design speed will be based on 50 mph and the use of 50:1 lane tapers as shown in URS' presentation graphic included as Exhibit "A." Any required design beyond the 50:1 limits as shown on Exhibit "A" is not included.

420 – DRAINAGE DESIGN AND PLANS

1. URS will prepare a drainage analysis to define the new runoff expected as a result of the Avondale Boulevard construction and recommend the drainage improvements required.

2. URS will perform drainage calculations and incorporate them into a Draft Drainage Memorandum to accompany the 30% plan submittal. The limits of analysis will be to existing improvements. URS will verify that the existing basins constructed along Avondale Boulevard within the project limits match the as-built plans. The Draft Drainage Memorandum will identify proposed retention basins and any required drainage easements. This memorandum will document all calculations demonstrating that the proposed design meets the design criteria.

3. URS will incorporate comments received from the Draft Drainage Memorandum into a Final Drainage Memorandum to accompany the 60% plan submittal.

4. URS will analyze and design the following specific drainage facilities:

   a. **ADOT Traffic Interchange Drainage Facilities**: Existing ADOT storm drain systems collect Avondale pavement runoff from between the south I-10 ramp termini and north of the ADOT Channel Bridge. These systems also collect the runoff from a portion of I-10 including the ramp quadrants. Pavement drainage from north of the ADOT Channel Bridge is collected by a small ADOT storm drain system. All storm drains outlet into the ADOT Channel (concrete lined). The existing catch basins will be removed, the connecting pipes will be extended, and new catch basins and curb-opening catch basins will be constructed.

   b. **Offsite Runoff from the North**: Until development occurs, the offsite runoff from the north will continue to sheet flow south and be captured by the ADOT Channel. It is assumed that the existing asphalt/concrete flume located near the northeast corner of the ADOT Channel Bridge will be perpetuated to direct major offsite flows within the street into the ADOT Channel. The potential need for another flume near the northwest corner of the ADOT Channel Bridge and associated design work and easement needs are not part of this scope.

   c. **Pavement Runoff in Southbound Roadway at South End of Project**: It is assumed that the southbound roadway pavement runoff south of the EB off-ramp terminus will be intercepted by a new scupper that will discharge into a new temporary storage basin(s) on the west side of Avondale Boulevard. The basin will be located in a temporary drainage easement. The future developer of that parcel of land will be required, per the City's development standards, to accept and detain the storm water runoff from the half-street adjacent to that property. Any additional drainage analysis and design is not included.

   d. **Pavement Runoff in Northbound Roadway at South End of Project**: It is assumed that the northbound roadway pavement runoff south of the EB on-ramp terminus will be intercepted by new scuppers that will discharge into new/reconstructed storage facilities on the east side of Avondale Boulevard. An existing temporary basin at Avondale Gateway will be impacted by the roadway widening and will likely need to be reshaped to maintain storage volume within its fenced area. Similar impacts to the permanent storage basin at the Ruby Tuesday restaurant may require construction of underground storage facilities.

440 – TRAFFIC SIGNAL AND STREET LIGHTING PLANS

See attached subconsultant proposal letter and fee from SWTE.

450 – BRIDGE WIDENING DESIGN AND PLANS

1. Design of the bridge widening is based on the following assumptions:

   a. Both sides of the bridge will be widened.

   b. The superstructure will be widened "in-kind" with a conventionally reinforced, cast-in-place concrete slab.

   c. Abutments and pier walls will be supported on drilled shaft foundations with cap beams.

d. Abutment and pier foundations will be protected from scour by the concrete lined channel.

2. Structural design will be in accordance with AASHTO *Standard Specifications for Highway Bridges, 17th Edition*, and ADOT *Bridge Practice Guidelines*. The design live load will be AASHTO HS20-44 truck loading. Lateral loads will consist of wind loads and stream flow forces per AASHTO.

3. Bridge plans will be prepared in Bentley MicroStation V8 format.

4. Construction phasing plans are not included in this scope of work.

5. URS will compute quantities, prepare cost estimates, and prepare special provisions to ADOT standard specification format for the bridge widening.

6. The following ADOT standard drawings will be included in the bridge plans:

   SD 1.04..... Combination Pedestrian-Traffic Bridge Railing
   SD 1.05..... Pedestrian Fence for Bridge Railing SD 1.04
   SD 2.01..... Approach Slab Details

7. Design of special traffic barriers, railings, or aesthetic features is not included in the bridge widening scope.

460 – RETAINING WALL DESIGN AND PLANS

1. Design of the retaining walls beneath the existing I-10 bridges is based on the following assumptions:
   a. Two walls are required, one at each bridge abutment.
   b. Soil conditions are suitable to using soil nail retaining walls.
   c. The as-built plans for the I-10 bridges are reasonably accurate for determining sizes and locations of existing bridge foundation elements.

2. URS and the Geotechnical Engineer, Ninyo & Moore, will jointly design the retaining walls. URS will be responsible for structural design of the shotcrete wall and the cast-in-place concrete fascia. URS will also incorporate the aesthetic design already prepared by J2 Engineering into the concrete fascia design. The Geotechnical Engineer will be responsible for soil nail design, including diameter, length, inclination, loads, and maximum horizontal and vertical spacing of the nails.

3. URS and the Geotechnical Engineer will jointly develop retaining wall construction plans. URS will prepare general structural notes, geometric layout of the new walls, and structural details of the nail connections and wall fascias. The Geotechnical Engineer will develop construction plans specific to the soil nails, including installation notes, nail details and testing requirements. Retaining wall plans will be prepared in Bentley MicroStation V8 format.

4. URS will compute quantities and prepare a cost estimate and special provisions to ADOT standard specification format for the retaining walls.

5. Anticipated Structure Plan Sheets are shown on the detailed hour estimates.

480 – LANDSCAPE AND IRRIGATION PLANS

1. URS will review existing irrigation water meters, valves, mainline, controllers, and other major irrigation infrastructure located at the southeast quadrant of the traffic interchange between the ramp and I-10 to determine potential for salvage. Locations will be derived from as-built and design plans provided by ADOT and the City. URS will overlay the existing irrigation location on the paving plan sheets.

2. URS will coordinate with ADOT and the City's maintenance staff to determine existing irrigation controller requirements.

3. URS will develop 60%, 95%, and final planting plans for the proposed medians. The planting plans will include showing the existing plant material to remain in place, proposed plants, plant schedule, planting notes, and planting details.

4. URS will develop 60%, 95%, and final irrigation plans for the proposed medians. The irrigation plans will include showing proposed water meter, reduced pressure backflow preventer, valves, drip laterals, the possible use of the existing controllers, irrigation notes, irrigation schedule, and irrigation details.

5. URS will develop 60%, 95%, and final planting and irrigation specifications.

500 – PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)

URS will conduct the Phase I ESA in accordance with ASTM E 1527-05. The Phase I will be conducted by or directly supervised by a URS Professional as described in ASTM E 1527-05. The Phase I will include the following tasks:

1. **Site Description**. URS will identify and describe the site location and legal description; the general physical characteristics of the site and vicinity; descriptions of features at the site, such as roads, buildings, or other improvements. The current uses of the property and adjoining properties will be discussed.

2. **User Provided Information**. As required by ASTM, URS will contact the report User for environmental information on the property. The User will be asked the reason for conducting the Phase I ESA. Information requested from User will include any commonly known or reasonably ascertainable information for the property, and any specialized knowledge that is generally known only to the property owner. The valuation of the property and any valuation reduction for environmental issues will be obtained from the report user. URS will conduct inquiries and searches regarding recorded environmental liens.

3. **Records Review**. URS will utilize Environmental Database Resources (EDR) to obtain readily available updated local, state, tribal and federal environmental regulatory agency databases for the site to identify regulatory permits, spill incidents, or adverse soil and groundwater concerns to the site and surrounding properties. The radii used during the search will be consistent with those identified in the ASTM standard. URS will review prior uses of the property back to the year 1940 or first development (whichever is earlier) for indications of potential adverse environmental conditions. Historic information will primarily be developed from one or more of the following historical records: aerial

photographs, fire insurance maps, U.S. Geological Survey topographic maps, local street directories, and interviews with past and present owners and persons knowledgeable about the site history.

4. **Site Reconnaissance**. URS will visit the site to evaluate the general environmental conditions and the presence and condition of the items listed below. URS will place particular emphasis on the following items at the site:

   Natural waterways and surface water discharges
   Areas of stressed vegetation
   Indications of liquid or solid waste dumping or disposal
   Discolored, ponded or flowing water
   Presence of aboveground or underground storage tanks
   Evidence of groundwater wells, cisterns, cesspools, or septic tanks
   Chemical storage areas and handling procedures, if any
   Waste disposal practices, if any
   Possible PCB-containing items
   Adjoining properties potential to impact the subject property.

   Based on the URS site observations, land use, and regulatory review, it may be recommend that a Phase II investigation be undertaken to evaluate data gaps and Recognized Environmental Conditions (RECs).

5. **Interviews**. URS will conduct interviews with the property owner, property manager, occupants/tenants, local government officials, and others who may have knowledge regarding the subject property.

6. **Report on Findings, Opinion, and Conclusions**. The report will include detailed information on the findings of the Phase I ESA. The report will include the opinion of URS' environmental professional on the environmental condition of the property, and conclusions, deviations from the standard Phase I process, additional services provided, and references.

600 – GEOTECHNICAL ENVIRONMENTAL CLEARANCE

URS will prepare the necessary environmental clearance documentation for geotechnical activities associated with the proposed project. The geotechnical environmental clearance will be in compliance with ADOT Environmental Planning Group's current guidelines. The geotechnical environmental clearance will include the following tasks:

1. URS will hold an initial consultation meeting with the ADOT Environmental Planning Group NEPA planner assigned to this project to confirm the required compliance forms for environmental clearance. URS and ADOT will review the final geotechnical boring design plans during this consultation meeting.

2. URS will complete and submit the biological compliance checklist, the PISA form, and the final compliance letter to the ADOT Historic Preservation Team.

3. URS will complete and submit the ADOT Geotech Compliance Form for ADOT approval.

Assumptions

- The boring plans will not change once this geotechnical environmental clearance process has begun.
- Information prepared for the geotechnical environmental clearance will be used in the Categorical Exclusion document as appropriate.

650 – CATEGORICAL EXCLUSION

1. The City will be using Federal monies for improvements to the Avondale Boulevard/I-10 Traffic Interchange. Therefore, environmental review and clearance will be needed in accordance with the National Environmental Policy Act (NEPA) for this ground-disturbing activity. ADOT's Local Government Group within the Environmental Planning Group (EPG) is responsible for ADOT's compliance with these NEPA requirements and has established a review process to be followed by project proponents. URS will assist ADOT's Local Government Group in complying with these NEPA requirements. URS assumes that ADOT EPG will require a Categorical Exclusion Checklist (CE) for this proposed improvements project, indicating there will not be a detrimental environmental effects from the project.

   In support of this NEPA approval, URS Environmental Planner will have an initial consultation meeting with the ADOT EPG representative assigned to this project to discuss the following:

   a. Scope of the project
   b. Potential environmental impacts based on a completed Project Data Sheet (PDS)
   c. ADOT NEPA planner's availability and anticipated schedule for completing the CE

2. As required, URS will prepare technical reports needed for the disciplines of Biological Resources, Cultural Resources, and Hazardous Materials. These studies serve as the basis for completion of specific sections within the CE, and are reviewed and approved by applicable state and federal agencies prior to completion of the CE.

   URS also will assess and complete the following information as applicable (in addition to the technical reports) as part of the CE:

   a. Project description
   b. Purpose and need for the action
   c. Land ownership and land use
   d. Rights-of-way and easements
   e. Funding source(s)
   f. Impacts to the natural environment (threatened and endangered species, special status species, protected native plants, invasive species, 100-year floodplains, Clean Water Act Sections 404 and 401)
   g. Section 4(f) evaluation of impacts to parkland and certain publicly owned facilities
   h. Impacts to visual/aesthetic resources
   i. Noise impacts

j. Air quality impacts

k. Construction-related impacts

l. Utilities coordination and impacts

m. Cultural resources

n. Hazardous materials

o. National Pollutant Discharge Elimination System (NPDES) permits

p. Neighborhood continuity

q. Environmental justice

r. Mitigation measures

3. Additionally, ADOT requires some level of agency and public consultation. For this project, URS assumes that notification to applicable agencies and any adjacent property owners will be required; however, no public meetings or information materials would be necessary.

4. Deliverables:

   a. Project Data Sheet

   b. Biological Review

   c. Cultural Resources Survey Report

   d. Preliminary Initial Site Assessment for hazardous materials

   e. Preliminary Draft CE and Clearance Memo

   f. Draft CE and Clearance Memo

   g. Final CE and Clearance Memo

5. Assumptions:

   a. ADOT EPG will require a CE checklist and not a CE document. Should the project require additional work outside of the scope, an additional scope and budget will be requested.

   b. URS will provide a matrix within which ADOT can compile all comments on deliverables from any ADOT reviewers; URS will respond to these comments and revise deliverables accordingly.

   c. No public meeting(s) will be required.

   d. Two rounds of reviews (of the draft CE and each technical report) between ADOT EPG and URS. A preliminary review can be conducted by Avondale staff at their request.

   e. Three meetings between URS and ADOT EPG to discuss the project and the CE.

   f. Phases I and II Environmental Site Assessments are not required for hazardous materials.

   g. Section 7 consultation in accordance with the Endangered Species Act will not be required.

h. No coordination with the U.S. Army Corps of Engineers (Corps) will be required.

i. A noise analysis will not be required.

j. Technical resources reports (e.g., biological, cultural, and hazardous materials) will not be submitted or approved by ADOT EPG until the Project Assessment from the City is final and approved by ADOT.

k. The Preliminary Draft CE will not be submitted or reviewed by ADOT EPG until all technical reports are final and approved by ADOT EPG.

l. If any of the issues other than those listed above are identified, or if project plans differ substantially from the existing project scope, the ADOT EPG NEPA Planner will be notified immediately.

m. The CE will only be obtained for the project area undergoing construction activities.

6. Schedule:

   a. Biology Clearance Process with ADOT: 2 months

   b. Cultural Clearance Process with ADOT and the State Historic Preservation Office: 2.5 months

   c. Hazardous Materials Clearance Process with ADOT: 1 month

   d. Total Schedule (including above): 6 months

700 – JURISDICTIONAL DELINEATION AND SECTION 401/404 PERMITTING

1. The existing 3-span slab bridge over the ADOT drainage channel would be widened approximately 20 feet on each side. Construction activities associated with the bridge widening and work in the drainage channel could result in impacts to waters of the United States (U.S.) and require compliance with Section 401/404 of the Clean Water Act.

2. Based on the project description and field reconnaissance of the project area, URS is proposing the following scope of work for completion of Section 401/404 permitting requirements for the above mentioned project.

   a. <u>Preliminary Jurisdictional Delineation</u>

      As part of the Section 404 permit process, URS' jurisdictional delineation (JD) team will identify potential waters of the U.S. within the ADOT drainage channel via aerial photography.

      <u>Assumptions</u>

      - The City will provide project design files to URS in CAD or ArcInfo format.
      - URS will use aerial photographs of the project area that meet Corps requirements (less than 2 years old and at a resolution of at least 1:200).
      - Wetlands are not present in the project area.
      - A JD is not required for submittal to the Corps because disturbance is assumed to be less than 0.10 acres.

3. **Section 404 Permit**

   a. Based on the project description of the proposed project area, URS is proposing to permit the project under Nationwide Permit 14 for linear transportation projects. This Nationwide Permit authorizes the construction, expansion, modification, or improvements to linear transportation projects including temporary structures, fills, and work necessary to construct the linear transportation project. Under Nationwide Permit 14 impacts to non-tidal waters of the U.S. must be less than ½ acre. Furthermore, impacts of less than 1/10 acre do not require submittal of a pre-construction notification to the Corps. URS assumes that impacts to waters of the U.S. from the proposed project would be less than 1/10 acre, therefore meeting the conditions of Nationwide Permit 14 and the non-reporting requirements for the permit. To meet the non-notification requirements of Nationwide Permit 14, URS would delineate the waters of the U.S. on aerial imagery and summarize the determination of non-notification requirements. Under the conditions of Nationwide Permit 14, the City would not be required to notify the Corps through a pre-construction notification as long as impacts to waters of the U.S. are less than 1/10 acre.

      Assumptions

      - The proposed project meets the conditions of Nationwide Permit 14.
      - Impacts to waters of the U.S. from the proposed project would be less than 1/10 acre and would not require pre-construction notification to the Corps.

   b. As part of the Nationwide Permit 14, URS assumes the proposed project would be permitted under a Conditional Certification for Section 401, as no Tribal or Unique Waters are present in the project area. No certification application would be required under a Conditional Certification. The City would not be required to notify ADEQ under a Section 401 Conditional Certification.

      Assumptions

      - The proposed project meets the conditions of a Section 401 Conditional Certification.
      - Tribal or Unique Waters are not present in the project area and the proposed project would not result in impacts to the water quality of Tribal or Unique Waters.

800 – PROJECT MANAGEMENT/MEETINGS

1. A monthly meeting will be held at the City and attended by URS to go over the project status and discuss any issues of concern. URS will publish and distribute meeting minutes. Should a utility coordination meeting or plan review comment resolution meeting be scheduled in any month, this meeting will be substituted for the regular monthly meeting. The maximum number of these meetings will not exceed ten (10).

2. URS will prepare for and attend one (1) Public Information meeting. URS will prepare presentation boards, make a technical presentation and respond to questions raised at the meeting. The City will provide the location (meeting room), public notification, invitation to the public, ADOT, stakeholders, etc.

3. URS will prepare for and attend two (2) meetings held with adjacent property owners. URS will prepare presentation boards, make a technical presentation and respond to questions raised at the meetings.

4. URS will review the project scope, schedule, and budget on a monthly basis. URS will submit a monthly report with each invoice which summarizes the status of the project schedule, work accomplished during the past month, anticipated work for the next month, and any outstanding project issues which require resolution.

900 – PROJECT DELIVERABLES

A detailed list of deliverables including the number of copies of each is included in the Direct Expenses portion of the fee proposal.

1000 – POST DESIGN SERVICES

1. URS will attend the pre-bid meeting, give a brief overview of the project and address questions related to the construction documents. URS will prepare any necessary Addenda for clarification or correction of the construction documents.

2. URS will assist the City during bidding by answering RFIs.

3. Construction management, construction observation/inspection, review of contractor submittals, responding to requests for information, and participation in construction meetings are not included in this scope of work.

4. URS will prepare as-built drawings, stamped by a Professional Engineer, from redlined plans provided by the City after the construction is complete.

PROJECT SCHEDULE

The following schedule was developed based on past experience and is indexed to the notice to proceed date. It has been assumed that all agencies have a three-week review period.

Notice To Proceed	0
Data Collection	NTP + 4 Weeks
Submit 15% Plans	NTP + 6 Weeks
Submit 30% Plans	NTP + 15 Weeks
Public Meeting #1	NTP + ? Weeks
Submit Right-of-way Acquisition Documents	NTP + ? Weeks
Submit 60% Plans	NTP + 24 Weeks
Submit 95% Plans	NTP + 35 Weeks
Submit Final Plans	NTP + 41 Weeks
Bidding	NTP + ? Weeks

URS will adhere to the production schedule established for the project and the schedule may not be modified or deviated from without written consent by the City. URS will revise and submit for review an updated schedule whenever completion of the project design, or any of the partial completion points listed in the schedule are delayed by one week or more. The adjusted schedule will include a written explanation stating the reasons for the schedule change and a plan for getting the project back on schedule.

OPTIONAL SERVICES

The following services are not included in this scope of work or the accompanying fee proposal but may be added at the City's request.

1. Pedestrian Bridge
   a. Design of the pedestrian bridge is based on the following assumptions:
      1) Prefabricated steel, open-truss bridge with 10-foot wide concrete deck
      2) Low chord of the truss must be above the top of the drainage channel lining
      3) Truss manufacturer will design and detail the truss
      4) No piers are permitted in the channel
      5) Abutments are supported on drilled shaft foundations with cap beams
      6) Abutment foundations are protected from scour by the concrete lined channel

   b. Abutment and foundation design will be in accordance with AASHTO *Guide Specifications for Design of Pedestrian Bridges*; AASHTO *Standard Specifications for Highway Bridges, 17th Edition*; and ADOT *Bridge Practice Guidelines*. Truss design will include an AASHTO H10 maintenance vehicle, but the vehicle load will not be concurrent with any pedestrian loading. Additional group loading will be consistent with AASHTO requirements.

   c. URS will contact three steel truss fabricators to determine approximate reactions, foundation connection details and cost to fabricate and install the truss, but URS is not responsible for selecting the actual truss fabricator. Abutments and foundations will be designed based on information provided by the fabricators. Design of aesthetic features is not included in the pedestrian bridge scope.

   d. Pedestrian bridge plans will be prepared in Bentley MicroStation V8 format.

   e. URS will prepare a cost estimate based on computed quantities and information received from the truss manufacturers. URS will also prepare special provisions for the pedestrian bridge.

   f. See the scope and fee proposal by Ninyo & Moore for geotechnical services associated with the new pedestrian bridge.

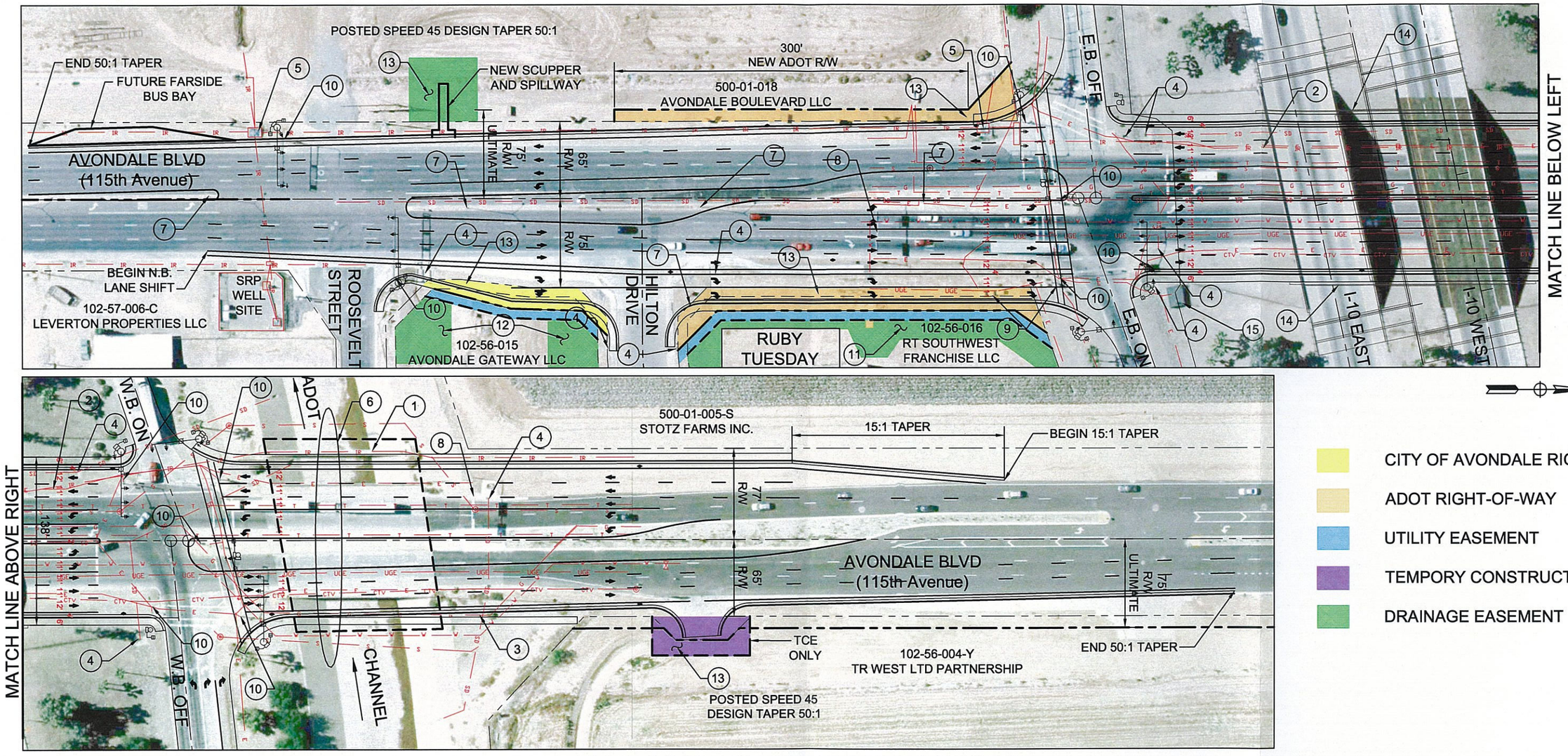
2. **Pavement Rehabilitation** – See the scope and fee proposal by Ninyo & Moore.

3. **Geotechnical Investigation for Drywell** – See the scope and fee proposal by Ninyo & Moore for the geotechnical investigation associated with a dry well at Ruby Tuesday.

4. **Traffic Signal Modification for the Avondale/Roosevelt Intersection –** See the scope and fee proposal by SouthWest Traffic Engineers.

FEE SCHEDULE/PERSON-HOUR BREAKDOWN

A detailed hour estimate and fee summary accompany this scope of work. The final negotiated fee will be lump sum with allowances for specific items as noted in the fee summary.



- CITY OF AVONDALE RIGHT-OF-WAY
- ADOT RIGHT-OF-WAY
- UTILITY EASEMENT
- TEMPORY CONSTRUCTION EASEMENT
- DRAINAGE EASEMENT

MAJOR PROJECT ISSUES

1. RELOCATE SRP IRRIGATION FLUME (CHANNEL BRIDGE) BY SRP
2. PROTECT IN PLACE SRP 54-INCH RGRCP CLASS III
3. RELOCATE 20-INCH EL PASO NATURAL GAS BY EPNG
4. RECONSTRUCT CATCH BASIN / SCUPPER / SPILLWAY
5. RELOCATE SRP IRRIGATION CONTROL STRUCTURE BY SRP
6. UTILITIES AT CHANNEL BRIDGE
7. RELOCATE STREET LIGHT POLE
8. REPLACE ADOT SIGN STRUCTURE
9. RELOCATE TRAFFIC EQUIPMENT / TRANSFORMERS
10. RELOCATE TRAFFIC SIGNAL POLE
11. RECONFIGURE RUBY TUESDAY DETENTION BASIN
12. RECONFIGURE AVONDALE GATEWAY, LLC DETENTION BASIN
13. NEW RIGHT-OF-WAY / UTILITY / DRAINAGE EASEMENT
14. SOIL NAIL WALL
15. ADOT LANDSCAPE IRRIGATION CONTROLS

EXHIBIT A

REVISED 01-19-09

Kenney Aerial Mapping, Inc.

Accurate, Comprehensive, Timely – *Value*

Peter A. Dyroff, President, CP *John W. Cahoon,* Executive Vice President, CP *Stan P. Woessner Jr.*, COO

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Henderson NV 89015
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Fax: (702) 260-3035

December 19, 2008

Mr. George Ferraro, P.E.
URS Corporation
7720 North 16th Street Suite 100
Phoenix, Arizona 85020

Re: Avondale Boulevard at Interstate 10 - Supersedes Letter dated December 16, 2008

Dear George,

This is our submittal for delivering professional photogrammetric services as outlined in your specifications. Our goal is to provide accurate, comprehensive and timely services, and thereby add *value* to your project. We appreciate the opportunity in working with you. www.kam-az.com.

PROJECT DESCRIPTION:

The project limits extend approximately 1300' north and 1220' south of the center of Interstate 10 on Avondale Boulevard. Mapping will cover a swath 250' left and right of the Avondale Blvd centerline. Additional mapping will cover the area between the eastbound on ramp and the westbound off ramp from the center of Avondale Blvd to 1320' east. These extensions will cover 100' north and south of the ramps including the freeway. The digital orthophotography will cover a distance of 1320' left and right of the Avondale Blvd centerline. The project limits are also described graphically on our control diagram.

SERVICES TO BE RENDERED:

Color aerial photography in stereo with one set of electronically dodged contact prints.

Analytical aerotriangulation to supplement the ground control where 98% of analytic x, y (horizontal) control points will meet or exceed generally accepted standard mapping accuracies. 80% of analytic z (vertical) points are expected to be within .0001 flight height. Analytic results are based on initial field control surveys.

Re: Avondale Boulevard at Interstate 10 - Supersedes Letter dated December 16, 2008

Photogrammetric stereo compilation to develop DTMIF (Digital Terrain Model Information Files). Mass points will be digitized at high, low and intermediate positions in order to best depict the ground. Supplemental mass points will be added in order to densify the point network.

Additionally, 3-D breaklines will be used to supplement DTM. One foot (1') contours will be computer generated and interpolated from the DTM, then run through our contour smoothing software as a final step.

Clearly visible planimetric detail will be digitized. Text scale will be 1" = 20'. The above data will be provided in ADOT Microstation file format on CDROM.

Areas that may be obscured due to dense trees, brush or dark shadows may not be identified (i.e. dashed contours or labeled) on DTM products. These areas may contain weak x, y data and require field survey check or verifications.

Provide digital orthophoto with a .15' pixel resolution as tiff, tfw and image polygon files on CDROM.

Fee: **$4,111.00**

NOTES:

Magnetic media and digital map files must be reviewed within 30 days of receipt to insure that map coverage and data is complete. Please notify us immediately if there are any discrepancies. This policy enables us to better satisfy our customers and eliminates possible costs to regenerate the data.

It is our policy to map to the given control panel locations. If this does not meet your map limit requirements, please submit a drawing or diagram that shows exactly what area you want mapped. It is understood that mapping outside control boundaries may not meet standard mapping accuracies.

It is understood that you will establish the ground control necessary for us to perform our services as stated above.

PAYMENT AGREEMENT:

As per this agreement, payment for the above services will not exceed 30 days from date of invoice. Payment may be made by cash, check or credit card (MasterCard or Visa).

Project fees may need to be adjusted if this project is not initiated within 180 calendar days. In the event our photogrammetric services are not paid within the agreed time frame as outlined in this letter, there will be a 1-1/2% per month late fee added to the unpaid balance.

Re: Avondale Boulevard at Interstate 10 - Supersedes Letter dated December 16, 2008

JOB SCHEDULE:

We anticipate completion of this project to be 15 consecutive working days after:

A. We are in receipt of this signed contract,
B. The project has been flown,
C. We are in receipt of control.

It is important to both your firm and our company that work schedule estimates are on time. Our current number of working days to complete this project may need to be adjusted if:

A. This project is not initiated and flown within 30 calendar days, *
B. Survey Control is received later than 5 days after photography is flown,
D. Weather causes photography delays.

* Note: Flight planning requires a minimum two (2) day notice prior to flight date.

Your assistance in helping us serve you is appreciated. Please contact **John Cahoon** (jcahoon@kam-az.com) should you have any questions concerning this proposal, survey control requirements or to arrange a flight schedule. Further communication on this project should be with **Chuck LeMire** (chuck@kam-az.com) who will supervise the project.

In accordance with respective Arizona State statutes and as agreed with the Arizona State Board of Technical Registration on December 4, 1987, all photogrammetric materials produced by Kenney Aerial Mapping Inc. that can be construed to be Land Surveying or Engineering products are not valid until sealed.

The Engineering firm or Land Surveying firm requesting this product will normally seal; however, Kenney Aerial Mapping has a Registered Land Surveyor on staff and, if requested, will seal our photogrammetric topographic map products. If you want us to certify our maps, please have your appropriate registrant sign and seal the ground control data given us.

All services and finished materials will be prepared in strict accordance with generally accepted photogrammetric standards.

If this meets with your approval, please sign below, initial any appropriate options and return the enclosed copy.

We value your business!!!!!

Sincerely,

John W. Cahoon

John Cahoon
Kenney Aerial Mapping, Inc.

Accepted by,

George Ferraro
URS Corporation

SOUTHWEST TRAFFIC ENGINEERING, LLC

CITY OF AVONDALE

SCOPE OF SERVICES FOR

AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS

SOLICITATION NO. 09-02

January 2009

SUMMARY OF TASKS:

- Perform a field review at the intersections of Interstate 10 (I-10) Off Ramps/Avondale Boulevard and along Avondale Boulevard between Roosevelt Street and McDowell Road.
- Complete Traffic Signal design for the intersections of I-10 Eastbound Ramps/Avondale Boulevard and I-10 Westbound Ramps/Avondale Boulevard.
- Complete Roadway Lighting design along Avondale Boulevard within the project limits.
- Attend up to seven project meetings with representatives of the City of Avondale and URS Corporation (URS).

BACKGROUND:

The City of Avondale has moved forward with the selection of the URS Corporation (URS) to complete the Final Design for the Avondale Boulevard and I-10 Traffic Interchange Improvements. As part of the URS Team, **SouthWest Traffic Engineering, LLC (SWTE)**, has been tasked to provide Roadway Lighting Design, and Traffic Signal Design. The project extends for approximately 1,500 feet along Avondale Boulevard and will include the widening of the roadway to a six-lane section beneath I-10. The Roadway Lighting Design and Traffic Signal Design will conform to Arizona Department of Transportation (ADOT) CAD and plan sheet layout standards. When applicable, City of Avondale (COA) standards/details/notes will be used within the plan sets. Moreover, the design of the project will be completed using Microstation drafting software. Once the final design is approved by COA, the Microstation design files will be converted to AutoCAD files. The Traffic Engineering Design plans will be inserted in the overall URS project design plan set. Based on these guidelines, the following tasks are assumed;

TASKS:

Task 1: Site Reconnaissance/Data Collection

If available, **SWTE** will obtain the existing as-builts of the interchange of I-10/Avondale Boulevard and Avondale Boulevard within the project limits. Using these as-builts, **SWTE** staff will visit the project site and collect data to include lane configurations and traffic control devices within the project area, in addition to verifying the existing roadway lighting configurations in order to obtain an understanding of the proposed project.

URS will provide **SWTE** with a current base plan, in electronic format (Microstation) of the proposed roadway improvements including edge of existing pavement, existing and proposed utilities, existing pavement markings and roadway signing extending for approximately 500 feet both north and south of the project limits on Avondale Boulevard, and existing and proposed right of way (ROW) limits.

Task 2: Traffic Engineering Design (Stage II)

SWTE will prepare Stage II (30%) Traffic Engineering plans to include Roadway Lighting and Traffic Signal Design.

The roadway lighting plan sheets will be double stacked at a scale of 1:50 for Avondale Boulevard within the project limits (approximately 1,500 feet). The plan sheets will extend approximately 500 feet beyond the construction limits to incorporate any existing light poles, conduit runs, pull boxes, and power sources. The 30% plan sheets will show the existing and proposed light pole locations. Light pole locations will be based on existing light pole spacing along Avondale Boulevard. When light pole relocation is necessary from the existing median, proposed light pole locations will be positioned horizontally from their original location to the shoulder of Avondale Boulevard.

Underdeck lighting on I-10 will make use of the existing conduit and junction boxes which were constructed as part of the I-10, Sarival Avenue to SR 101L Improvement project. Additional underdeck lighting design beyond the exiting junction boxes will not be completed for this project.

Traffic signal plans showing the location and layout of the proposed Avondale traffic signal control equipment at the intersections of I-10 Eastbound Ramps/Avondale Boulevard and I-10 Westbound Ramps/Avondale Boulevard will be completed. These plans will include the proposed traffic signal pole locations, signal heads, vehicle detection, pre-emption equipment, and proposed intersection geometrics. The traffic signal plan view sheets will be laid out at 1:20 scale.

One (1) copy of the 30% traffic engineering plans will be plotted on regular (11x17 and 24x36) paper and submitted to URS for inclusion in the overall plan set.

The 30% plan set will include the following sheets;

Roadway Lighting	
Light Pole Layout	2 Sheets
I-10/Avondale Boulevard Traffic Signals	
Traffic Signal Layout	2 Sheets
Total -	**4 Sheets**

Task 3: Traffic Engineering Design (Stage III)

Based on the comments received from COA's and ADOT's review of the Stage II (30%) plans, **SWTE** will prepare Stage III (60%) roadway lighting and traffic signal plans.

The roadway lighting plan sheets will be double stacked at a scale of 1:50 for Avondale Boulevard within the project limits (approximately 1,500 feet). The plan sheets will extend approximately 500 feet beyond the construction limits to incorporate any existing light poles, conduit runs, pull boxes, and power sources. The plan sheets will show the light pole locations, conduit runs and pull boxes for the roadway lighting.

Light pole locations will be based on existing light pole spacing along Avondale Boulevard. When light pole relocation is necessary from the existing median, proposed light pole locations will be positioned horizontally from their original location to the shoulder of Avondale Boulevard.

Underdeck lighting on I-10 will make use of the existing conduit and junction boxes which were constructed as part of the I-10, Sarival Avenue to SR 101L Improvement project. Additional underdeck lighting design beyond the exiting junction boxes will not be completed for this project.

SWTE will coordinate the design of the electrical wiring system for the streetlights with Arizona Public Service (APS). This will include meeting with their designated designer (assumed to be one meeting) and providing updated roadway lighting base files for their use. APS will be responsible for the design of the electrical wiring system.

Traffic signal plans showing the location and layout of the proposed Avondale traffic signal control equipment at the intersections of I-10 Eastbound Ramps/Avondale Boulevard and I-10 Westbound Ramps/Avondale Boulevard will be completed. These plans will include the proposed traffic signal pole locations, signal heads, vehicle detection, pre-emption equipment, conductor schedule, and proposed intersection geometrics. The traffic signal plan view sheets will be laid out at 1:20 scale.

SWTE will prepare traffic signal interconnect plans between the two new traffic signals and the existing traffic signal at Avondale Boulevard/Roosevelt Street. The plans will detail the location of the interconnect conduit and pull boxes. Traffic signal interconnect plans will be laid out at a 1:100 scale.

In addition, **SWTE** will prepare traffic engineering Special Provisions, if required, for inclusion in the construction bidding documents and a detailed list of quantities, along with an opinion of probable cost.

The Stage III (60%) traffic engineering plans will be plotted on regular (11x17 and 24x36) paper and submitted to URS for inclusion in the overall plan set. One copy of the opinion of probable cost and Special Provisions, if necessary, will also be submitted electronically.

The Stage III plan set will include the following sheets;

Roadway Lighting	
Roadway Lighting Cover Sheet/General Notes	1 Sheet
Light Pole Layout	2 Sheets
I-10/Avondale Boulevard Traffic Signals	
Traffic Signal Cover Sheet/General Notes	1 Sheet
Traffic Signal Layout	2 Sheets
Pole and Conductor Schedule	2 Sheets
Traffic Signal Interconnect Notes	1 Sheet
Traffic Signal Interconnect Detail Sheet	1 Sheet
Total -	**10 Sheets**

Task 4: Traffic Engineering Design (Stage IV)

Based on the comments received from COA's and ADOT's review of the Stage III (60%) plans, **SWTE** will prepare Stage IV (95%) roadway lighting and traffic signal plans.

In addition, **SWTE** will update the traffic engineering Special Provisions, if required, for inclusion in the construction bidding documents and a detailed list of quantities, along with an opinion of probable cost.

The Stage IV (95%) traffic engineering plans will be plotted on regular (11x17 and 24x36) paper and submitted to URS for inclusion in the overall plan set. One copy of the opinion of probable cost and Special Provisions, if necessary, will also be submitted electronically.

The Stage IV plan set will include the following sheets;

Roadway Lighting	
Roadway Lighting Cover Sheet/General Notes	1 Sheet
Light Pole Layout	2 Sheets
I-10/Avondale Boulevard Traffic Signals	
Traffic Signal Cover Sheet/General Notes	1 Sheet
Traffic Signal Layout	2 Sheets
Pole and Conductor Schedule	2 Sheets
Traffic Signal Interconnect Notes	1 Sheet
Traffic Signal Interconnect Detail Sheet	1 Sheet
Total -	**10 Sheets**

Task 5: Traffic Engineering Design (Stage V)

Based on the comments received from COA's and ADOT's review of the Stage IV (95%) plans, **SWTE** will finalize the Roadway Lighting and Traffic Signal plans, and prepare final contract Plans, Special Provisions and Opinions of Probable Cost which will be sealed by a Registered Professional Engineer.

A 'pre-final' copy of the plans will be plotted on regular (11x17 and 24x36) paper and submitted to URS for inclusion in the overall plan set. One electronic copy of the final Opinion of Probable Cost and final Special Provisions, if necessary, will also be submitted.

The 'pre-final' plan set will include the following sheets;

Roadway Lighting	
Roadway Lighting Cover Sheet/General Notes	1 Sheet
Light Pole Layout	2 Sheets
I-10/Avondale Boulevard Traffic Signals	
Traffic Signal Cover Sheet/General Notes	1 Sheet
Traffic Signal Layout	2 Sheets
Pole and Conductor Schedule	2 Sheets
Traffic Signal Interconnect Notes	1 Sheet
Traffic Signal Interconnect Detail Sheet	1 Sheet
Total -	**10 Sheets**

Once the 'pre-final' plan set is approved by COA, one sealed copy of the plans will be plotted on regular (11x17 and 24x36) paper, and one on vellum (24x36) paper, and submitted to URS for inclusion in the overall plan set. One electronic copy of the final

Opinion of Probable Cost and final Special Provisions, if necessary, will also be submitted.

The final plan set will include the following sheets;

Roadway Lighting	
Roadway Lighting Cover Sheet/General Notes	1 Sheet
Light Pole Layout	2 Sheets
I-10/Avondale Boulevard Traffic Signals	
Traffic Signal Cover Sheet/General Notes	1 Sheet
Traffic Signal Layout	2 Sheets
Pole and Conductor Schedule	2 Sheets
Traffic Signal Interconnect Notes	1 Sheet
Traffic Signal Interconnect Detail Sheet	1 Sheet
Total -	**10 Sheets**

Task 6: Project Meetings

SWTE will attend up to seven project meetings, if required, with representatives of URS and COA to discuss the Traffic Engineering Design. For this proposal, these meetings are assumed to be the following:

1 project kick off meeting in Avondale
2 comment resolution meetings in Avondale (post 60% and 95% Submittals)
2 project status meetings in the Phoenix Office of URS
2 project status meetings in Avondale

DELIVERABLES:

The following items will be delivered to the URS Corporation:

Stage II (30%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 4 Plan Sheets (includes Plan and Detail Sheets)
- 1 Copy of the Preliminary List of Quantities

Stage III (60%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 10 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)

Stage IV (95%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 10 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)

Pre-Final (100%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 10 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)

Final (100%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 1 Set on 24 x 36 vellum paper
- 10 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)
- 1 Electronic Copy of Traffic Engineering Design Files in AutoCAD format

SCHEDULE:

SWTE will begin work immediately on notice to proceed delivery of an electronic Base Plan from URS and will incorporate its schedule with URS's.

ADDITIONAL ITEMS:

This scope of services includes Roadway Lighting Design, Traffic Signal Design, mileage, and printing costs.

Additional meeting attendance, if requested by COA or URS, plan submittals, project coordination, Roadway Lighting Analysis, revised roadway lighting or traffic signal or interconnect design due to changes in the roadway geometrics, roadway signing and pavement marking design, traffic control design, traffic signal design at the intersection of Avondale Boulevard/Roosevelt Street, traffic engineering oversight, utility coordination, post design services, or traffic analyses not specially outlined in this scope of services will require a separate fee negotiation.

A schedule of hours and fee proposal has been attached to this scope of services.

AVONDALE BLVD/ROOSEVELT ST TRAFFIC SIGNAL DESIGN

Per the direction of URS, there is a possibility that the intersection of Avondale Boulevard/Roosevelt Street may require traffic signal modification design as the overall project design progresses. If this occurs, the additional services required for such plans would include;

Site Reconnaissance/Data Collection
If available, **SWTE** will obtain the existing as-builts of the intersection of Avondale Boulevard/Roosevelt Street. Using these as-builts, **SWTE** staff will visit the intersection and collect data to include lane configurations and traffic control devices to obtain an understanding of the proposed changes to the traffic signal.

Traffic Engineering Design (Stage III)
SWTE will prepare 60% traffic signal modification plans for the intersection of Avondale Boulevard/Roosevelt Street. These plans will also be laid out at a 1:20 scale showing the existing and proposed traffic signal pole locations, signal heads, vehicle detection, pre-emption equipment, conductor schedule, and proposed intersection geometrics. We will include the proposed traffic signal phasing and desired electrical service location for all three traffic signals.

In addition, **SWTE** will prepare traffic engineering Special Provisions for the traffic signal modification, if required, for inclusion in the construction bidding documents and a detailed list of quantities, along with an opinion of probable cost.

The Stage III (60%) traffic signal modification plans will be plotted on regular (11x17 and 24x36) paper, included in the overall traffic engineering design and submitted to URS for inclusion in the overall plan set. One copy of the opinion of probable cost and Special Provisions, if necessary, will also be submitted electronically.

The Stage III plan set will include the following sheets;

Avondale Boulevard/Roosevelt Street Traffic Signal	
Traffic Signal Layout	1 Sheet
Pole and Conductor Schedule	1 Sheet
Total -	**2 Sheets**

Traffic Engineering Design (Stage VI)
Based on the comments received from COA's and ADOT's review of the Stage III (60%) traffic signal plans at Avondale Boulevard/Roosevelt Street, **SWTE** will prepare Stage IV (95%) traffic signal plans at the intersection.

In addition, **SWTE** will update the traffic engineering Special Provisions, if required, for inclusion in the construction bidding documents and a detailed list of quantities, along with an opinion of probable cost.

The Stage IV (95%) traffic engineering plans will be plotted on regular (11x17 and 24x36) paper, included in the overall traffic engineering design, and submitted to URS for inclusion in the overall plan set. One copy of the opinion of probable cost and Special Provisions, if necessary, will also be submitted electronically.

The Stage IV plan set will include the following sheets;

Avondale Boulevard/Roosevelt Street Traffic Signal	
Traffic Signal Layout	1 Sheet
Pole and Conductor Schedule	1 Sheet
Total -	**2 Sheets**

Traffic Engineering Design (Stage V)
Based on the comments received from COA's and ADOT's review of the Stage IV (95%) traffic signal plans at Avondale Boulevard/Roosevelt Street, **SWTE** will finalize the Traffic Signal Modification plans, and prepare final contract Plans, Special Provisions and Opinions of Probable Cost which will be sealed by a Registered Professional Engineer.

A 'pre-final' copy of the plans will be plotted on regular (11x17 and 24x36) paper, included in the overall traffic engineering design and submitted to URS for inclusion in the overall plan set. One electronic copy of the final Opinion of Probable Cost and final Special Provisions, if necessary, will also be submitted.

The 'pre-final' plan set will include the following sheets;

Avondale Boulevard/Roosevelt Street Traffic Signal	
Traffic Signal Layout	1 Sheet
Pole and Conductor Schedule	1 Sheet
Total -	**2 Sheets**

Once the 'pre-final' plan set is approved by COA, one sealed copy of the plans will be plotted on regular (11x17 and 24x36) paper, and one on vellum (24x36) paper, included in the overall traffic engineering design and submitted to URS for inclusion in the overall plan set. One electronic copy of the final Opinion of Probable Cost and final Special Provisions, if necessary, will also be submitted.

The final plan set will include the following sheets;

Avondale Boulevard/Roosevelt Street Traffic Signal	
Traffic Signal Layout	1 Sheet
Pole and Conductor Schedule	1 Sheet
Total -	**2 Sheets**

DELIVERABLES

The following items will be delivered to the URS Corporation:

Stage III (60%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 2 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)

Stage IV (95%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 2 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)

Pre-Final (100%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 2 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)

Final (100%) Plans

- 1 Set on 11 x 17 regular paper
- 1 Set on 24 x 36 regular paper
- 1 Set on 24 x 36 vellum paper
- 2 Plan Sheets (includes Note, Plan, and Detail Sheets)
- 1 Copy of the Opinion of Probable Cost
- 1 Copy of Special Provisions (if necessary)
- 1 Electronic Copy of Traffic Engineering Design Files in AutoCAD format

SCHEDULE

SWTE will incorporate the Avondale Boulevard/Roosevelt Street traffic signal modification design within the overall project design schedule.

FEE

If the traffic signal design for the intersection of Avondale Boulevard/Roosevelt Street is required and approved, it will follow the schedule of hours and fee proposal which has been attached to this scope of services.

SOUTHWEST TRAFFIC ENGINEERING, LLC

Avondale TI Improvements - Roadway Lighting Design and Traffic Signal Design at I-10/Avondale Boulevard

Avondale, Arizona

LABOR COSTS

Task	Description	Senior Traffic Engineer	Traffic Engineer	Traffic Designer	Project Assistant	Total
1.0	**Site Reconnaissance/Data Collection**	**6**	**6**	**14**	**0**	**26**
1.1	Site Reconnaissance/Data Collection	6	6	6		18
1.2	Base Plan preparation			8		8
2.0	**Stage II (30%) Traffic Engineering Design**	**2**	**16**	**16**	**0**	**34**
2.1	Roadway Lighting Design	1	8	8		17
2.2	Traffic Signal Design	1	8	8		17
3.0	**Stage III (60%) Traffic Engineering Design**	**9**	**70**	**116**	**0**	**195**
3.1	Roadway Lighting Design	4	16	24		44
3.2	Traffic Signal Design	3	40	80		123
3.3	Special Provisions	1	6	0		7
3.4	Opinion of Probable Cost	1	8	12		21
4.0	**Stage IV (95%) Traffic Engineering Design**	**8**	**48**	**64**	**0**	**120**
4.1	Roadway Lighting Design	2	8	16		26
4.2	Traffic Signal Design	2	24	40		66
4.3	Special Provisions	2	8	0		10
4.4	Opinion of Probable Cost	2	8	8		18
5.0	**Pre-Final (100%) Traffic Engineering Design**	**8**	**40**	**40**	**4**	**92**
5.1	Roadway Lighting Design	1	8	8		17
5.2	Traffic Signal Design	1	8	16		25
5.3	Special Provisions	1	8	0		9
5.4	Opinion of Probable Cost	1	4	4		9
5.5	Final Sealed Plans	4	12	12	4	32
6.0	**Project Meetings (up to 7)**	**12**	**12**	**4**	**0**	**28**
6.1	Project Kickoff in Avondale	3	3	0	0	6
6.2	Comment Resolution (2 in Avondale)	3	3	4	0	10
6.3	Project Meeting in Avondale (2)	3	3	0	0	6
6.4	Project Meeting at URS (2)	3	3	0	0	6
	Subtotal	45	192	254	4	495
	Rates	$ 165.00	$ 120.00	$ 100.00	$ 65.00	
	Cost	$ 7,425.00	$23,040.00	$ 25,400.00	$ 260.00	$ 56,125.00

Labor Costs $ 56,125.00

EXPENSES	**Quantity**		**Rate**	**Fee**
Mileage	325	@	$ 0.550	$ 178.75
Deliveries/Postage	5	@	$ 50.00	$ 250.00
Printing (8.5x11, $0.10/page)	250	@	$ 0.10	$ 25.00
Printing (11x17, $0.15/page)	500	@	$ 0.15	$ 75.00
Printing (24x36, $10.00/page, regular paper)	44	@	$ 10.00	$ 440.00
Printing (24x36, $15.00/page, vellum paper)	10	@	$ 15.00	$ 150.00

Total Expenses **Expenses Total $ 528.75**

Total Proposed Fee **Project Total $ 56,653.75**

Use $ 56,654.00

SOUTHWEST TRAFFIC ENGINEERING, LLC

Avondale Boulevard/Roosevelt Street Traffic Signal Design

Avondale, Arizona

LABOR COSTS

Task	Description	Senior Traffic Engineer	Traffic Engineer	Traffic Designer	Project Assistant	Total
1.0	**Site Reconnaissance/Data Collection**	**2**	**2**	**8**	**0**	**12**
1.1	Site Reconnaissance/Data Collection	2	2			4
1.2	Base Plan preparation			8		8
2.0	**Stage III (60%) Traffic Engineering Design**	**1**	**22**	**44**	**0**	**67**
2.1	Traffic Signal Design	1	16	40		57
2.2	Special Provisions		2	0		2
2.3	Opinion of Probable Cost		4	4		8
3.0	**Stage IV (95%) Traffic Engineering Design**	**1**	**12**	**22**	**0**	**35**
3.1	Traffic Signal Design	1	8	20		29
3.2	Special Provisions		2	0		2
3.3	Opinion of Probable Cost		2	2		4
4.0	**Pre-Final (100%) Traffic Engineering Design**	**2**	**13**	**12**	**1**	**28**
4.1	Traffic Signal Design	1	6	6		13
4.2	Special Provisions		1	0		1
4.3	Opinion of Probable Cost		2	2		4
4.4	Final Sealed Plans	1	4	4	1	10
	Subtotal	6	49	86	1	142
	Rates	$ 165.00	$ 120.00	$ 100.00	$ 65.00	
	Cost	$ 990.00	$ 5,880.00	$ 8,600.00	$ 65.00	$ 15,535.00

Labor Costs $ 15,535.00

EXPENSES	**Quantity**		**Rate**	**Fee**
Mileage	30	@	$ 0.550	$ 16.50
Printing (8.5x11, $0.10/page)	100	@	$ 0.10	$ 10.00
Printing (11x17, $0.15/page)	100	@	$ 0.15	$ 15.00
Printing (24x36, $10.00/page, regular paper)	8	@	$ 10.00	$ 80.00
Printing (24x36, $15.00/page, vellum paper)	2	@	$ 15.00	$ 30.00

Total Expenses **Expenses Total $ 41.50**

Total Proposed Fee **Project Total $ 15,576.50**

Use $ 15,576.00

December 15, 2008
(Revised January 15, 2009)
Project No. 602462001

Mr. George Ferraro, P.E.
URS
7720 North 16th Street, Suite 100
Phoenix, Arizona 85020

Subject: Revised Proposal to Perform Geotechnical Evaluation
Avondale Boulevard Improvements
Interstate 10 to Roosevelt Street
Avondale, Arizona

Dear Mr. Ferraro:

Per your request, Ninyo & Moore is pleased to submit this revised proposal to provide geotechnical engineering services to for the subject project. This revised proposal was developed based on our review of the project scope, conversations with your office and ADOT Materials, and presents our revised scope of services, estimated fee and anticipated schedule for this project.

SITE/PROJECT DESCRIPTION

The project includes widening of Avondale Boulevard from Roosevelt Street northward beneath the Interstate 10 Traffic Interchange (TI), to just north of the ADOT I-10 Drainage channel, in Avondale, Arizona. The City intends to add right-turn and left-turn lanes to the entrance ramps, and to widen Avondale Boulevard under the I-10 Bridge. Project elements include pavement widening, soil nail retaining walls under the I-10 bridge structure, and widening of the bridge over the I-10 drain to the north of the TI. Optional project elements include the design and construction of a pedestrian bridge over the I-10 drain, rehabilitation of existing pavement on Avondale Boulevard, and collection of subsurface information for detention basin and dry well design and construction.

SCOPE OF WORK

Ninyo & Moore will perform the following tasks for widening of Avondale Road at the I-10 TI:

- Meet with URS, the City of Avondale and with ADOT Materials Group prior to developing a subsurface evaluation plan to evaluate specific geotechnical and pavement design needs.
- Obtain right-of-entry permits through the City of Avondale and/or ADOT to perform the fieldwork. A boring location map will be provided to obtain environmental clearance (by others).

- Conduct a visual geologic reconnaissance of the project area and review available geologic literature and aerial photographs of the project site.

- Establish test locations in the field and arrange for the mark-out of underground utilities through Arizona Blue Stake.

- Drill four (7) hollow-stem auger borings using a truck-mounted two-wheel drive drill rig within the existing roadway or in the shoulder, to sample subgrade soils for pavement widening. These borings will extend up to 5 feet deep. A Ninyo & Moore employee will collect ring samples and bulk samples for laboratory testing and will be responsible for preparation of field boring logs.

- Drill four (4) hollow-stem auger borings for widening of the Avondale Road Bridge over the I-10 drain, one at each proposed substructure element. These borings will extend up to 50 feet deep. A Ninyo & Moore employee will collect ring samples and bulk samples for laboratory testing and will be responsible for preparation of field boring logs.

- Drill eight (4) hollow-stem auger borings behind the existing I-10 bridge abutments, to sample embankment and native soils for development of design parameters for the retaining walls. These borings will extend up to 50 feet deep. A Ninyo & Moore employee will collect ring samples and bulk samples for laboratory testing and will be responsible for preparation of field boring logs.

- Perform laboratory testing to evaluate appropriate engineering properties of soils, including Atterberg limits, grain size distribution, in-situ moisture and density, compressibility, R-values, Proctor density, direct shear, and corrosivity characteristics.

- Prepare a draft Geotechnical Report, Pavement Design Summary and Initial Materials Design Report, and Foundation Report, to accompany the 30 percent submittal. These reports will contain the results of the field and laboratory analyses, with presentations of the engineering parameters for design of the new pavement, bridge and retaining walls, and recommendations for construction. Specifically, the reports will contain vicinity maps depicting the project limits, plans showing the boring locations, narrative descriptions of the surface and subsurface conditions, laboratory test results and geotechnical recommendations related to excavation characteristics, grading, subgrade preparation, backfilling guidelines, subgrade support for new pavements, pavement design recommendations, retaining wall and bridge foundation construction, and the re-use of on-site soils for engineered fill.

- Incorporate comments received on the draft reports into a final Geotechnical Report, Pavement Design Summary and Initial Materials Design Report, and Foundation Report to accompany the 60 percent submittal.

- Provide soil nail design parameters and develop soil nail spacing to assist URS with the preparation of soil nail design sheets, including notes, nail details, and testing requirements.

- Provide boring logs to assist URS with the preparation of foundation data sheets for the I-10 drain bridge.

Ninyo & Moore will perform the following additional tasks for the pedestrian bridge over the I-10 drain (Optional):

- Drill two (2) hollow-stem auger borings near the planned pedestrian bridge location. These borings, one at each abutment, will extend up to 50 feet deep. A Ninyo & Moore employee will collect ring samples and bulk samples for laboratory testing and will be responsible for preparation of field boring logs.

- Perform laboratory testing to evaluate appropriate engineering properties of soils, including Atterberg limits, grain size distribution, in-situ moisture and density, compressibility, and corrosivity characteristics.

- Modify the Foundation Report, described above, to include applicable parameters and design and construction recommendations for the pedestrian bridge, as appropriate.

Ninyo & Moore will perform the following additional tasks for the pavement rehabilitation evaluation (Optional):

- Conduct a visual condition survey of the existing pavement within the segment under study.

- Perform up to four (4) cores through the existing pavement to evaluate the existing pavement structural section.

- Modify the Pavement Design Summary and Initial Materials Design Report, as described above, to include applicable parameters and design and construction recommendations for the rehabilitation of the existing pavement, as appropriate.

Ninyo & Moore will perform the following additional tasks for the detention basin and drywell design (Optional):

- Drill one (1) hollow-stem auger boring near the planned basin location to a depth up to 80 feet deep. A Ninyo & Moore employee will collect ring samples and bulk samples for laboratory testing and will be responsible for preparation of field boring logs.

- Perform laboratory testing to evaluate appropriate engineering properties of soils, including Atterberg limits, grain size distribution, and in-situ moisture and density.

- Perform a percolation test near the location of planned retention basin. The percolation test procedure includes drilling a 12-inch-diameter borehole to the target depth of about 10 feet. The hole is cleaned of loose soil and a 10-inch inside diameter (10.5-inch outside diameter) Poly Vinyl Chloride (PVC) casing is inserted. The solid PVC casing is then filled with water in order to pre-wet the soil. The test will continue after the pre-wetting period by refilling the casing and monitoring the drop in water level as a function of time until steady-state conditions are achieved. The percolation test results will be reported in cubic feet per hour per square foot of percolation area.

- Modify the Geotechnical Report, as described above, to include applicable parameters and design and construction recommendations for the basin and drywell design and construction.

ASSUMPTIONS

We have made the following assumptions in the preparation of this proposal:

- The site is accessible to normal, truck-mounted drilling equipment and site access will be granted. This includes access to the pier locations of the I-10 drain bridge and detention basin.
- Traffic control will consist of temporary shoulder closures on Avondale Boulevard, I-10, and ramps.
- The work can be accomplished using hollow-stem augers.
- Borings can be backfilled with cuttings and patched with asphalt or concrete, where appropriate.
- If auger refusal or groundwater is encountered while drilling, we will stop and notify your office.
- The work can be performed during daylight hours.
- The evaluation will be in accordance with current AASHTO and ADOT design standards and methods.
- The bridge foundation elements will not extend deeper than 30 feet below the ground surface.
- We will attend up to four project-related meetings.
- Existing borings performed in May 2006 for the I-10 bridge widening will be used.
- The design of soil nails will address global stability. Internal stability of the soil nail, nail head, and nail connections will be performed by others.
- Ninyo & Moore will not be providing sheets associated with the foundation data or soil nail retaining walls.
- Coordination time with ADOT Materials regarding comments associated with pavements will not exceed 10 hours.
- Environmental clearance for field work will be performed by others. Clearance will be obtained such that adequate time is available to perform the needed field work and analysis prior to the 30% submittal.

FEE ESTIMATE

We propose to perform the work scope for the widening, as described above, for a lump sum fee of $56,267 (Fifty-Six Thousand Two Hundred Sixty-Seven Dollars). The lump sum fee for the additional

work for the pedestrian bridge will be $6,395 (Six Thousand Three Hundred Ninety-Five Dollars). The lump sum fee for the additional pavement rehabilitation evaluation will be $5,665 (Five Thousand Six Hundred Sixty-Five Dollars). The lump sum fee for the additional work for the detention basin and drywell will be $6,265 (Six Thousand Two Hundred Sixty-Five Dollars). The estimated fee is based on the scope of services presented above and our understanding of the project. We will notify you immediately if any additional services or charges are appropriate.

SCHEDULING

We are prepared to initiate this project immediately upon receiving your authorization to proceed. We anticipate issuing initial reports for review by ADOT within eight weeks after we receive right-of-entry clearance. Preliminary recommendations can be provided about two weeks after the field work is done.

We appreciate the opportunity to submit this proposal and look forward to working with you on this project.

Respectfully submitted,
NINYO & MOORE

Kevin L. Porter, P.E.
Senior Engineer

Steven D. Nowaczyk, P.E.
Principal Engineer

GBK/KLP/SDN/hle

Attachments: Fee Estimate
Distribution: (2) Addressee

FEE ESTIMATE FOR GEOTECHNICAL SERVICES
AVONDALE BLVD TI

Project Logistics/Coordination

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	20	$ 125	$ 2,500
Senior Project Engineer/Geologist		$ 115	$ -
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist		$ 90	$ -
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting		$ 65	$ -
Secretary/Clerical	5	$ 45	$ 225
	25		$ 2,725

Site Reconnaissance

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist		$ 125	$ -
Senior Project Engineer/Geologist		$ 115	$ -
Project Engineer/Geologist	5	$ 110	$ 550
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist	15	$ 90	$ 1,350
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting		$ 65	$ -
Secretary/Clerical		$ 45	$ -
	20		$ 1,900

Field Exploration

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist		$ 125	$ -
Senior Project Engineer/Geologist		$ 115	$ -
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist	50	$ 90	$ 4,500
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician	10	$ 59	$ 590
Technician/Drafting		$ 65	$ -
Secretary/Clerical		$ 45	$ -
	60		$ 5,090

Data Compilation/Analysis

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	10	$ 125	$ 1,250
Senior Project Engineer/Geologist	25	$ 115	$ 2,875
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist	10	$ 90	$ 900
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical	10	$ 45	$ 450
	60		$ 5,800

Geotechnical Report Preparation

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	10	$ 125	$ 1,250
Senior Project Engineer/Geologist	30	$ 115	$ 3,450
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist		$ 90	$ -
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical	5	$ 45	$ 225
	50		$ 5,250

Retaining Wall Sheet Preparation

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	10	$ 125	$ 1,250
Senior Project Engineer/Geologist		$ 115	$ -
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist		$ 90	$ -
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical		$ 45	$ -
	15		$ 1,575

Foundation Data Sheet Preparation

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist		$ 125	$ -
Senior Project Engineer/Geologist		$ 115	$ -
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist		$ 90	$ -
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical		$ 45	$ -
	5		$ 325

Foundation Report Preparation

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	20	$ 125	$ 2,500
Senior Project Engineer/Geologist	25	$ 115	$ 2,875
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist		$ 90	$ -
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical	5	$ 45	$ 225
	55		$ 5,925

Materials Design Report Preparation

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	20	$ 125	$ 2,500
Senior Project Engineer/Geologist	30	$ 115	$ 3,450
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist		$ 90	$ -
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical	5	$ 45	$ 225
	60		$ 6,500

Total Man-hours	350	Total Labor	35,090

Other Fees		
Laboratory Testing (Ninyo & Moore)	$	5,695
Reimbursibles		
Drilling Subcontractor	$	7,735
Traffic Control Subcontractor	$	3,500
Pavement Coring Subcontractor	$	600
Off Duty Police Officer	$	2,500
Subcontractor Markup (8%)	$	1,147
Total Proposed Fee	$	56,267

FEE ESTIMATE FOR GEOTECHNICAL SERVICES
VENDOR FEE BREAKDOWN
AVONDALE BLVD TI

Roadway Borings (auger 5 feet deep)

1	Mobilization/Demobilization	$1,500	LS	$	1,500	
35	feet	$10.0	per foot	$	350	0 Nighttime days in field
5	moves/travel	$145	per hour	$	725	0 Nighttime borings for this task
						2 Daytime days in field
				$	2,575	7 Daytime borings for this task

Wall Borings (auger 50 feet deep)

1	Mobilization/Demobilization		LS	$	-	
200	feet	$10.0	per foot	$	2,000	0 Nighttime days in field
4	moves/travel	$145	per hour	$	580	0 Nighttime borings for this task
						2 Daytime days in field
				$	2,580	4 Daytime borings for this task

Bridge Borings (auger 50 feet deep)

1	Mobilization/Demobilization		LS	$	-	
200	feet	$10.0	per foot	$	2,000	0 Nighttime days in field
4	moves/travel	$145	per hour	$	580	0 Nighttime borings for this task
						2 Daytime days in field
				$	2,580	4 Daytime borings for this task

DRILLING TOTAL WITHOUT MARK-UP $ 7,735

0	DAYTIME DAYS OF TRAFFIC CONTROL 1@	$1,500	per day	$	-
5	DAYTIME DAYS OF TRAFFIC CONTROL 2 @	$700	per day	$	3,500
4	PAVEMENT CORES @	$150	per core	$	600
5	OFF DUTY POLICE OFFICER	$500	per day	$	2,500

Traffic Control 1 includes lane closure with estimated equipment rental and labor setup/take down
Traffic Control 2 includes shoulder closure with estimated equipment rental and labor setup/take down

FEE ESTIMATE FOR GEOTECHNICAL SERVICES
LABORATORY TESTING BREAKDOWN
AVONDALE BLVD TI

Laboratory Tests	Frequency	Approx. No. of Tests	Cost per Test	Total Cost of Each Test
Moisture & Density, D2937	-	15	$35	$525
Sieve Analysis with 200 Wash	-	15	$110	$1,650
Atterberg Limits	-	10	$90	$900
pH & Resistivity	-	3	$100	$300
Chloride & Sulfate Content	-	3	$100	$300
Maximum Density Relationship Tests, ASTM D698 A or B	-	2	$125	$250
Consolidation (response to wetting)	-	2	$85	$170
Direct Shear	-	2	$300	$600
R-Values	-	4	$250	$1,000
Unconfined Compression	-	0	$175	$0
	-			**$5,695**

FEE ESTIMATE FOR GEOTECHNICAL SERVICES
VENDOR FEE BREAKDOWN
AVONDALE BLVD TI

Pedestrian Bridge (Optional)

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	10	$ 125	$ 1,250
Senior Project Engineer/Geologist	10	$ 115	$ 1,150
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist	10	$ 90	$ 900
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical	5	$ 45	$ 225
	40		$ 3,850

Ped Bridge Borings (auger 2@ 50 feet deep) $1,500

Laboratory Tests	Frequency	Approx. No. of Tests	Cost per Test	Total Cost of Each Test
Moisture & Density, D2937	-	4	$35	$140
Sieve Analysis with 200 Wash	-	4	$110	$440
Atterberg Limits	-	2	$90	$180
pH & Resistivity	-	1	$100	$100
Chloride & Sulfate Content	-	1	$100	$100
Consolidation (response to wetting)	-	1	$85	$85
	-			**$1,045**

TOTAL $ 6,395

FEE ESTIMATE FOR GEOTECHNICAL SERVICES
VENDOR FEE BREAKDOWN
AVONDALE BLVD TI

Pavement Evaluation (Optional)

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist	5	$ 125	$ 625
Senior Project Engineer/Geologist		$ 115	$ -
Project Engineer/Geologist	10	$ 110	$ 1,100
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist		$ 90	$ -
Senior Field/Laboratory Technician	10	$ 64	$ 640
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical	5	$ 45	$ 225
	35		$ 2,915

Pavement Corings (5 @ $150/ea)	$750
Traffic Control (lane closure @ $1500/day)	$1,500
Off Duty Police ($500/day)	$500

TOTAL **$ 5,665**

FEE ESTIMATE FOR GEOTECHNICAL SERVICES
VENDOR FEE BREAKDOWN
AVONDALE BLVD TI

Detention Basin/Drywell (Optional)

Classification	Estimated Hours	Hourly Rate	Labor Costs
Senior Engineer/Geologist		$ 125	$ -
Senior Project Engineer/Geologist	5	$ 115	$ 575
Project Engineer/Geologist		$ 110	$ -
Senior Staff Engineer/Geologist		$ 95	$ -
Staff Engineer/Geologist	15	$ 90	$ 1,350
Senior Field/Laboratory Technician		$ 64	$ -
Field/Laboratory Technician		$ 59	$ -
Technician/Drafting	5	$ 65	$ 325
Secretary/Clerical	5	$ 45	$ 225
	30		$ 2,475

Boring (auger 1@ 80 feet deep)	$1,200
Perc test (auger 1@10 feet deep)	$500
Traffic control (2 days shoulder closure)	$1,400

Laboratory Tests	Frequency	Approx. No. of Tests	Cost per Test	Total Cost of Each Test
Moisture & Density, D2937	-	2	$35	$70
Sieve Analysis with 200 Wash	-	4	$110	$440
Atterberg Limits	-	2	$90	$180
	-			**$690**

TOTAL $ 6,265

December 30, 2008

Mr. George D. Ferraro, P.E.
URS Corporation.
7720 North 16th Street
Suite 100
Phoenix, AZ 85020

Re: Proposal for Subsurface Utility Investigation Services
City of Avondale ST1152 - Avondale Boulevard TI at I-10 - EN09-033

Dear Mr. Ferraro:

TBE Group, Inc. (TBE) is pleased to submit this proposal to provide Subsurface Utility Investigation services on the referenced project. The scope of work below summarizes the tasks to be performed by TBE.

SCOPE OF WORK

Utility Mapping (Designating) includes the following:

1. Obtaining utility-owner records
2. Geophysical tracing of subsurface utilities
3. Marking per APWA color code
4. Surveying of markings and utility surface evidence
5. Placement of utility information on a base-map supplied by URS in the appropriate CADD platform
6. QA/QC of final deliverable

Utility Potholing(Locating) includes the following:

1. Providing utility testholes at locations requested by URS for conflict analysis/resolution
2. Field survey of testhole location
3. Providing testhole data summary
4. Provide traffic control (testholes)

Both utility location functions, mapping and potholing, should be considered a budget allowance rather than a fixed-fee task.

2236 West Shangri-La Road - Phoenix, Arizona 85029
T: 602.749.8550 - F: 602.749.8551 - www.tbegroup.com - AZ Lic. 135482

COMPENSATION

The recommended budget allowance for utility locating is the following:

Utility Mapping (Designating)

Estimated 20,000 Lineal Feet of Underground Utilities @ $1.25/foot = $25,000.00

Utility Potholing (Locating)

Estimated 30 Potholes @ $800.00/Each = $24,000.00

Total Estimated Budget Allowance = $49,000.00

TBE appreciates this opportunity to be of service. Should you have any questions or require additional information, please call me at 602 749-8550.

Sincerely,

David A. Huschu

for Al Field
Manager, Utility Coordination

Attachment:
Engineering Fee - City of Avondale ST1152 - Avondale Boulevard TI at I-10 - EN09-033

EXHIBIT D
TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
THE CITY OF AVONDALE
AND
URS CORPORATION

[Fee Proposal]

See following pages.

URS

DERIVATION OF COST PROPOSAL SUMMARY
AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS
EN 09-33 / ST 1157

LABOR

Classification	Person-Hours	Billing Rate	Cost
Project Principal	40.00	$189.02	$7,561
Project Manager	328.00	$148.88	$48,833
Senior Project Engineer	416.00	$149.79	$62,313
Project Engineer	1,014.00	$115.08	$116,691
Landscape Architect (see allowances)	0.00	$107.43	$0
Designer/CADD	1,667.00	$86.62	$144,396
Technician	351.00	$61.31	$21,520
Survey Manager	44.00	$142.64	$6,276
Survey Technician	312.00	$83.07	$25,918
Survey Crew	138.00	$117.00	$16,146
Administration/Clerical	85.00	$60.55	$5,147
Total Hours =	4,395.00		
		Total Labor =	**$454,799**

DIRECT EXPENSES

Delivery/Courier	$2,544	
Reproduction	$4,515	
Travel	$1,287	
Title Reports/Environmental Clearance Expenses	$6,845	
	Total Direct Expenses =	**$15,191**

OUTSIDE SERVICES AND SUBCONSULTANTS

Firm	Cost	
Kenney Aerial Mapping	$4,111	
SouthWest Traffic Engineering, LLC	$56,654	
Ninyo & Moore	$56,267	
TBE Group	See Allowances	
	Total Outside Services and Subconsultants =	**$117,032**
	TOTAL LUMP SUM FEE:	**$587,023**

ALLOWANCES

Task 210 - Utility Designating by TBE Group	$0	
Task 220 - Utility Potholing by TBE Group	$12,000	
Task 480 - Landscape and Irrigation Plans by URS	$10,707	
Additional Design Allowance	$40,000	
	Total Allowances =	**$62,707**
	TOTAL LUMP SUM FEE PLUS ALLOWANCES:	**$649,730**

OPTIONAL SERVICES

(1) Pedestrian Bridge over Drainage Channel (URS and Ninyo & Moore) **$40,807**

This fee proposal is valid for a period of 90 days from the date noted below

URS CORPORATION
Randy Simpson, PE, Vice President

1/28/09
DATE

AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS

Estimated Person Hours

	Project Principal	Project Manager	Senior Project Engineer	Project Engineer	Landscape Architect	Designer /CADD	Environ-mental Technician	Survey Manager	Survey Technician	Survey Crew	Clerical/ Admin	Total Hours	Fee by Task
Hourly Rate:	$189.02	$148.88	$149.79	$115.08	$107.43	$86.62	$61.31	$142.64	$83.07	$117.00	$60.55		
Task 100 - Field Surveying and Mapping													
Preplan/gather data/prepare recon & GPS observation sheets								1	2	2		5	$542.78
Recon hor/vert control								1	2	4		7	$776.78
Establish RTK transformation set										4		4	$468.00
Lay aerial targets (9)										4		4	$468.00
Establish hor/vert positions of aerial targets (9)								1	2	4		7	$776.78
Locate section/1/4 corners, R/W mons, & street mons								2	2	16		20	$2,323.42
Detail street/driveway tie-ins (10 locations)								1	2	12		15	$1,712.78
Locate utilities (manholes, utility structures, etc. and inverts)								1	2	16		19	$2,180.78
Detail bridges for design								1	2	16		19	$2,180.78
Locate PCCP pavement joints								1	4	16		21	$2,346.92
Horizontal datum conversion								1	2			3	$308.78
Curb & gutter elevation survey at 50' intervals (45 locations at 8 points per location)								1	2	24		27	$3,116.78
Misc @ 10%								5	16	8		29	$2,978.32
										Total Task 100		**180**	**$20,180.90**
Task 110 - Photogrametric Services and Aerial Mapping by Kenney Aerial Mapping										**Total Task 110**			**$4,111.00**
Task 120 - Right of Way/Easement Descriptions (for City Use)													
Prepare Legal Descriptions/Exhibits for New R/W (4)								6	64			70	$6,172.32
Prepare Legal Descriptions/Exhibits for Utility/drainage Easements (6)								6	64			70	$6,172.32
										Total Task 120		**140**	**$12,344.64**
Task 130 - ADOT Right of Way Survey													
Prepare ROW Plans to ADOT Standards		20						16	146	12		194	$18,792.06
Prepare Results of Survey to ADOT Standards								0	0	0		0	$0.00
										Total Task 130		**194**	**$18,792.06**
Task 200 - Utility Coordination													
Prepare Base Mapping		4		8		40						52	$4,980.96
Submit base mapping to utilities for review and comment						12					8	20	$1,523.84
Attend initial meeting with utilities to discuss the project and any potential comments regarding conflicts		5	5									10	$1,493.35
Provide 30% plans with proposed areas for utility relocation and highlighted conflicts to utilities		2		8		24						34	$3,297.28
Attend follow up meeting with utilities to resolve outstanding issues, finalize relocation and obtain commitments		5	5									10	$1,493.35
Request utility clearance letters		2		4							4	10	$1,000.28
										Total Task 200		**84**	**$13,789.06**
Task 210 - Utility Designating by TBE (See Allowances)													
Task 220 - Utility Potholing by TBE See Allowances)													
Task 300 - Geotechnical Investigation by Ninyo & Moore										**Total Task 300**			**$56,267.00**
Task 400 - Roadway Design and Plans													
Cover Sheet ADOT, Avondale, ADOT Cross-Sections (2 ADOT sheets + 1 Avondale sheet)		1				16						17	$1,534.80
Design Data Sheet, Sheet index, General Notes (1 sheet)		1		8		12						21	$2,108.96
Pavement Structural Section (1 sheet)				6		8						14	$1,383.44
Typical Cross Section - Avondale Blvd. & Ramps (2 sheets)		4	4	10		32						50	$5,117.32
Curb/Gutter Summary (2 sheets)		2	4	12		20						38	$4,010.28
Survey Control/ Geometric Layout (1 sheet)		1	2	6		12						21	$2,178.38
Geometric Data Sheet (2 sheets)		2	4	12		32						50	$5,049.72
Removal/Plan Sheet 1"=20' - Avondale Blvd (5 sheets)		8	4	20		60						92	$9,289.00
Removal/Plan Sheet 1"=50' - I-10 ramps (2 sheets)		2	2	8		24						36	$3,596.86
Profiles 1"=20' - Avondale Boulevard (5 sheets)		8	6	30		100						144	$14,204.18
Profiles 1"=50' - I-10 ramps (4 sheets)		4	3	16		32						55	$5,658.01
Staking Sheet 1"=20' (5 sheets)		5	2	30		60						97	$9,693.58
Signing and Marking 1"=50' (7 sheets)		4	6	56		112						178	$17,640.18

AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS

Estimated Person Hours

	Project Principal	Project Manager	Senior Project Engineer	Project Engineer	Landscape Architect	Designer /CADD	Environ-mental Technician	Survey Manager	Survey Technician	Survey Crew	Clerical/ Admin	Total Hours	Fee by Task
Hourly Rate:	$189.02	$148.88	$149.79	$115.08	$107.43	$86.62	$61.31	$142.64	$83.07	$117.00	$60.55	.	
Traffic Control Plans (3 stages) (Double Stack) 1"=50' 4/stage (12 sheets)		8	8	48		120						184	$18,307.60
SWPPP (erosion control) (ADOT Standard Drawings) (5 sheets)		4	2	20		32						58	$5,968.54
Misc. Details (6 sheets)		12	12	80		168						272	$27,342.60
Special Provisions		40	40									80	$11,946.80
ITR (Independent Technical Review)		8	24									32	$4,786.00
											Total Task 400	**1439**	**$149,816.25**
Task 420 - Drainage Design and Plans													
Drainage Plan 1"=20' (5 sheets)		8		32		80						120	$11,803.20
Drain Profiles/Laterals (2 sheets)		4		32		40						76	$7,742.88
Pipe Summary (1 sheet)		4		16		24						44	$4,515.68
Misc. Details (3 sheets)		8		40		96						144	$14,109.76
Drainage Memo			16	20		4						40	$5,044.72
											Total Task 420	**424**	**$43,216.24**
Task 440 - Traffic Signal & Street Lighting Plans by SWTE											**Total Task 440**		**$ 56,654.00**
Task 450 - Bridge Widening Design and Plans													
Design:													
Geometry			2	32								34	$3,982.14
Superstructure			4	40								44	$5,202.36
Piers			4	32								36	$4,281.72
Abutments			4	32								36	$4,281.72
Quantities and Cost Estimate				32								32	$3,682.56
Special Provisions			12									12	$1,797.48
QA/QC (Detail check & ITR)			60									60	$8,987.40
Drawings:													
Location Plan, Elevation, Typical Section		1	2	10		20						33	$3,331.66
General Notes and Quantities		1	2	6		12						21	$2,178.38
Removal Details		1	2	8		20						31	$3,101.50
Foundation Layout		1	2	6		16						25	$2,524.86
Drilled Shaft Details		1	1	4		12						18	$1,798.43
Abutment 1 Plan and Elevation		1	2	10		16						29	$2,985.18
Abutment 2 Plan and Elevation		1	2	10		16						29	$2,985.18
Abutment Details		1	2	20		20						43	$4,482.46
Pier Plan and Elevation		1	2	12		20						35	$3,561.82
Pier Details		1	2	12		20						35	$3,561.82
Superstructure Plan		1	2	12		20						35	$3,561.82
Superstructure Typical Section		1	2	12		20						35	$3,561.82
Superstructure Longitudinal Section		1	2	12		20						35	$3,561.82
Superstructure Details		1	2	12		20						35	$3,561.82
Miscellaneous Details		1	2	12		20						35	$3,561.82
Foundation Data Sheets (5)		1	5			30						36	$3,496.43
											Total Task 450	**728**	**$84,032.20**
Task - 460 Retaining Wall Design and Plans													
Design:													
Geometry				32								32	$3,682.56
Shotcrete Wall			24									24	$3,594.96
Cast-in-Place Fascia			24									24	$3,594.96
Quantities and Cost Estimate				12								12	$1,380.96
Special Provisions			12									12	$1,797.48
QA/QC (Detail check & ITR)			24									24	$3,594.96
Drawings:												0	$0.00
Location Plan, General Notes and Quantities		1	1	8		24						34	$3,298.19
Wall 1 Plan and Elevation		1	2	8		12						23	$2,408.54
Wall 2 Plan and Elevation		1	2	8		12						23	$2,408.54
Wall 1 Nail Layout		1	1	6		12						20	$2,028.59

AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS

Estimated Person Hours

	Project Principal	Project Manager	Senior Project Engineer	Project Engineer	Landscape Architect	Designer /CADD	Environ-mental Technician	Survey Manager	Survey Technician	Survey Crew	Clerical/ Admin	Total Hours	Fee by Task
Hourly Rate:	$189.02	$148.88	$149.79	$115.08	$107.43	$86.62	$61.31	$142.64	$83.07	$117.00	$60.55		
Wall 2 Nail Layout		1	1	6		12						20	$2,028.59
Typical Wall Sections		1	2	12		24						39	$3,908.30
Wall Details		1	2	12		24						39	$3,908.30
Aesthetic Details		1	2	8		16						27	$2,755.02
											Total Task 460	**353**	**$40,389.95**
Task 480 - Landscape and Irrigation Plans (7 Sheets) (See Allowances)													
Task 500 - Phase I Environmental Site Assessment (ESA)													
Investigation and reporting													
Review records (By Allands Historical Title Reports)				6		4	32					42	$2,998.88
Review hazardous waste records (By Environmental Data Resources, Inc.)	(See Direct Expenses)												
	(See Direct Expenses)												
											Total Task 500	**42**	**$2,998.88**
Task 600 - Geotechnical Environmental Clearance													
Geotechnical Environmental Clearance			4			16	40					60	$4,437.48
Review Hazardous Waste Records (by Environmental Data Resources)	(See Direct Expenses)												
											Total Task 600		**$4,437.48**
Task 650 - Categorical Exclusion													
Project Data Sheet						2	19					21	$1,338.13
Scoping Letter						1	3				4	8	$512.75
Biological Review						2	36					38	$2,380.40
Field Visits (2)							12					12	$735.72
Cultural Resources						2	34					36	$2,257.78
Hazardous Materials						2	37					39	$2,441.71
Preliminary Draft CE			8			12	52				14	86	$6,273.58
Draft CE			4			8	22				4	38	$2,883.14
Final CE			4			8	12				10	34	$2,633.34
Agency Meetings						4	4					8	$591.72
											Total Task 650	**320**	**$22,048.27**
Task 700 - Jurisdictional Delineation and Section 401/404 Permitting													
Data Collection and Pre-Survey Preparations						8	48					56	$3,635.84
											Total Task 700	**56**	**$3,635.84**
Task 800 - Project Management/Meetings													
Monthly Meeting Attendance (10) 2 hr meeting + 2 hr travel & prep x 3 people = 9 hrs/meeting		30	30	30							20	110	$13,623.50
Public Information Meeting Attendance (1)		6		6							4	16	$1,825.96
Meeting Attendance With Property Owners (2)		12		12							2	26	$3,288.62
Monitoring of Scope, Schedule, Budget, Invoicing, Etc.	40	60									15	115	$17,401.85
											Total Task 800	**267**	**$36,139.93**
Task 900 - Project Deliverable(Printing & Delivery)													
See Direct Expenses													
Task 1000 - Post Design Services													
Pre-bid meeting preparation & attendance		4										4	$595.52
RFI responses during bidding process		16										16	$2,382.08
Preparation of as-built drawings		0		0		0			0	0		0	$0.00
											Total Task 1000	**20**	**$2,977.60**
Total Estimated Person-Hours	**40**	**328**	**416**	**1014**	**0**	**1667**	**351**	**44**	**312**	**138**	**85**	**4395**	
Percentage of Total Hours for Each Classification	**1%**	**7%**	**9%**	**23%**	**0%**	**38%**	**8%**	**1%**	**7%**	**3%**	**2%**	**100%**	
											Total Labor & Subconsultant Fees (Base Scope):		**$571,831.30**

AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS

Estimated Person Hours

	Project Principal	Project Manager	Senior Project Engineer	Project Engineer	Landscape Architect	Designer /CADD	Environ-mental Technician	Survey Manager	Survey Technician	Survey Crew	Clerical/ Admin	Total Hours	Fee by Task
Hourly Rate:	$189.02	$148.88	$149.79	$115.08	$107.43	$86.62	$61.31	$142.64	$83.07	$117.00	$60.55		
ALLOWANCES (Cost based upon extent of use)													
Task 210 - Utility Designating by TBE											**Total Task 210**		**$0.00**
Task 220 - Utility Potholing by TBE											**Total Task 220**		**$12,000.00**
Task 480 - Landscape and Irrigation Plans					40	74						114	$10,707.08
											Total Task 480	**114**	**$10,707.00**
Additional Design Allowance													**$40,000.00**
											Total Allowances		**$62,707.00**
OPTIONAL SERVICES													
Pedestrian Bridge Design													
Design:													
Contact 3 truss fabricators for reaction, connections and cost			4	8								12	$1,519.80
Geometry			2	16								18	$2,140.86
Abutments and drilled shafts			4	24								28	$3,361.08
Quantities and cost estimate				16								16	$1,841.28
Special Provisions			16									16	$2,396.64
QA/QC (Detail check & ITR)			24									24	$3,594.96
Drawings:													
Location Plan, Elevation, Typical Section			2	16		32						50	$4,912.70
General Notes and Quantities			2	8		16						26	$2,606.14
Foundation Layout and Drilled Shaft Details			2	8		16						26	$2,606.14
Abutments 1 Plan and Elevation			2	8		16						26	$2,606.14
Abutments 2 Plan and Elevation			2	8		16						26	$2,606.14
Abutment Details			2	16		24						42	$4,219.74
Totals			**62**	**128**		**120**						**310**	**$34,411.62**
											Total Labor:		$34,412
								Geotechnical Investigation (Ninyo & Moore):					$6,395
Total Optional Services:													**$40,807**

URS

DERIVATION OF DIRECT EXPENSES

Delivery/Courier

		No. of Deliveries
Utility companies -- 6 submittals x 12 utilities		72
City of Avondale		12
ADOT		12
Miscellaneous		10
	Subtotal	106

Average Cost per delivery = $24

Total Delivery/Courier Cost: $2,544

Reproduction

See attached reproduction costs spreadsheet **Total Reproduction Cost: $4,515**

Travel / Mileage

Personal Mileage		Miles
Avondale		
40 Trips x 48 miles per trip =		1,920
ADOT		
15 Trips x 28 miles per trip =		420
	Total Miles	2,340

Amount of Reimbursement to Employees: $0.55 /mi

Total Travel Cost: $1,287

Title Reports/Environmental Clearance

	Amount
Title Reports (Part of Task 120)	$2,800
Allands Historical Title Reports (Historical) (Part of Task 500)	$1,250
Environmental Data Resources (Part of Task 500)	$295
Environmental Data Resources (2) (Part of Task 600)	$2,000
Misc. for Categorical Exclusion and 404 (Part of Task 650)	$500

Total Title Reports/Environmental Clearance Direct Costs: $6,845

TOTAL DIRECT COSTS: $15,191

URS

AVONDALE BLVD. AND I-10 TRAFFIC INTERCHANGE IMPROVEMENTS

Estimated Reproduction Expenses

Item	15% Submittal			30% Submittal			60% Submittal			95% Submittal			100% Submittal			Grand Total	Cost per sheet	Total Cost
	No. Shts	No. Copies	Total Copies	No. Shts	No. Copies	Total Copies	No. Shts	No. Copies	Total Copies	No. Shts	No. Copies	Total Copies	No. Shts	No. Copies	Total Copies			
Reports																		
Initial Drainage Report							50	5	250							250	$ 0.05	$ 12.50
Final Drainage Report										50	5	250				250	$ 0.05	$ 12.50
Special Provisions							50	12	600	50	12	600				1200	$ 0.05	$ 60.00
Half size plans																		
City				50	8	400	130	8	1040	130	8	1040				2480	$ 0.10	$ 248.00
ADOT				50	4	200	130	4	520	130	4	520				1240	$ 0.10	$ 124.00
Utility				50	6	300	130	6	780	130	6	780				1860	$ 0.10	$ 186.00
Internal				50	6	300	130	6	780	130	6	780				1860	$ 0.10	$ 186.00
Full Size Plans																		
City	5	3	15	50	8	400	130	8	1040	130	8	1040				2495	$ 0.48	$ 1,197.60
Utility				50	6	300	130	6	780	130	6	780				1860	$ 0.48	$ 892.80
Full Size Mylar																		
Full Size Plans													133	1	133	133	$ 12.00	$ 1,596.00
																Grand Total		**$ 4,515.40**

CITY COUNCIL REPORT

SUBJECT:
Ordinance 1346-209 - Indian School Road Right-of-Way Annexation

MEETING DATE:
February 9, 2009

TO: Mayor and Council

FROM: Carmen Martinez, City Clerk (623) 333-1214

THROUGH: Charlie McClendon, City Manager

PURPOSE:

Staff is requesting Council adoption of an ordinance annexing the County right-of way along Indian School Road from Dysart Road to old Litchfield Road.

DISCUSSION:

As part of the Intergovernmental Agreement with Maricopa County for roadway improvements to Indian School Road approved by Council on March 5, 2007, the City of Avondale agreed to annex the right of way upon completion of the improvements.

The improvements have been completed and it is now time to proceed with the annexation of the right of way. In addition to complying with the terms of the IGA, adoption of the annexation ordinance will eliminate confusion when police or fire are called to respond to the area and would allow the city to ensure that the right of way is maintained to city standards.

RECOMMENDATION:

City Staff recommends that Council adopt the attached ordinance annexing existing right of way along Indian School Road from Dysart to Old Litchfield Road.

ATTACHMENTS:

Click to download

- Ordinance 1346-209

ORDINANCE NO. 1346-209

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, EXTENDING THE CORPORATE BOUNDARIES OF THE CITY OF AVONDALE BY ANNEXING THERETO COUNTY RIGHT-OF-WAY AND ROADWAY, GENERALLY LOCATED ALONG INDIAN SCHOOL ROAD BETWEEN DYSART ROAD AND OLD LITCHFIELD ROAD.

WHEREAS, the Council of the City of Avondale (the "City Council") desires to extend the corporate boundaries of the City of Avondale (the "City"); and

WHEREAS, ARIZ. REV. STAT. § 9-471(N) allows for the annexation of county right-of-way and roadway containing no taxable real property into an adjacent city if the property to be annexed is adjacent to the city for the entire length of the annexation and if the city and the county each approve the proposed annexation as a published agenda item at a regular public meeting of their governing bodies; and

WHEREAS, the property proposed for annexation (i) consists entirely of Maricopa County right-of-way and roadway containing no taxable real property and (ii) is adjacent to the City for its entire length; and

WHEREAS, this Ordinance has been duly posted as an agenda item at a regular meeting of the City Council.

NOW, THEREFORE, **BE IT ORDAINED** BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. That a parcel of land in Maricopa County, Arizona, generally located along Indian School Road between Dysart Road and Old Litchfield Road, as more particularly described in Exhibit A attached hereto and incorporated herein by reference, is hereby annexed into the corporate boundaries of the City of Avondale.

SECTION 2. That (i) the City Clerk is hereby authorized and directed to file, in the Maricopa County Recorder's Office, a fully executed copy of this Ordinance, together with an accurate map of the Annexation Area and (ii) the Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Ordinance.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision of portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, February 9, 2009

_____
Marie Lopez Rogers, Mayor

ATTEST:

_____
Carmen Martinez, City Clerk

APPROVED:

_____
Andrew J. McGuire, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 1346-209

(Map and Legal Description of Annexation Area)

See following pages.

DEVELOPMENT SERVICES

SUBJECT:
Master Site Plan and Final Site Plan approval
Piazza Del Campanas

MEETING DATE:
February 9, 2009

TO: Mayor and Council

FROM: Brian Berndt, Development Services Director (623) 333-4011

THROUGH: Charlie McClendon, City Manager

REQUEST: Master Site Plan approval for Piazza Del Campanas, future pads, and Parkway Bank and retail buildings; Final Site Plan approval for Piazza Del Campanas (DR-08-9)

PARCEL SIZE: Approximately 14 acres

LOCATION: Southeast corner of Dysart Road and Thomas Road

APPLICANT: Christine Morris, Morris & Torok Architects

OWNER: Jeff Tiller, Centrepointe Development & Robert Lusser, Parkway Bank & Trust Co.

BACKGROUND:

The subject property was annexed on January 16, 1978, as a part of a larger annexation. On June 29, 1992, City Council approved the North Avondale Specific Plan, which assigned a land use designation to the property as Commercial/Employment. On August 2, 1993, City Council approved a Development Agreement between the City of Avondale and SunCor Development Company regarding the future Palm Valley-Avondale Planned Area Development (PAD), which includes the subject property. On September 6, 1994, City Council approved case Z94-284 Palm Valley-Avondale PAD, which rezoned the subject property to PAD as part of a larger area. The approved PAD designates the uses for the subject property as Neighborhood Retail but does not define the term. On January 7, 2002, the City Council approved a third amendment to the Development Agreement that established that Neighborhood Retail shall mean Neighborhood Commercial (C-1) uses. On June 17, 2002, Council approved the General Plan, which assigns a land use designation of Commercial to the subject property.

On December 22, 2008, staff administratively approved a minor amendment of the PAD to allow a reduced parking setback along Dysart and Thomas Roads from 30 feet to 20 feet.

SUMMARY OF REQUEST:

The applicant is requesting approval of a Master Site Plan for the entire property of approximately 14 acres. Master Site Plan approval includes a project narrative, site plan, conceptual landscape plan, preliminary grading & drainage, and preliminary utilities plan, and building elevations, building materials and colors.

The applicant is requesting Site Plan approval of 129,200 square feet of office and retail buildings labeled as buildings A through F, as shown on the site plan. Future site plan approvals for the pad sites and the corner bank-retail portion of the site will be an administrative approval by staff, provided the site plans are in conformance with the approved Master Site Plan.

The site is relatively flat and vacant, with a municipal water well facility on the northwest corner. An unused concrete irrigation canal exists along Thomas and Dysart Roads. This approval would result in removal of the irrigation canals. The streets, curb and gutter for both Thomas and Dysart Roads are installed, but this approval would necessitate rebuilding off-site improvements along Thomas Road, the intersection of Thomas and Dysart Roads, and at driveway and deceleration lanes along Dysart Road. An eight-foot block wall exists along the east and south property line buffering the site from the Rancho Santa Fe neighborhood. There are no proposals to modify the wall except to put necessary utility lines through in one small section. A ten-foot wide landscape buffer is provided along the perimeter walls interior to the site comprised primarily of Acacia and Sissoo trees.

PARTICIPATION:

Upon receipt of the application, letters were mailed to adjacent property owners within 500 feet notifying them of a site plan application on the subject property.

Because this request does not require a public hearing, neither a neighborhood meeting nor public notice advertisement was required.

PLANNING COMMISSION ACTION:

The Planning Commission heard this item January 15, 2009 (Exhibit H). No members of the public spoke on this item. The Planning Commission requested that additional architectural elements, such as wall relief or faux windows, be added to the upper portions of the rear of the buildings that face adjacent residential. The applicant agreed. The Planning Commission recommended approval of DR-08-9 subject to the following conditions:

1. Development shall be in conformance with the Site Plan, Building Elevations, Landscape Plan, and project narrative date stamped 12/24/2008, except as modified by the conditions of approval given below.

2. The plan approval expires one year from date of approval unless the building permit has been issued.

3. All development shall be done in accordance with the City of Avondale General Engineering Requirements Manual and the City of Avondale Supplement to MAG Uniform Specifications and Details.

4. All common, landscape and open space areas shall be maintained by a property owner in accordance with the approved plan date stamped December 24, 2008.

5. No exterior equipment, including but not limited to mechanical equipment and roof ladders, shall be allowed where they are visible to the public or from an off-site location.

6. Landscape material adjacent to the property line shall not impede the pedestrian or fire lane access routes.

7. All undeveloped pads, portions of the development or center shall be treated with decomposed granite for dust control until such time of development of those areas.

8. Site plan approval of the pad sites and the bank-retail corner shall be administrative by staff, provided the site plan is in conformance with the approved master site plan.

9. All development shall be done in accordance with the City's Design Manuals.

10. Prior to approval of construction documents, a plat or minor land division is required to be approved by the City. According to the Maricopa County Property Assessor's Records, the

subject property is comprised of three tax parcels, 501-75-008M, 501-75-008N and 501-75-008P. The plat or minor land division shall: (a) reconfigure the three parcels into the appropriate number of parcels as shown on the approved site plan; and (b) dedicate right-of-way for turn lanes as required by the approved traffic study, the Avondale Transportation Plan, and the City Engineer.

11. Right-of-way improvements shall be per the approved traffic study and the City Engineer, and shall include transit stops, deceleration lanes, pork chop medians, a Thomas Road median.

    Right-of-way dedication shall conform to the following, as shown on the site plan:

    - Thomas Road 65 feet width half-street.
    - Dysart Road 65 feet width half-street.
    - An additional 10 feet width to accommodate driveway turn and deceleration lanes as shown.
    - An additional 15 feet width to accommodate intersection turn lanes.

12. Provide executed and recorded cross-access easements on the connecting drive aisles between the bank-retail property and the office-retail property, and provide cross-access easements between the office-retail and the five future pad sites, prior to approval of the plat or minor land division for the property.

13. Medical office use shall be allowed only in Buildings A and B.

14. All non-handicapped parking stalls shall be a minimum of 9 feet by 18 feet, and all handicapped parking stalls shall meet the current Building Code requirements at the time of permitting.

15. All parking area light poles shall be located within landscape planter islands.

16. A comprehensive sign plan shall be approved by staff prior to issuance of a building permit.

17. Shopping cart corrals in the parking area shall be required prior to approval of any business utilizing shopping carts. The cart corrals shall be architecturally compatible with the theme of the property as a whole, shall not contain signage for the purpose of advertising, and shall be in conformance to with the Design Manuals.

ANALYSIS:

The subject property was subdivided (without City approval) approximately 3 years ago, and is currently under two separate ownerships. Parkway Bank and Trust Company owns the 2 acre parcel at the corner of Thomas and Dysart Roads, and Centrepointe Development owns the remaining 12 acres comprised of two parcels. Staff is proposing a stipulation (# 10) that requires the land be subdivided in accordance with the approved site plan and dedicate right-of-way as required by the traffic study, the City's Transportation Plan, and the City Engineer. Staff is also proposing a stipulation (# 12) that requires cross-access easements between the bank corner, the office-retail shopping center and the future pads be recorded prior to approval of the plat or minor land division.

Site Design

The applicant is proposing a one-story 4,000 square foot bank with a drive-thru, two one-story multi-tenant retail buildings of 9,500 square feet and 3,200 square feet, a 27,000 square foot two-story

multi-tenant retail and office building attached to a one-story 65,500 square foot multi-tenant retail shopping center, and five future pad sites. The General Plan Land Use Map identifies the property as Commercial, and the zoning is Planned Area Development (PAD) with Neighborhood Commercial (C-1) uses and development standards. Office and retail uses are permitted uses, and the bank is permitted with conditions regarding window placement, canopy design, and distance from residential. The proposed bank site complies with these conditions. Staff is proposing a stipulation (# 13) that excludes medical office uses from the site because it was not calculated into the provision of parking. The medical office parking ratio is 1 space per 200 square feet of building, and the non-medical office ratio is 1 space per 250 square feet. The applicants have not identified buildings where medical office use is proposed and have used the non-medical office parking ratio for all office.

The site plan shows an area for shopping carts in front of Building D. Shopping cart corrals are necessary to preserve the aesthetic appeal of the area, and to reduce potential damage to vehicles using the parking field. Staff is proposing a stipulation (# 17) to address this.

Circulation & Parking Area

Access to the site is via five proposed driveways, three on Thomas Road and two on Dysart Road. The proposed site plan shows the approximate location of the driveways, but does not reflect the final level of access for the three driveways on Thomas Road. The City is working with the applicant to provide a full access for the center driveway to align with the drive aisle going under and through the arch of Buildings A and B. This full access would also align with a break in the required median along Thomas Road to be installed by the applicant. The driveway re-alignment might require a slight shift west of the western right-in/right-out driveway, and would require that the full-access eastern driveway become a left-in/right-out drive posted for truck deliveries only. The final location and level of access for the Thomas Road driveways will be determined prior to construction document submittal, and will be in accordance with an approved traffic study.

The main vehicular and pedestrian access to the site would be via the center driveway on Thomas Road, and the northern driveway on Dysart Road. These drive aisles meet in front of Building D, and there are several other drive aisles providing access to parking fields and buildings on the site. The main drive aisles have three circular paving patterns at intervals, with a fountain feature in the center of two of the circular areas. One fountain is located north of Buildings A and B and the other is located at the crossing area of the main north-south pedestrian pathway connecting Buildings A and F. All drive aisles meet requirements for fire access and turning radii and traffic improvements..

Pedestrian access from Dysart Road is via a sidewalk that runs along the main vehicular drive aisle. A north-south sidewalk provides access for pedestrians to portions of the site north and south of the main parking area. Shaded pedestrian walkways exist in front of the retail portions of the site. The main pedestrian access from Thomas Road is via one sidewalk that runs along the center drive aisle, connecting to Buildings A and B, through the covered breezeway, and to the rest of the buildings in the retail area, and two other sidewalks connecting to the bank and its associated retail buildings.

The proposed site requires 467 parking spaces total, excepting the future pad sites, as calculated by the building square footages and uses proposed. The bank-retail portion requires 69 spaces, 3 of which must be handicapped accessible, and provides 81, including 3 handicapped accessible spaces. The office-retail portion of the site requires 398 spaces, 8 of which must be handicapped accessible, and provides 471 spaces, including 14 handicapped accessible. Total provided spaces 552 spaces, 17 of which are handicapped accessible. No covered parking is proposed.

Staff is proposing a stipulation (# 14) that requires non-handicapped parking spaces be revised to be 18 feet in length. The applicant has provided 16 feet length parking spaces adjacent to all buildings, with an additional 2 feet of sidewalk for overhang. The Zoning Ordinance does not provide for

reductions in parking space length below 18 feet. The additional 2 feet will be removed from the sidewalks, which will still meet building requirements for accessibility.

All parking lot lighting fixtures are located more than 35 feet from residential properties. Parking lot lighting shall be 25 feet high, and be located within landscaped areas in the parking lot, per the City's Design Manual. All lighting sources shall be directed downward to protect adjacent residential areas from unnecessary lighting.

Perimeter and Interior Landscaping

Approximately 13% of the total site area is landscaped, which exceeds the minimum requirement of 10% landscaping. A 20-foot landscaped buffer is provided along Thomas and Dysart Roads, plus additional landscaping in the right-of-way. Trees are planted at an interval of one per twenty feet, arranged in a non-static linear pattern. Tree types include Date Palm trees at the driveways along Dysart, Acacia, Sissoo, Chitalpa, Bird of Paradise, Pistachio, Palo Verde, Swan Hill Olive, and Evergreen Elm. Arrangements of shrubs, palms, and groundcovers are also provided.

A 10-foot landscape buffer is provided along the east and south property line along the 8-foot height masonry wall to buffer the site from abutting residential. The buffer is planted with Acacia and Sissoo trees, one every twenty feet, plus accompanying shrubs.

Parking area landscaping is composed of trees in landscape islands along the drive aisles and in landscape planters in front of the buildings. These trees provide aesthetic appeal and will provide shade to pedestrians and vehicles.

All trees are low water usage plantings and are listed on the Arizona Department of Water Resources Phoenix Area approved plantings list.

Open Space Amenities

Shaded plazas are provided at the northeast corner of Building A, northwest corner of Building B, and near the bell tower of Building E, per the Design Manuals. Areas shaded by building overhangs are provided at the southwest corner of Building A and along the front of retail buildings C, D, E and F. At various points along these frontages, and around all buildings, are landscape planters and landscape areas providing an opportunity for seating or standing. Internal landscaping is evenly distributed through the whole site, and each building has a proportional share.

Building Architecture

Building architecture is a harmonious blend of Old World Mediterranean with accent materials and colors. The two-story office-retail Building A and B are 30 feet in height, with 5 feet for architectural parapets and roof slope, and two bell towers 60 feet in height. The upper story is office, the lower story is a combination of office and retail. The bell towers' upper levels are non-habitable, and the lower portions acts as stair wells. Colors are bold to offer an appropriate contrast compared to Dysart Commons retail center to the north and Estrella Mountain Community College to the northeast. Materials are stucco in tones of yellows and pinks, with a stone wainscot at ground level and on columns, split face block on the rear elevations, weather resistant canvas canopies over tall windows at intermittent sections, and weathered bronze for the bell tower domes.

The bank and retail architecture complements the office retail buildings. Faux second stories are provided with windows accented by shutters, as well as cornices along the roofline. Colors are comparatively warmer, using desert beiges and tans, with stone use on upper levels, as end columns on buildings, and as wainscoting. Differences include windows that are uniformly rectangular instead of arched and the absence of bell towers. The architecture, color and materials

of the bank-retail corner property serves as a desirable transition from Dysart Commons and Estrella Mountain Community College to the north and the architecture on the rest of the site to the south.

Signage

The site plan shows two free standing monument signs, one on Thomas Road and one on Dysart Road, in compliance with the Zoning Ordinance. The proposed comprehensive sign plan shows too many free standing signs and exceeds maximum heights for some of them allowed by the Zoning Ordinance. The comprehensive sign plan is not recommended for approval with this request, and will require resubmittal prior to issuance of a building permit. Staff is recommending a stipulation to this effect (# 16). Free standing sign design, color and materials will be compatible with the architecture of the property. Wall signs for the offices will be uniform in color, font and lighting. Wall signs for the retail will be within an aligned sign field shown in the sign plan, but will be allowed colors in accordance with business logos. No raceways for signs will be permitted.

Conclusion:

Based on the information provided by the applicants and the analysis by staff, staff recommends approval of the requested site plan. This request meets the required criteria and will conform to the conditions of approval.

FINDINGS:

1. The project meets the General Plan Land Use of Commercial for this site.

2. The development will conform to the Palm Valley-Avondale PAD and the Zoning Ordinance.

3. The project meets the Avondale Design Manual for commercial development.

4. The conditions of approval are reasonable to ensure conformance with the provisions of the Avondale Zoning Ordinance.

RECOMMENDATION:

The City Council should **APPROVE** application DR-08-9.

PROPOSED MOTION:

I move that the City Council accept the findings and **APPROVE** application DR-08-9, a request for Master Site Plan approval for Piazza Del Campanas, future pads, and Parkway Bank and retail buildings, and Final Site Plan approval of Piazza Del Campanas..

ATTACHMENTS:

Click to download

- Exhibit A - Zoning Map
- Exnibit B - 2008 Aerial Photograph
- Exhibit C - Summary of Related Facts
- Exhibit D - Project Narratives
- Exhibit E - Site Plans
- Exhibit F - Building Elevations
- Exhibit G - Comprehensive Sign Plan
- Exhibit H - Draft Minutes Planning Commission 1.15.2009

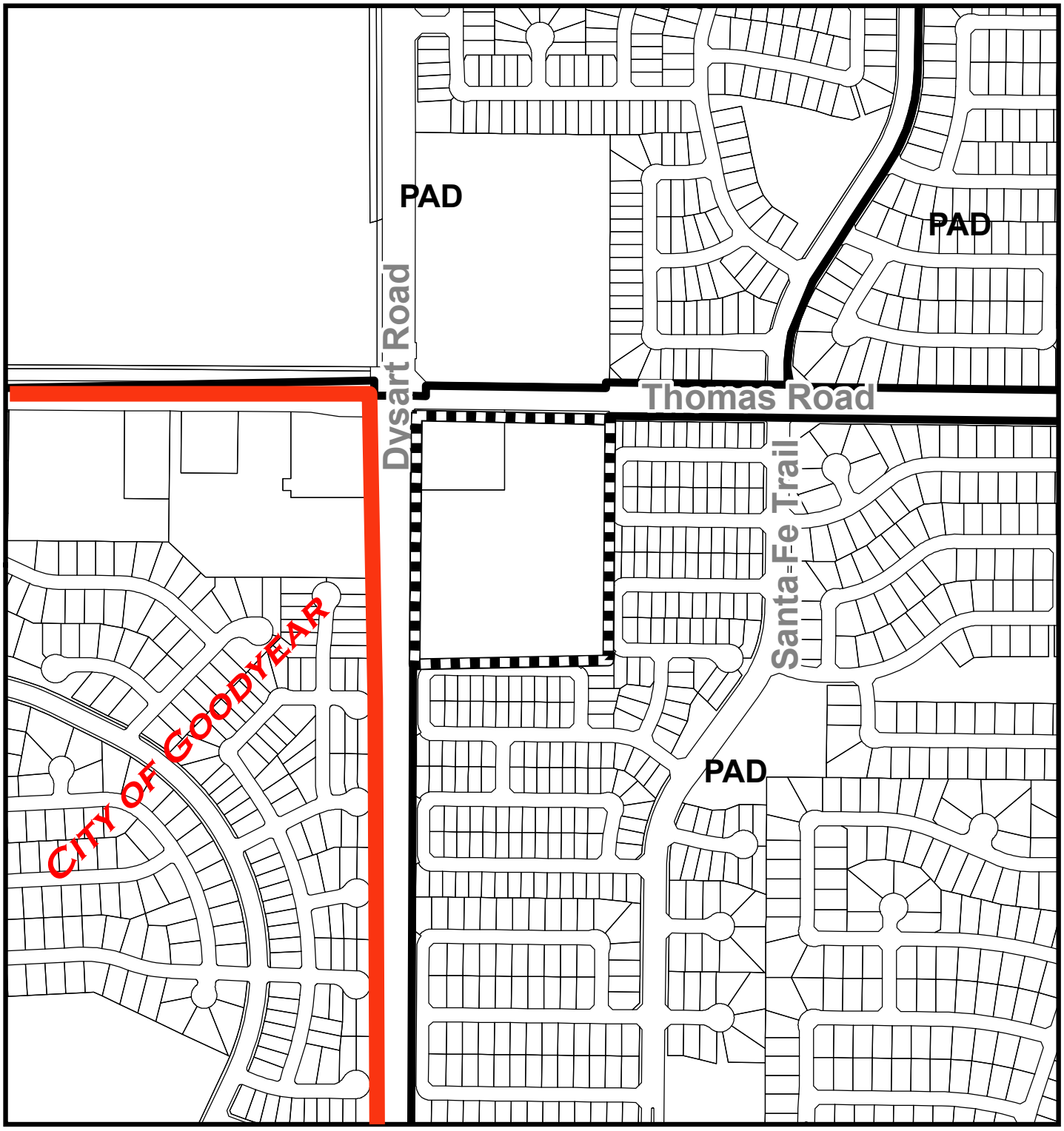
FULL SIZE COPIES (Council Only):

None

PROJECT MANAGER:

Eric Morgan, Planner II (623) 333-4017

Exhibit A



Zoning Map
Piazza Del Campanas
DR-08-9

Avondale

Subject Property

2008 Aerial Photograph
Piazza Del Campanas
DR-08-9

Avondale

Subject Property

Exhibit C

SUMMARY OF RELATED FACTS

APPLICATION DR-08-9

THE PROPERTY	
PARCEL SIZE	13.934 acres
LOCATION	SEC Dysart and Thomas Roads
PHYSICAL CHARACTERISTICS	Rectangular and relatively level surface, vacant, with an existing well and abandoned concrete irrigation canals along Dysart and Thomas Roads.
EXISTING LAND USE	Vacant
EXISTING ZONING	Planned Area Development (PAD)
ZONING HISTORY	Annexed 1/16/1978
DEVELOPMENT AGREEMENT	With SunCor Development (8/2/1993)

SURROUNDING ZONING AND LAND USE	
NORTH	Planned Area Development (PAD) – Dysart Commons (retail)
EAST	Planned Area Development (PAD) – Rancho Santa Fe (SFR detached)
SOUTH	Planned Area Development (PAD) – Rancho Santa Fe (SFR detached)
WEST	City of Goodyear - SFR detached, golf course, offices
GENERAL PLAN	
The subject property is designated as **Commercial** on the General Plan Land Use Map.	

PUBLIC SCHOOLS	
SCHOOL DISTRICT(S)	Litchfield Elementary School District Agua Fria Union High School District
ELEMENTARY SCHOOLS	Rancho Santa Fe Elementary School (K-8)
HIGH SCHOOL	Agua Fria High School

STREETS	
Dysart Road	
Classification	Arterial
Existing half street ROW	65 feet
Standard half street ROW	65 feet
Existing half street improvements	3 vehicular lanes, ½ median, bike lane, curb and gutter, attached sidewalk, street lights
Standard half street improvements	3 vehicular lanes, ½ median, bike lane, curb and gutter, attached sidewalk, street lights, plus deceleration lanes

STREETS	
Thomas Road	
Classification	Arterial
Existing half street ROW	65 feet
Standard half street ROW	65 feet (why?)
Existing half street improvements	2 vehicular lanes, ½ turning lane, curb & gutter
Standard half street improvements	2 vehicular lanes, full median, bike lane, curb and gutter, attached sidewalk, street lights, plus deceleration lanes

UTILITIES
There is an existing 12” water line in Dysart Road. There is an existing 16” water line in Thomas Road with a tap at the NW corner of the property. There is also an existing 10” water line along the south property line with the Rancho Santa Fe subdivision, with a tap at the SW corner of the property. There is an existing 8” sewer line in W. Windsor Avenue in the Rancho Santa Fe subdivision south of the property, with a tap at the SE corner of the property. There is also an existing 8” sewer line in W. Roanoke Avenue in the Rancho Santa Fe subdivision east of the property, with a tap at the E-SE corner of the property.

CITY OF AVONDALE
JAN 12 2009
DEVELOPMENT SERVICES

PIAZZA del CAMPANAS

"Plaza of the Bells"

SEC Thomas and Dysart Road

PROJECT NARRATIVE

Centre Pointe Development proposes to construct **Piazza del Campanas**, *Plaza of the Bells*, a mixed-use development set on nearly 12 acres on the southeast corner of Thomas Road and Dysart Road in Avondale, Arizona. This unique center will provide 122,000 S.F. of in line retail, restaurant and office space and five pad sites allowing an additional 24,000 S.F. of space with drive-thru capability.

The architectural theme of the development is a pedestrian friendly Tuscan village marketplace featuring three distinctive bell towers. Two of the bell towers will highlight the two story office and retail building A and B connected by an arched breezeway. The third bell tower will be nestled at the center building E. The second story will spread across buildings A and B and will provide 20,000 S.F. of office space.

Accents of antiqued shutters, window boxes, weathered stone, sun kissed roof tiles, precast concrete trim, decorative columns, architectural moldings and aged stucco to name a few, will add old world charm creating an inviting ambiance for the thousands of people living and working in the surrounding area.

Customer access will be via two main driveways, one off of Thomas Road and the other off of Dysart Road. Two traffic calming areas are provided with precast concrete fountains and seasonal planting beds at the base.

The center is designed to be pedestrian friendly with paths throughout including a centrally located, tree covered path that transverses through the parking lot.

All site walls, gates, etc will match the building colors and textures.

Indigenous, drought tolerant landscaping materials with a Mediterranean flavor will be provided throughout the site. Water drainage will be addressed via underground storage and above ground landscaped retention basins.

There are no unusual characteristics of this site that would restrict or impact the intended development.

ARCHICON, L.C.
Architecture & Interiors

Narrative for Parkway Avondale Retail

Located at SEC of Thomas Road & Dysart Road, Avondale, Arizona.

The proposed site is located on the SEC of Thomas & Dysart Road in Avondale. The site is zoned PAD & is vacant and is designated as Parcel #1 of the Piazza de Campanas project. The proposed use for this site is for a Bank with drive thru and two retail buildings. The Zoning of this Master site plan including office & medical office buildings to East & South is PAD. Net area of this site (Parcel #1) is 89,703 S.F. (2.06 acres).

The proposed project consists of three buildings, a new ground up bank with drive thru. The bank has a gross building area of 4,000 sf with a 822 sf drive canopy. The building is a concrete masonry building with stucco finish with accents of stone. Tile roof elements and towers define the entry points to the building. There are 3 drive-thru lanes, 2 of which are teller lanes with the outside lane consisting of the ATM. The building has 4 sided architecture and compliments the retail building in design and features and also relates to the Piazza de Campanas project.

The other two buildings are retail buildings, one of 9500 square feet and the other of 3200 gross square feet of area. The buildings are concrete masonry building with stucco finish with accents of stone. Tower elements are provided to allow visual relief in the facades of the building. The building has 4 sided architecture and compliments the bank building to the north and the Piazza de Campanas project.

This project is a part of the Piazza de Campanas project and all access, parking, and aisles tie into that part of the project. There are 81 parking spaces provided on-site with 3 accessible spaces provided.

The project has landscaping that will compliment the overall design of the project and provide for water conservation measures in water usage.

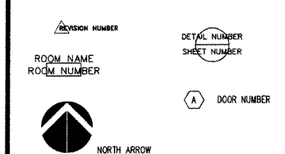
This project will be a great addition to the City of Avondale, and provide a vibrant retail center on this corner of the city.

4041 N. Central Avenue
Suite C-100
Phoenix, Arizona 85012
(602) 222-4266
Fax (602) 279-4086

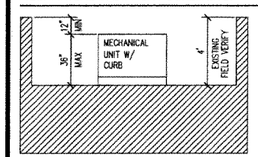
ABBREVIATIONS:

A.B.	ANCHOR BOLT
ACOUST.	ACOUSTICAL
A/C	AIR CONDITIONING
ADJ.	ADJACENT
A.F.F.	ABOVE FINISH FLOOR
AGG.	AGGREGATE
ALT.	ALTERNATE
ALUM.	ALUMINUM
ARCH.	ARCHITECTURAL
BRG.	BEARING
BM.	BEAM
BIT.	BITUMINOUS
BLK.	BLOCK
BLKG.	BLOCKING
BD.	BOARD
BOT.	BOTTOM
BLDG.	BUILDING
B.S.D.	BOTTOM OF STEEL DECK
B.U.R.	BUILT-UP ROOF
CAB.	CABINET
CPT.	CARPET
CSMT.	CASEMENT
C.I.	CAST IRON
CLG.	CEILING
C.T.	CERAMIC TILE
CLR.	CLEAR
COL.	COLUMN
COM.	COMMUNICATION(S)
CONC.	CONCRETE
C.M.U.	CONCRETE MASONRY UNIT(S)
CONST.	CONSTRUCTION
CONT.	CONTINOUS
CONTR.	CONTRACTOR
DTL.	DETAIL
DIA.	DIAMETER
DIAG.	DIAGONAL
DIM.	DIMENSION
DR.	DOOR
DWG.	DRAWING
D.F.	DOUGLAS FIR
E.D.F.	ELECTRIC DRINKING FOUNTAIN
ELEC.	ELECTRIC(AL)
ELEV.	ELEVATION
EMERG.	EMERGENCY
EQ.	EQUAL
EXH.	EXHAUST
EXT.	EXTERIOR
F.F.	FINISH FLOOR
F.F.E.	FINISH FLOOR ELEVATION
F.A.	FIRE ALARM
FIN.	FINISH
FLR.	FLOOR
FRMG.	FRAMING
F.O.C.	FACE OF CONCRETE
F. BLK.	FACE OF BLOCK
F.O.S.	FACE OF STUD
F.O.	FRAMED OPENING
F.R.	FIRE RESISTIVE
GA.	GAUGE
G.I.	GALVANIZED IRON
G.C.	GENERAL CONTRACTOR
GL.	GLASS, GLAZING
G.W.B.	GYPSUM WALLBOARD
GYP. BD.	GYPSUM BOARD
H.B.	HOSE BIBB
H.C.	HANDICAPPED
HDWR.	HARDWARE
H.M.	HOLLOW METAL
HORZ.	HORIZONTAL
HT.	HEIGHT
HTG.	HEATING
H.V.A.C.	HEATING, VENTILATION AND AIR CONDITIONING
I.D.	INSIDE DIAMETER
INSUL.	INSULATION
INT.	INTERIOR
J.C.	JANITOR'S CLOSET
JST.	JOIST
JT.	JOINT
LAB.	LABORATORY
LAM.	LAMINATE
LAV.	LAVATORY
LT.	LIGHT
L.TL.	LINTEL
L.L.	LIVE LOAD
MFG.	MANUFACTURER
M.TL.	METAL
MAX.	MAXIMUM
MECH.	MECHANICAL
MIN.	MINIMUM
MISC.	MISCELLANEOUS
NOM.	NOMINAL
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OPNG.	OPENING
O.D.	OUTSIDE DIAMETER
O.D.L.	OVERFLOW DRAIN LEADER
PNL.	PANEL
PNTD.	PAINTED
PTN.	PARTITION
PVMT.	PAVEMENT
P. LAM.	PLASTIC LAMINATE
PL.	PLATE
PLYWD(PLY)	PLYWOOD
P.V.C.	POLYVINYL CHLORIDE
P.C.F.	POUNDS PER CUBIC FOOT
P.S.F.	POUNDS PER SQUARE FOOT
P.S.I.	POUNDS PER SQUARE INCH
R.(RAD.)	RADIUS
REF.	REFERENCE
R.	RISER
R.D.	ROOF DRAIN LEADER
REM.	REMOVE
RM.	ROOM
R.O.	ROUGH OPENING
SHT.	SHEET
SIM.	SIMILAR
S.C.	SOLID CORE
SPEC.	SPECIFICATION(S)
SQ.	SQUARE
S.S.	STAINLESS
STD.	STANDARD
STRUCT.	STRUCTURAL
T.	TOP
TEL.	TELEPHONE
TV.	TELEVISION
THK.	THICKNESS
T & G.	TONGUE AND GROOVE
T. PLY.	TOP OF PLYWOOD
T. BM.	TOP OF BEAM
T.O.C.	TOP OF CONCRETE
T.O.P.	TOP OF PARAPET
T.O.PL.	TOP OF PLATE
T.O.W.	TOP OF WALL
TYP.	TYPICAL
U.N.O.	UNLESS NOTED OTHERWISE
UR.	URINAL
VERT.	VERICAL
V.C.T.	VINYL COMPOSITION TILE
W.	WIDE
WSCT.	WAINSCOTT
W.C.	WATER CLOSET
WP.	WATERPROOF
W.W.F.	WELDED WIRE FRABIC
W/	WITH
W/O	WITHOUT
WD.	WOOD

SYMBOLS:



MECHANICAL EQUIPMENT SCREENING:



ALL NEW EXTERIOR MECHANICAL EQUIPMENT MUST BE FULLY SCREENED PER THIS CROSS SECTION.

GENERAL INFORMATION:

ALL GLASS IN HAZARDOUS LOCATIONS AND ALL GLASS WITHIN 18" OF FLOOR, GLASS IN DOORS AND GLASS WITHIN 24" OF DOORS AND GLASS SUBJECT OT HUMAN IMPACT SHALL BE TEMPERED SAFETY GLASS PER IBC SEC. 2406.3

ALL EXITS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE.

MANUAL OPERATED EDGE OR SURFACE MOUNTED FLUSH BOLTS ARE PROHIBITED.

FIRE DOORS AND FRAME ASSEMBLIES SHALL BE LABELED BY AN APPROVED AGENCY AND HAVE SELF CLOSURES PER IBC TABLE 715.3 AND SECTION 715.3.7.

THERE SHALL BE A FLOOR OR LANDING ON EACH SIDE OF A DOOR. LANDING SHALL NOT BE MORE THAN 1/2" LOWER THAN THE THRESHOLD OF THE DOORWAY ACCESS FOR HANDICAPPED USE AND SHALL NOT EXCEED 1" ELSEWHERE. (AS MEASURED FROM INSIDE FINISH FLOOR ELEVATION). LANDING SHALL BE LEVEL EXCEPT FOR EXTERIOR WHICH SHALL SLOPE 1/4" PER FT. (2%) MAX.

ALL HARDWARE SHALL CONFORM WITH THE AMERICANS WITH DISABILITIES ACT STANDARDS (LEVER TYPE).

ALL GYP BD WITHIN RESTROOM SHALL BE DENS SHIELD BY GEORGIA-PACIFIC PER ICBO #4465. BACKING FOR CERAMIC TILE AND FRP SHALL BE DENS SHIELD.

ALL RESTROOM PERIMETER AND TREATMENT ROOM WALLS AND CEILINGS SHALL RECEIVE 3 1/2" SOUND ATTENUATION BATTS.

ALL FLOORING SHALL BE FIRM STABLE AND SLIP-RESISTANT AND SHALL CONFORM TO ALL LOCAL AND NATIONAL STANDARDS FOR SLIP RESISTANCE.

APPROVED 6" ADDRESS NUMBERS AND 3" SUITE NUMBERS SHALL BE PROVIDED FOR ALL BUILDINGS IN SUCH A POSITION AS TO BE DIRECTLY VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY.

THE INTERNATIONAL 4" X 4" "NO SMOKING" SYMBOL SHALL BE POSTED AT ALL ENTRANCES.

ALL PRODUCTS LISTED BY I.C.B.O. / M.E.R. NUMBER(S) SHALL BE INSTALLED PER THE REPORT AND MANUFACTURER'S WRITTEN INSTRUCTIONS. PRODUCT SUBSTITUTION FOR PRODUCTS LISTED SHALL HAVE I.C.B.O. APPROVED EVALUATION REPORTS OR BE APPROVED AND LISTED BY OTHER NATIONALLY RECOGNIZED TESTING AGENCIES.

THE MAXIMUM FLAME-SPREAD CHARACTERISTICS OF ALL INTERIOR FINISH MATERIALS SHALL BE CLASS C WITH A FLAME-SPREAD INDEX OF 76-200 AND SMOKE DEVELOPED INDEX OF 0-450.

INDIVIDUAL OCCUPANCIES FOR EACH SPACE SHALL BE POSTED IN CONSPICUOUS PLACE.

ALL ROOF MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS A MIN 12" ABOVE EQUIPMENT - SEE DIAGRAHM

JOB SITE SAFETY:

NEITHER THE OWNER, ARCHITECT NOR ANY OF THE PROJECT TEAM ENGINEERS ASSUME ANY RESPONSIBILITY OR LIABILITY FOR JOB SITE SAFETY. ALL CONSTRUCTION MEANS, METHODS, SEQUENCES, PROCEDURES AND TECHNIQUES ARE SOLELY THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.

CONTRACTOR SHAL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION.

CONTRACTOR SHALL REPAIR AND/OR REPLACE ALL FINISHES DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO TENANT OR OWNER.

CONTRACTOR SHALL MAINTAIN A SAFE AND SECURE SITE FOR THE COMPLETE DURATION OF THE PROJECT.

CONTRACTOR SHALL VERIFY ALL BLOCKING, ROUGH-IN AND ANCHORAGE REQUIREMENTS WITH OWNER PRIOR TO CONSTRUCTION.

FIRE SAFETY:

BUILDING IS FULLY SPRINKLERED PER NFPA STD 13
ANY MODIFICATIONS TO EXISTING SYSTEM SHALL BE DONE BY THE ORIGINAL SPRINKLER CONTRACTOR

DEFFERED SUBMITTAL:

PER IBC SECTION 106.3.4.1 TAMAS TOROK, THE REGISTERED DESIGN PROFESSIONAL I CHARGE SHALL BE RESPONSIBLE FOR REVIEWING AND COORDINATING SUBMITTAL DOCUMENTS PREPARED BY OTHERS, INCLUDING PHASED AND DEFERRED SUBMITTAL ITEMS, FOR COMPATIBILITY WITH THE DESIGN OF THE TENANT IMPROVEMENT.

PER IBC SECTION 106.3.4.2 SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE, WHO SHALL REVIEW THEM AND FORWARD THEM TO THE BUILDING OFFICIAL WITH A NOTATION INDICATING THAT THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED AND THAT THEY HAVE BEEN FOUND TO BE IN GENERAL CONFORMANCE WITH THE DESIGN OF THE THE BUILDING.

DEFERRED SUBMITTALS:
-FIRE SPRINKLER
-FIRE ALARM

PROJECT INFORMATION:

SITE LOCATION: SEC DYSART ROAD AND THOMAS ROAD

ZONING: PAD

ADJACENT ZONING:
NORTH: PAD
SOUTH: PAD-RESIDENTIAL
EAST: PAD
WEST: PAD-RESIDENTIAL - CITY OF GOODYEAR

PARCEL NUMBER: 501-75-008N
501-75-008P
501-75-008M (CORNER PARCEL)

GROSS SITE AREA: 606,653 S.F. (13.93 ACRES)

NET SITE AREA:
PARCELS N AND P 501,079 S.F. (11.5 ACRES)
CORNER PARCEL (M) 73,274 S.F. (1.68 ACRES)

TOTAL NET SITE AREA: 574,353 S.F. (13.18 ACRES)

LANDSCAPE AREA: 73,039 S.F. (12.7%)

MAXIMUM BUILDING HEIGHT: 30'

PROPOSED USE: RETAIL, RESTAURANT, OFFICE, BANK

BUILDING DATA:

PARCELS N&P:

BLDG "A"	17,000 S.F.
BLDG "B"	10,000 S.F.
BLDG "C"	7,500 S.F.
BLDG "D"	18,000 S.F.
BLDG "E"	20,000 S.F.
BLDG "F"	20,000 S.F.
SECOND FLR (OVER BLDG A&B):	20,000 S.F.

NET BUILDING AREA (ENCLOSED INCLUDING 2ND FLR): 112,500 S.F.

GROSS BUILDING AREA (UNDER ROOF): 105,479 S.F.
(INCLUDES BREEZEWAY AND CANOPIES)

LOT COVERAGE: 21%

PARCEL M (CORNER PARCEL):
SEE DP-07 FOR MORE INFORMATION

PARKING DATA:

PARCELS N&P:

RETAIL = 79,400 S.F./300 = 265 SPACES REQ'D
RETAIL SPACES PROVIDED = 288

OFFICE = 33,100 S.F./250 = 133 SPACES REQ'D
OFFICE SPACES PROVIDED = 144

TOTAL PROVIDED REQUIRED: 398 SPACES

TOTAL PARKING PROVIDED: 552 SPACES

ACCESSIBLE SPACES REQUIRED: 8 SPACES
ACCESSIBLE SPACES PROVIDED: 14 SPACES

PARKING RATIO: 4.9/1,000

PARCEL M (CORNER PARCEL):
SEE SHEET DP-07 FOR ADDITIONAL INFORMATION

LEGAL DESCRIPTION:

PARCELS N&P:

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 2 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 35; THENCE SOUTH 89°18'37" EAST ALONG THE NORTH LINE OF SAID SECTION 35, A DISTANCE OF 750.02 FEET; THENCE SOUTH 00°16'08" WEST, PARALLEL WITH THE WEST LINE OF SAID SECTION 35, A DISTANCE OF 926.02 FEET; THENCE NORTH 89°18'37" WEST, PARALLEL WITH THE NORTH LINE OF SAID SECTION 35, A DISTANCE OF 750.02 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 35; THENCE NORTH 00°16'08" EAST ALONG THE WEST LINE OF SAID SECTION 35, A DISTANCE OF 926.02 FEET TO THE POINT OF BEGINNING;

EXCEPT THE NORTH 40.00 FEET THEREOF; AND

EXCEPT THE WEST 65.00 FEET THEREOF; AND ALSO

EXCEPT THAT PORTION THEREOF, AS CONVEYED BY THE INSTRUMENT RECORDED DECEMBER 19, 2005, IN DOCUMENT NO. 2005-1910659, RECORDS OF MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 35; THENCE SOUTH 89°18'37" EAST ALONG THE NORTH LINE OF SAID SECTION 35, A DISTANCE OF 380.92 FEET; THENCE SOUTH 00°00'00" EAST, A DISTANCE OF 40.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00°00'00" EAST, A DISTANCE OF 281.29 FEET; THENCE SOUTH 90°00'00" WEST, A DISTANCE OF 317.42 FEET; THENCE NORTH 00°16'08" EAST, PARALLEL TO AND 65.00 FEET EAST OF THE WEST LINE OF SAID SECTION 35, A DISTANCE OF 285.10 FEET; THENCE SOUTH 89°18'37" EAST, PARALLEL TO AND 40.00 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 35, A DISTANCE OF
316.10 FEET TO THE TRUE POINT OF BEGINNING.

VICINITY MAP:

NORTH

PROJECT DIRECTORY:

OWNERS:
CENTRE POINTE DEVELOPMENT
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F 480.505.0901

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HARWOOD HEIGHTS, IL 60706
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F 708.867.6048

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F 480.882.2571

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F 602.279.4086

CIVIL:
SVK ENGINEERING
SHANE KOBIALKA
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F 480.294.6770

LANDSCAPE:
LANDGROUP LANDSCAPE ARCHITECTS
STEVE VOORHEES
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GILBERT, AZ 85234
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F 480.907.6969

CENTRE POINTE DEVELOPMENT

OWNERSHIP OF INSTRUMENTS OF SERVICE

COPYRIGHT MORRIS+TOROK ARCHITECTS: THESE PLANS ARE COPYRIGHTED AND PROTECTED UNDER SECTION 102 OF THE UNITED STATES COPYRIGHT ACT AS AMENDED, 17 U.S.C. §§101 ET SEQ. ("THE ACT") AS BOTH "ARCHITECTURAL WORK" AND AN "ARCHITECTURAL WORK". THE ACT PROTECTS THESE PLANS AND STRUCTURES THAT MAY BE BUILT BASED ON THESE PLANS, AMONG OTHER THINGS. THE PROTECTION EXTENDS TO THE OVERALL FORM AS WELL AS THE ARRANGEMENT AND COMPOSITION OF SPACES AND ELEMENTS IN DESIGN DRAWINGS AND SPECIFICATIONS INCLUDING ELECTRONIC MEDIA. AS INSTRUMENTS OF SERVICE AND, AND SHALL REMAIN THE PROPERTY OF THE ARCHITECTS WHETHER THE PROJECT FOR WHICH THEY WERE PREPARED IS EXECUTED OR NOT. THEY ARE NOT TO BE USED ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT BY ANY MEANS, EXCEPT BY AGREEMENT IN WRITING AND WITH AN APPROPRIATE COMPENSATION TO MORRIS+TOROK ARCHITECTS AND OR ANY OF HIS AFFILIATES. ANY UNAUTHORIZED USE OF THESE PLANS WILL RESULT IN LEGAL ACTION AGAINST THE INFRINGERS, WHICH WILL REQUIRE THE INFRINGER TO PAY ALL LEGAL COSTS, AND EXPENSES INVOLVED IN BRINGING SUCH LEGAL ACTION.

MORRIS+TOROK ARCHITECTS

VOICE: 480.229.9679 EMAIL: CHRISTINE@MTARCHITECTS.US

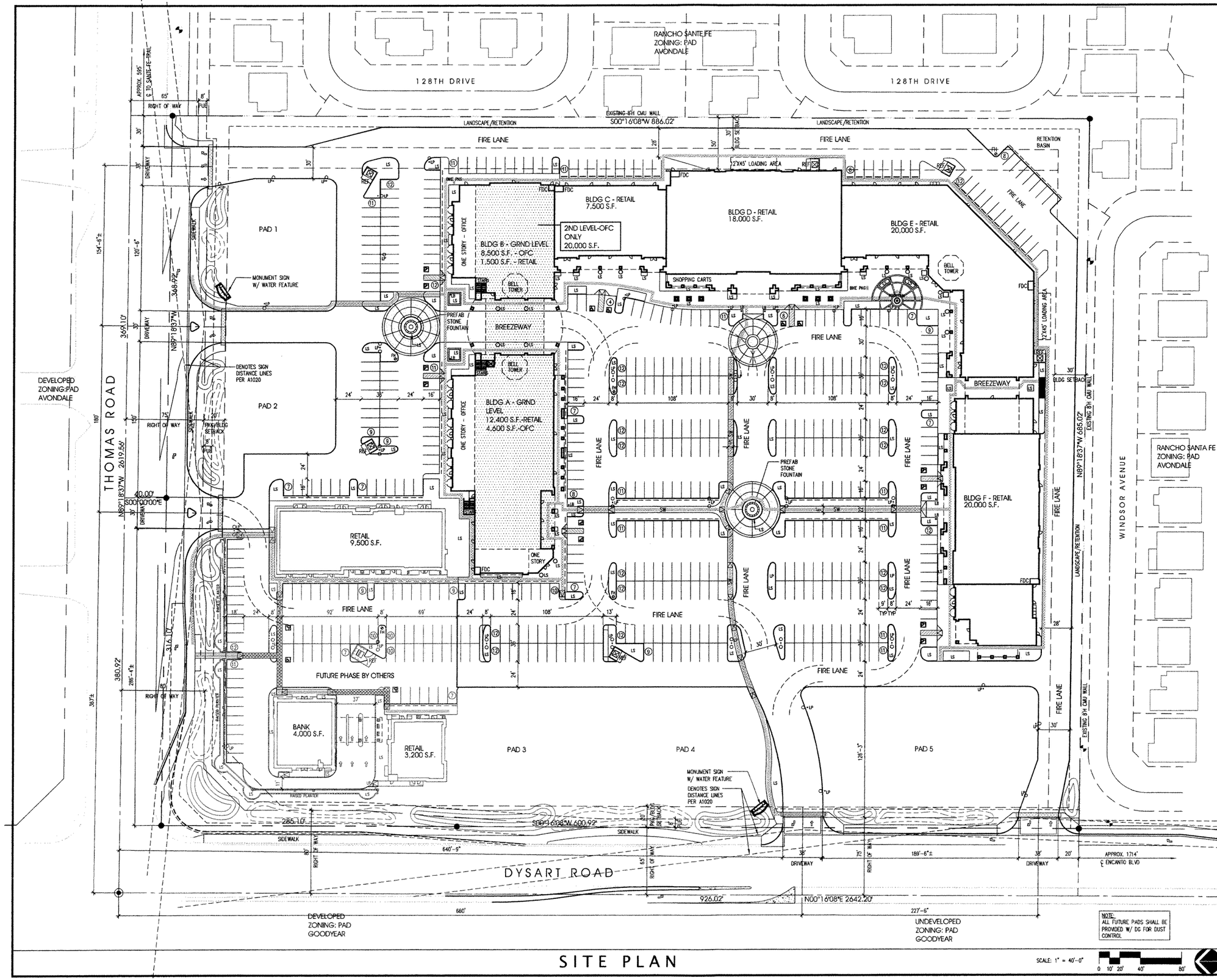
PROJECT INFORMATION

REGISTERED ARCHITECT CERTIFICATE NO. 22217 TAMAS PETER TOROK ARIZONA U.S.A.

JOB NO. 08CAMPANAS-CPD

ISSUE DATE: 10.20.08

INFO



SITE PLAN

SCALE: 1" = 40'-0"

GENERAL SITE PLAN NOTES:

1. ALL EXISTING OR PLANNED POWER LINES LESS THAN 69KV WITH OR ADJACENT TO THE SITE SHALL BE REQUIRED TO BE PLACED UNDERGROUND.
2. ALL LANDSCAPE AREAS TO BE PRIVATELY MAINTAINED.
3. ALL ROOF MOUNTED EQUIPMENT SHALL BE FULLY SCREENED MIN. 12" ABOVE THE HEIGHT OF THE EQUIPMENT.
4. ALL SIGNAGE SHALL BE UNDER SEPARATE SUBMITTAL, REVIEW AND PERMIT.
5. ALL DRIVE THRU RESTAURANTS SHALL REQUIRE SEPARATE USE PERMIT, VARIANCE AT THE EXPENSE OF THE TENANT, AND WILL REQUIRE APPROVAL FROM THE CITY OF AVONDALE.
6. ALL BUILDING ELEVATIONS SHOWN ABOVE 30'-0" ARE CONSIDERED ARCHITECTURAL ORNAMENTAL ELEMENTS/EMBELLISHMENTS, AND THEY ARE NON-USABLE AND UNOCCUPIED SPACE.
7. FIRE DEPARTMENT CONNECTION SHALL BE CLEARLY ACCESSIBLE AND VISIBLE FROM FIRE ACCESS LANE. FDC MAY EITHER BE LOCATED IN A REMOTE AREA WITH APPROVED SIGNAGE OR MAY BE LOCATED ON THE BUILDING. THE FDC SHALL FACE ONTO FIRE ACCESS LANE.
8. LOCK BOX SHALL BE PROVIDED AT EACH BUILDING. MINIMUM ONE LOCK BOX LOCATED AT FRONT OF BUILDING AND ONE AT REAR OF BUILDING BY RISER ROOM. MULTI-TENANT BUILDING SHALL HAVE ONE LOCK BOX FRONT AND REAR OF BUILDING FOR EVERY THREE TENANT SPACES.
9. FIRE SPRINKLER AND FIRE ALARM PLANS TO BE SUBMITTED TO THE CITY OF AVONDALE UNDER SEPARATE SUBMITTALS, AND THE APPROVED DRAWINGS SHALL BE KEPT ON THE JOB SITE AT ALL TIMES.
10. 7' MIN. CLEARANCE IS REQUIRED FROM FIRE EQUIPMENT IN ALL DIRECTIONS TO NEW LANDSCAPING.
11. THE INTERNATIONAL "NO SMOKING" SIGN SHALL BE PLACED AT EACH ENTRANCE TO THE BUILDING IN PREDOMINANT, CONSPICUOUS LOCATION.
12. ALL LANDSCAPED AREAS SHOWN ON THE PLAN AND ALL OFF-SITE PERIMETER IMPROVEMENTS ALONG DYSART AND THOMAS ROADS SHALL BE INSTALLED IN THE FIRST PHASE OF DEVELOPMENT.
13. BIKE RACKS SHALL BE PAINTED TO MATCH ADJACENT BUILDING.
14. PLANT MATERIAL WITHIN THE SITE VISIBILITY TRIANGLE SHALL BE MAINTAINED TO BE LOWER THAN 2' (SHRUBS AND SMALL TREES) OR TALLER THAN 7' (BOTTOM OF TREE CANOPY) AND SHALL BE REGULARLY PRUNED TO PERMIT UNOBSTRUCTED VISION.
15. THE PROJECT IS SUBJECT TO THE 2008 GENERAL ENGINEERING REQUIREMENTS, THE DESIGN MANUALS FOR COMMERCIAL, ZONING ORDINANCE, GENERAL PLAN AND NORTH AVONDALE SPECIFIC PLAN FOR ALL SITE DESIGN DETAILS AND REQUIREMENTS.

SYMBOLS LEGEND:

- (X) DENOTES NUMBER OF PARKING SPACES
- LP DENOTES LIGHT POLE BASE
- LS DENOTES LANDSCAPE
- LB DENOTES LIGHT BOLLARD
- DENOTES ACCESSIBLE ROUTE OF TRAVEL

FIRE TURNING RADIUS: 20' R28' R48'

VICINITY MAP:

CENTREPOINTE DEVELOPMENT

PIAZZA DEL CAMPANAS

OWNERSHIP OF INSTRUMENTS OF SERVICE

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MORRIS + TOROK
ARCHITECTS

VOICE: 480.229.9679 EMAIL: CHRISTINE@MTARCHITECTS.US

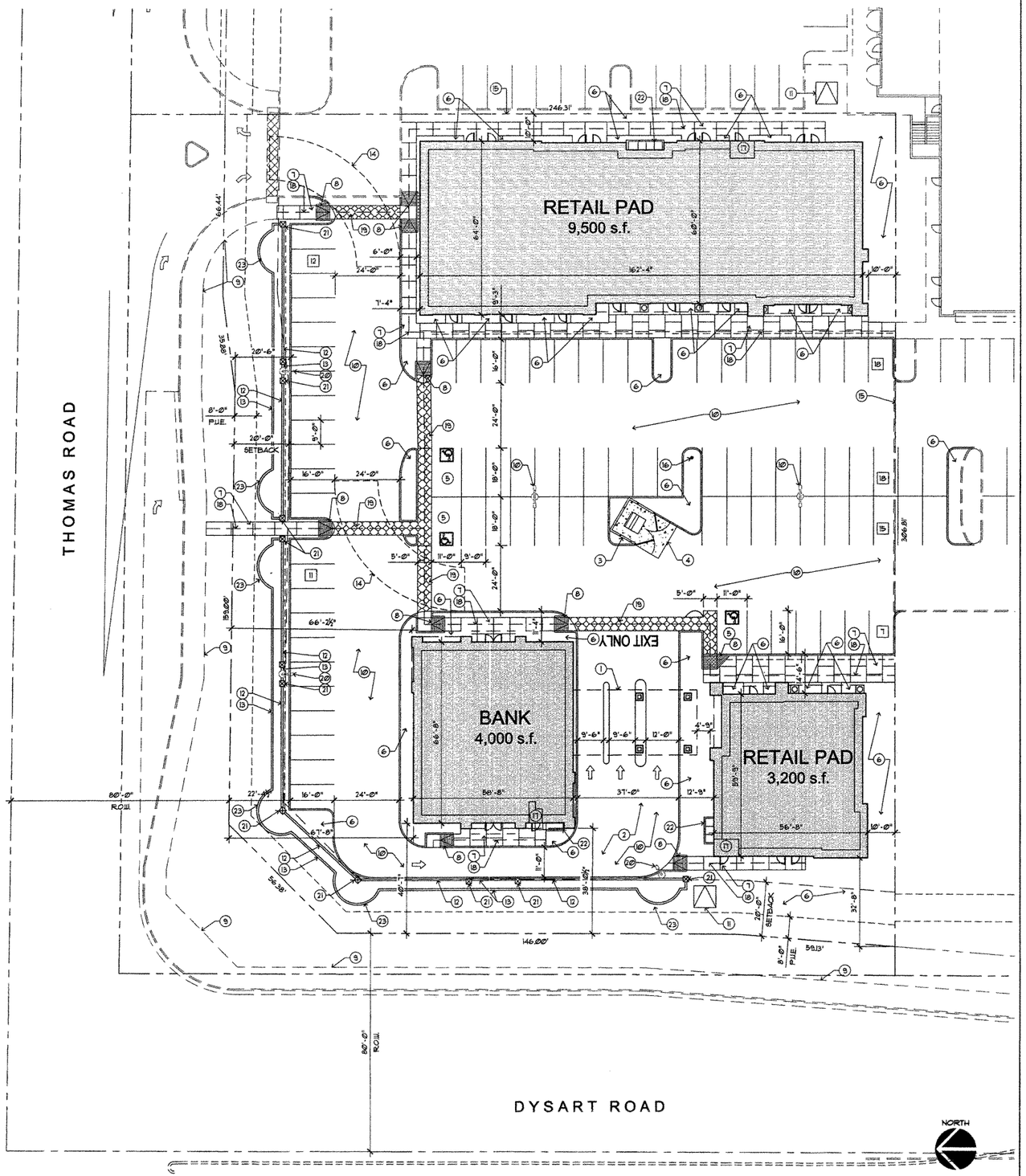
SITE PLAN

REGISTERED ARCHITECT 27217 TAMAS PETER TOROK ARIZONA, U.S.A.

JOB NO. 08CAMPANAS-CPD

ISSUE DATE: 10.20.08

A1



PRELIMINARY SITE PLAN

SCALE: 1" = 20'

SITE PLAN KEY NOTES

1. DRIVE-THRU CANOPY
2. DRIVE-THRU QUEUING LANE
3. REFUSE ENCLOSURE
4. CONCRETE SLAB AT REFUSE APRONS
5. ACCESSIBLE PARKING - 11'-0" WIDE STALLS, 5'-0" AISLE
6. LANDSCAPE AREA
7. CONCRETE SIDEWALK (MINIMUM 4'-0" WIDE)
8. ACCESSIBLE RAMP
9. CONCRETE SIDEWALK (BY OTHERS)
10. ASPHALT CONCRETE PAVING - SEE CIVIL DRAWINGS
11. TRANSFORMER LOCATION
12. 3 ½' MASONRY SCREEN WALL - SEE DETAIL BELOW
13. 1 ½' MASONRY LANDSCAPE PLANTER WALL W/STUCCO FINISH SEE DETAIL BELOW
14. FIRE TRUCK TURNING RADII (32' INSIDE, 48' OUTSIDE)
15. PROPERTY LINE
16. FIRE HYDRANT
17. FIRE RISER ROOM
18. ACCESSIBLE ROUTE
19. DETECTABLE WARNING SURFACE -STAMPED ASPHALT
20. LIGHT POLE
21. SCREEN WALL STONE COLUMN - SEE DETAIL BELOW
22. S.E.S. PANEL
23. 1 ½' MASONRY LANDSCAPE WALL WITH STONE FINISH - SEE DETAIL BELOW - ON CURVED AREA

DEVELOPMENT DATA

ZONING	PAD - PLANNED AREA DEVELOPMENT	
NET SITE AREA	83,011 S.F.	1.91 AC.
TOTAL GROSS FLOOR AREA	16,700 S.F.	
% OF COVERAGE	20.12 %	

PARKING TOTALS

REQUIRED*	69 SPACES
PROVIDED	81 SPACES
RATIO	4.85 / 1,000

ACCESSIBLE PARKING

(2% OF TOTAL PROVIDED PER ADA CODE)

REQUIRED	2 SPACES
PROVIDED	3 SPACES

BUILDING DATA

BANK

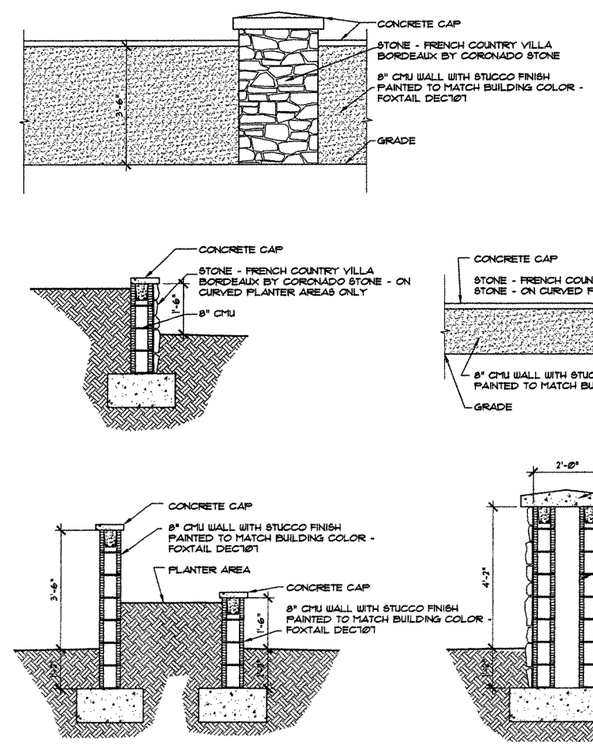
BUILDING AREA	4,000 S.F.
PARKING REQUIRED	27 SPACES
PARKING PROVIDED	27 SPACES
PARKING RATIO	6.75 / 1,000

PAD (RETAIL)

BUILDING AREA	9,500 S.F.
PARKING REQUIRED	32 SPACES
PARKING PROVIDED	43 SPACES
PARKING RATIO	4.53 / 1,000

PAD (RETAIL)

BUILDING AREA	3,200 S.F.
PARKING REQUIRED	11 SPACES
PARKING PROVIDED	11 SPACES
PARKING RATIO	3.44 / 1,000



SITE WALL DETAILS

ARCHICON, L.C.
Architecture & Interiors
4041 NORTH CENTRAL AVENUE
SUITE C-100
PHOENIX, ARIZONA 85012
(602) 222-4266
FAX (602) 279-4066
www.ARCHICON.COM

PARKWAY AVONDALE RETAIL

SEC OF THOMAS ROAD & DYSART ROAD

PARCEL-1, DYSART BUSINESS PLAZA

AVONDALE, ARIZONA

JOB NO: 0612651-02
PROJECT MGR: GH
DRAWN BY: GH
CHECKED BY: VINCE DALKE

NO.	REVISION	DATE

THESE DRAWINGS ARE "NOT FOR CONSTRUCTION" UNTIL ALL ITEMS ARE INITIALED AND DATED

	INITIAL	DATE
SUBMITTED TO CITY		
ISSUED FOR BIDDING FINAL COORDINATION & APPROVAL HAS NOT BEEN COMPLETED		
CITY APPROVAL		
ISSUED FOR CONST. S.C. SHALL REVIEW SET TO OWNER WITHIN 5 WORKING DAYS OR S.C. ASSUMES ALL CHANGES		

SHEET TITLE:
PRELIMINARY SITE PLAN

ARCHITECT
32789
VINCENT J. DALKE
REGISTERED
ARIZONA, U.S.A.
EXPIRES: 12/31/08

DP-07

ISSUE DATE: 30 OCT 2006

LANDSCAPE SCHEDULE

Botanical \Common Name	Size	QTY	Remarks
TREES			
ACACIA salicina Willow Acacia	15 Gal.	53	7'H x 3'W x 1.5" Cal. (Min.)
DALBERGIA sissoo Rosewood	15 Gal.	54	6'H x 4'W x 1.5" Cal. (Min.)
CHITALPA x tashkentensis 'Pink Dawn' PINK DAWN Chitalpa / Multi	24" Box	51	*7'H x 4'W x 2" Cal. (Min.)
CAESSALPINIA mexicana Mexican Bird of Paradise	15 Gal.	4	6'H x 3'W x 1.5" Cal. (Min.) /
PISTACIA x 'Red Push' Red Push Chinese Pistache	24" Box	29	8'H x 5'W x 2.0" Cal. (Min.)
CERCIDIUM hybrid Desert Museum	15G/24*	14/30	6'H x 3'W x 1.5" Cal. (Min.) / 8'H x 4'W x 2" Cal. (Min.)
OLEA europaea 'Swan Hill' Swan Hill Olive	24" Box	30	8'H x 4'W x 2.0" Cal. (Min.)
ULMUS parvifolia 'Drake' Drake's Evergreen Elm	24" Box	10	8'H x 4'W x 2.0" Cal. (Min.)
PALMS			
CHAMAEROPS humilis Mediterranean Fan Palm	24"	15	3' x 3' x 3'
PHOENIX dactylifera Date Palm	20 TF	per plan	SEE PALM TREE NOTES
WASHINGTONIA filifera Californian Fan Palm	8' / 10' / 12'	Eq/Eq/ Eq	(See Palm Tree Notes) Provide Equal Nos. of ALL SIZES
SHRUBS / ACCENTS			
AGAVE geminiflora Twin-Flowered Agave	5 Gal.	22	
BOUGAINVILLEA species 'Fire Mound' Fire Mound Bougainvillea	5 Gal.	2	
CORTADERIA selloana 'Dwarf' Dwarf Pampass Grass	5 Gal.	16	3' O.C.
DALEA frutescens Black Dalea	5 Gal.	5	3' O.C.
EREMOPHILA Valentine Valentine Bush	5 Gal.	87	3' O.C.
HESPERALOE parviflora Red Yucca	5 Gal.	199	3' O.C.
LEUCOPHYLLUM laevigatum Chihuahuan Sage	5 Gal.	15	4' O.C.
DASYLIRION texanum Green Desert Spoon	5 Gal.	52	4' O.C.
MUHLENBERGIA capillaris 'R. Mist' Regal Mist Deer Grass	5 Gal.	307	3-1/2' O.C.
MUHLENBERGIA lindheimeri 'Autumn Glow' Autum Glow Grass	1G/5 Gal	-/135	4' O.C.
MUHLENBERGIA rigens Deer Grass	5 Gal.	259	4' O.C.
NERIUM oleander 'Petite Pink' Dwarf Pink Oleander	5 G./1 Gal.	-/105	4-1/2' O.C. - Protect from frost
TECOMA species 'GOLD STAR' GOLD STAR Trumpet Bush	5 Gal.	38	4-1/2' O.C. - NO SUBSTITUTIONS AT ALL !!!
RUELLIA peninsularius Desert Ruellia	5 Gal.	18	3' O.C.
RUELLIA brittoniana Blue Ruellia	5 Gal.	196	4' O.C.
GROUNDCOVERS			
ANDROPOGON scoparius Little Bluestem	5 Gal.	29	3' O.C. / NO SUBSITUTIONS
ASPAPAGUS densiflorus 'Sprengeri' Asparagus Fern	1 Gal.	68	2-1/2' O.C.
CALLISTEMON citrinus 'Little John' Dwarf Bottle Brush	5 Gal.	87	3' O.C.
CARISSA grandiflora 'Green Carpet' Green Carpet Natal Plum	5 Gal.	23	3' O.C.
LANTANA camara 'Gold Mound' Gold Mound Lantana	5 Gal.	348	3-1/2' O.C.
RUELLIA brittoniana 'Katie' Katie Ruellia	5 Gal.	8	2' O.C.
ROSMARINUS officinalis 'Prostrate' Prostrate Rosemary	5 Gal.	239	3' O.C.
MISC.			
TURF — *CYNODON dactylon 'TIFFGREEN' TIFF GREEN Bermudagrass	SOD	NONE	(As Approved by Owner) PREPARE SOIL AS REQUIRED
CONCRETE HEADER To Match Concrete Walk	6" x 6"	-	Color - Natural Grey See Concrete Header Detail
DG — DECOMPOSED GRANITE Type: 1/2" Screened Apache Brown	1/2" screened	- sf.	(As Approved By Owner) 2" Deep, All Planting Areas
GRANITE BOULDERS Surface Select Boulders	3'x3'x3'	PER PLAN	1.5 Tons ea./Bury 1/3 - See Detail
GRANITE CHUNKS To match Decomposed Granite	2"-3"	PER PLAN	Rip Rap to be Grouted in all Right of Way Areas and turf areas. Install w/ Filter Fabric in all locations. Install at all Head walls, Curbcuts & Downspouts.

* TREES SHALL MEET OR EXCEED THE SPECIFICATIONS OF THE ARIZONA NURSERY ASSOCIATION FOR: HEIGHT, WIDTH AND CALIPER OF EACH TREE FOR THEIR CONTAINER SIZE.

** MULTI TRUNK TREE SHOWN AT SMALLER HIEGHT THAN ALL OTHER 24" BOX TREES

LANDSCAPE NOTES / City of Avondale

COLORFUL, DROUGHT-TOLERANT PLANT MATERIAL from ANA PLANT LIST TO BE USED IN ALL STREET FRONTAGES

100 % OF REQUIRED SHRUBS TO BE 5 GAL.

MIN. TREE SIZE TO BE 15 GALLON WITH 25 % OF REQUIRED TREES TO BE MATURE (24" BOX MIN) .

STREET FRONTAGE: VEGETATIVE GROUND COVER TO OCCUPY 25 % OF THE TOTAL STREET FRONTAGE LANDSCAPE AREA (typ).

A MIN. OF ONE TREE SHALL BE PRVIDED FOR EVERY 8 PARKNG SPACES EXLUSIVE OF PERIMETER LANDSCAPING & STREET TREES& PLANTED WITHIN PARKING LOT.

PARKING LOT PLANTERS SHALL BE MAINTAINED TO A HEIGHT OF NO MORE THAN 3' WITH TREE CANOPIES CLEAR UP TO 5' MIN.

ALL LANDSCAPE AREAS TO BE WATERED WITH AN AUTOMATED UNDERGROUND IRRIGATION SYSTEM.

ALL PARKING LOTS SHALL BE SEPARATED FROM ADJACENT RESIDENTIAL USES BY A 10' LANDSCAPE STRIP PLANTED WITH A MIN. OF 1 TREE EVERY 20' O.C. AND AN 6' MASONRY WALL.

ALL LANDSCAPE AREAS SHALL BE MAINTAINED IN A HEALTHY, NEAT, CLEAN, WEED-FREE CONDITION. MAINTENANCE FOR THIS PROJECT SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.

STREET FRONTAGE: ONE TREE AND TWO SHRUBS TO BE PLANTED FOR EVERY 20' OF STREET FRONTAGE (typ)

FOR DUST CONTROL PURPOSES, ALL UNDEVELOPED PAD SITES SHALL BE COVERED WITH 3/4" INCH DECOMPOSED GRANITE TO A DEPTH OF NOT LESS THAN 2 INCHES. THIS IS REQUIRED PER ZONING ORDINANCE 1204.D.4

LANDSCAPE AREAS

	Required	Provided
A. On-Site Landscape Area Commercial: 10% of net site area Industrial: 5%	50,800 sq. ft.	73,039 sq. ft.
B. Residential Buffer Landscape Area 10 ft. from all residential boundaries	23,200 sq. ft.	23,200 sq. ft.
C. Parking Landscape Area (min. 5%)	25,400 sq. ft.	25,400 sq. ft.
D. Parking Islands 1 Per 12 consecutive Parking Spaces min. 5' Wide and min. 50 s.f.	3,250 sq. ft.	11,357 sq. ft.
E. Foundation Planting Foundation Planting 33% of building Frontage for bldg. fronting on Public Streets	1,115 sq. ft.	1,115 sq. ft.

LANDSCAPE PLANTINGS

	Required	Provided
Right of Way Landscape Plantings		
F. Trees: 1 per 20 ft. of street frontage	41 trees	41 trees
G. Shrubs: 2 per 20 ft. of street frontage	82 shrubs	150+ shrubs
H. Shrub & Groundcover Area: 30%	15,240 sq. ft.	23,520 sq. ft.
Parking Space Plantings (Commercial Projects Only)		
I. Trees: 1 per 8 parking spaces	49 trees	53 trees
Residential Buffer Plantings		
J. Trees: 1 per 20 ft. of resid. boundaries	77 trees	77 trees
Special Planting Rqmts (PAD, Zoning, etc.)		

TOTALS

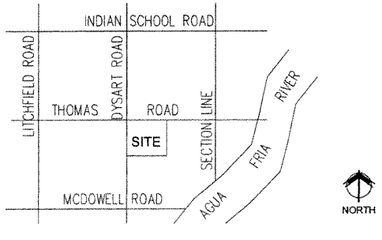
	Required	Provided
Total Landscape Areas	74,000 sq. ft.	96,239 sq. ft.
Total Right-of-Way Landscape Area	11,920 sq. ft.	11,920 sq. ft.
Total Useable Open Space Percent (P.A.D. Only)	0 %	0 %
Total Trees	167 trees	171 trees
Total 24" Box Trees (25% of Req'd. trees)	42 trees	43 trees
Total shrubs	82 shrubs	150+ shrubs
Total Groundcover (3/4" Select D.G.)	71,119 sq. ft.	90,958 sq. ft.

GENERAL NOTES

1. Twenty-four inch box trees shall have a minimum trunk height of eight (8) feet with a minimum 2-inch calliper measured 4 feet above the ground. Fifteen gallon trees shall have a mimimum trunk height of 6 feet with a mimimum 1 1/2" calliper measured 4feet above the ground.
2. The Property Owner and/or Lessee shall be responsible to Install/maintain all landscaping within the Right-of-Way.
3. A 3 foot clear space is required around all fire suppression equipment. No plants shall be installed that will encroach when mature
4. Planting in the Site Visibility Triangle Line shall be maintained so that no limbs hang lower than seven (7) feet seven (7) feet and shrubs or other plants painted within the Site Visibility Triangle Line shall be no taller than two (2) feet at full growth.
5. **DRIP IRRIGATION SHALL UTILIZE 40 P.S.I. PIPE ON CONSTRUCTION PLANS.**
6. **ALL PLANT MATERIALS TO BE FROM THE ADWR LOW WATER PLANT LIST.**

NOTE:
All construction shall be in accordance with the City of Avondale Supplement To MAG Specifications & Standard Details currently on file and available at the City of Avondale Engineering Department.

VICINITY MAP:



Land Group
Landscape*Architects
Landscape Architecture
Planning Design
3651 E. Baseline #222
Gilbert, Arizona 85234
Fax: 833.7313 Tele: 807.9808
landgroup@cox.net

SCALE

Piazza del Campanas

AVONDALE, ARIZONA

for:

Centre Pointe Development

PROJECT NAME

License Expires 9/30/2010
STEVEN D. VOORHEES
10/21/2008
ARIZONA, U.S.A.

SEAL

CLIENT REVIEW 06/23/2008
DR SUBMITTAL 07/14/2008
2ND DR SUBMITTAL 10/21/2008

REVISION(S)

OCT. 21, 2008

DATE

COVER SHEET

SHEET TITLE

P1 1 OF 3

SHEET

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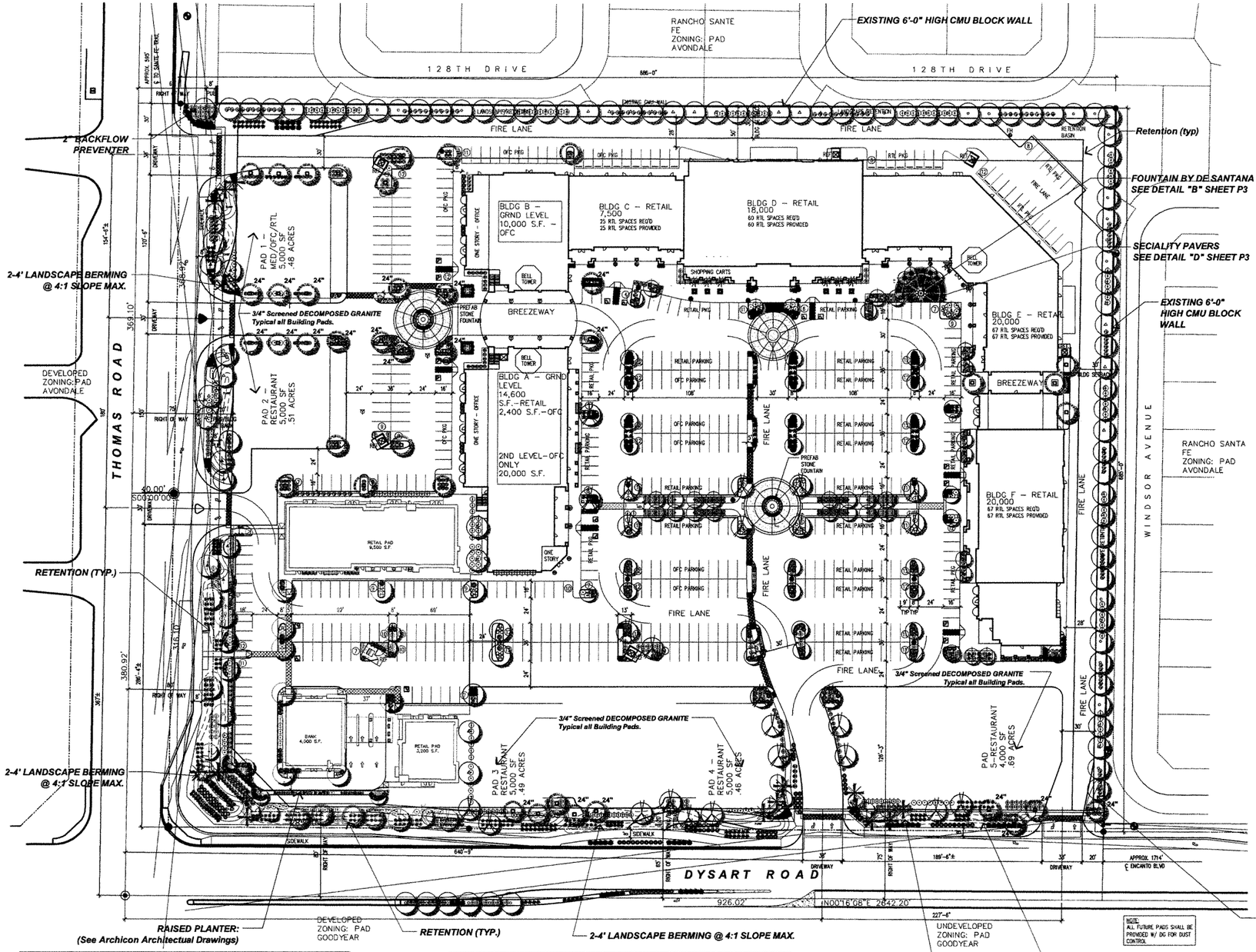

LANDSCAPE SCHEDULE

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OLEA europaea 'Swan Hill' Swan Hill Olive	24" Box	30	8'H x 4'W x 2.0" Cal. (Min.)
ULMUS parvifolia 'Drake' Drake's Evergreen Elm	24" Box	10	8'H x 4'W x 2.0" Cal. (Min.)
PALMS			
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PHOENIX dactylifera Date Palm	20 TF	per plan	SEE PALM TREE NOTES
WASHINGTONIA filifera Californian Fan Palm	8' / 10' / 12'	Eq/Eq/ Eq	(See Palm Tree Notes) Provide Equal Nos. of ALL SIZES
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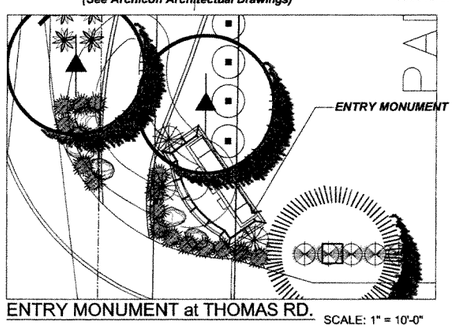
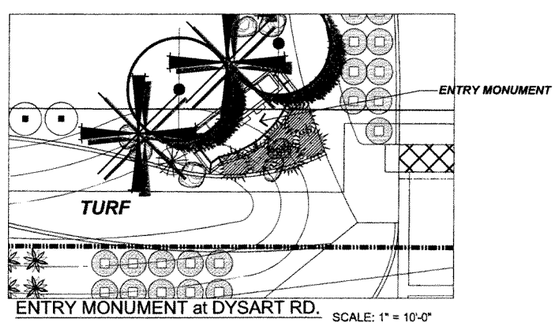
CORTADERIA selloana 'Dwarf' Dwarf Pampass Grass	5 Gal.	16	3' O.C.
DALEA frutescens Black Dalea	5 Gal.	5	3' O.C.
EREMOPHILA Valentine Valentine Bush	5 Gal.	87	3' O.C.
HESPERALOE parviflora Red Yucca	5 Gal.	199	3' O.C.
LEUCOPHYLLUM laevigatum Chihuahuan Sage	5 Gal.	15	4' O.C.
DASYLIRION texanum Green Desert Spoon	5 Gal.	52	4' O.C.
MUHLENBERGIA capillaria 'R. Mist' Regal Mist Deer Grass	5 Gal.	307	3-1/2' O.C.
MUHLENBERGIA lindheimeri 'Autumn Glow' Autum Glow Grass	1G/5 Gal	-/135	4' O.C.
MUHLENBERGIA rigens Deer Grass	5 Gal.	259	4' O.C.
NERIUM oleander 'Petite Pink' Dwarf Pink Oleander	5 G./1 Gal.	-/105	4-1/2' O.C. - Protect from frost
TECOMA species 'GOLD STAR' GOLD STAR Trumpet Bush	5 Gal.	38	4-1/2' O.C. - NO SUBSTITUTIONS AT ALL !!!
RUELLIA peninsularius Desert Ruellia	5 Gal.	18	3' O.C.
RUELLIA brittoniana Blue Ruellia	5 Gal.	196	4' O.C.
GROUNDCOVERS			
ANDROPOGON scoparius Little Bluestem	5 Gal.	29	3' O.C. / NO SUBSITUTIONS
ASPAPAGUS densiflorus 'Sprengeri' Asparagus Fern	1 Gal.	68	2-1/2' O.C.
CALLISTEMON citrinus 'Little John' Dwarf Bottle Brush	5 Gal.	87	3' O.C.
CARISSA grandiflora 'Green Carpet' Green Carpet Natal Plum	5 Gal.	23	3' O.C.
LANTANA camara 'Gold Mound' Gold Mound Lantana	5 Gal.	348	3-1/2' O.C.
RUELLIA brittoniana 'Katie' Katie Ruellia	5 Gal.	6	2' O.C.
ROSMARINUS officinalis 'Prostrate' Prostrate Rosemary	5 Gal.	239	3' O.C.
MISC.			
TURF — *CYNODON dactylon 'TIFFGREEN' TIFF GREEN Bermudagrass	SOD	NONE	(As Approved by Owner) PREPARE SOIL AS REQUIRED
CONCRETE HEADER To Match Concrete Walk	6" x 6"	-	Color - Natural Gray See Concrete Header Detail
DG — DECOMPOSED GRANITE Type: 1/2" Screened Apache Brown	1/2" screened	- sf.	(As Approved By Owner) 2" Deep, All Planting Areas
GRANITE BOULDERS Surface Select Boulders	3'x3'x3'	PER PLAN	1.5 Tons ea./Bury 1/3 - See Detail
GRANITE CHUNKS To match Decomposed Granite	2"-3"	PER PLAN	Rip Rap to be Grouted in all Right of Way Areas and turf areas. Install w/ Filter Fabric in all locations. Install at all Head walls, Curbcuts & Downspouts.

SHRUBS AND GROUND COVER TYPE & LOCATIONS ARE SCHEMATIC (for the Preliminary Landscape Plan). The specific type & location of Shrubs & Ground Covers for all Landscape Areas will be shown on the CONSTRUCTION DOCUMENTS (TYP).



ENTRY MONUMENT at THOMAS RD. SCALE: 1" = 10'-0"



ENTRY MONUMENT at DYSART RD. SCALE: 1" = 10'-0"

CONCEPTUAL LANDSCAPE PLAN

SCALE: 1" = 50'-0"

Land Group
Landscape Architecture
Planning Design
2651 E. Baseline #232
Gilbert, Arizona 85234
P480.832.7313 F480.967.6068
landgroup@cox.net

0 25 50 100

1" = 50' - 0"
SCALE

Piazza del Campanas

AVONDALE, ARIZONA

for:

Centre Pointe Development

PROJECT NAME

License Expires 9/30/2010

STEVEN D. VOORHEES
10/21/2008
ARIZONA, U.S.A.

SEAL

CLIENT REVIEW	06/23/2008
DR SUBMITTAL	07/14/2008
2ND DR SUBMITTAL	10/21/2008

REVISIONS

OCT. 21, 2008
DATE

PLANTING PLAN
SHEET TITLE

P2 2 OF 3
SHEET

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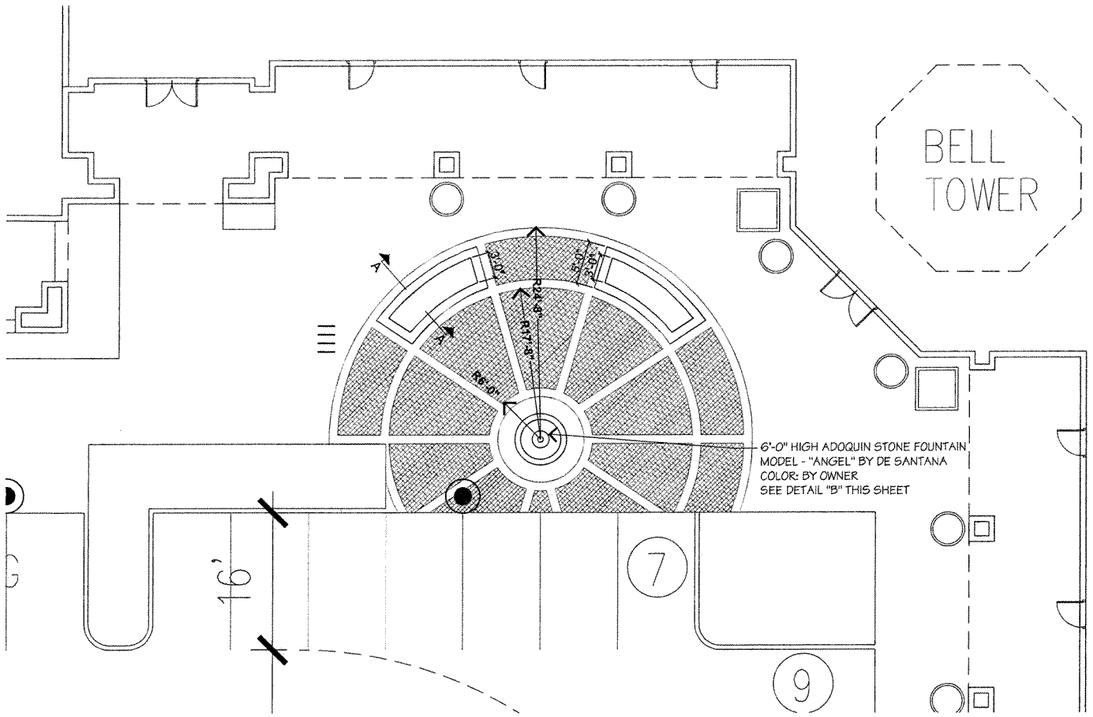
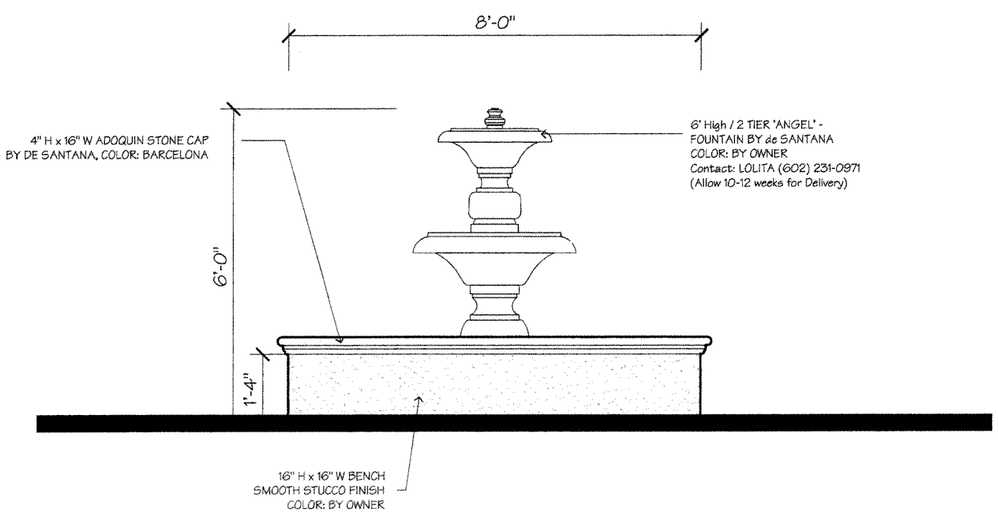


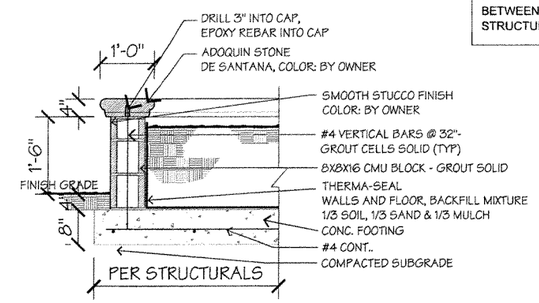
A PAVER BOUNDRY EDGE Plan

SCALE: 1/8" = 1'-0"



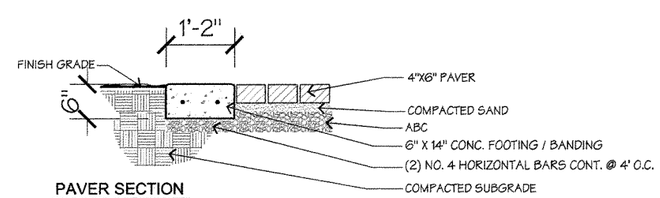
B FOUNTAIN Elevation

SCALE: 3/4" = 1'-0"



C PLANTER WALL Section A-A

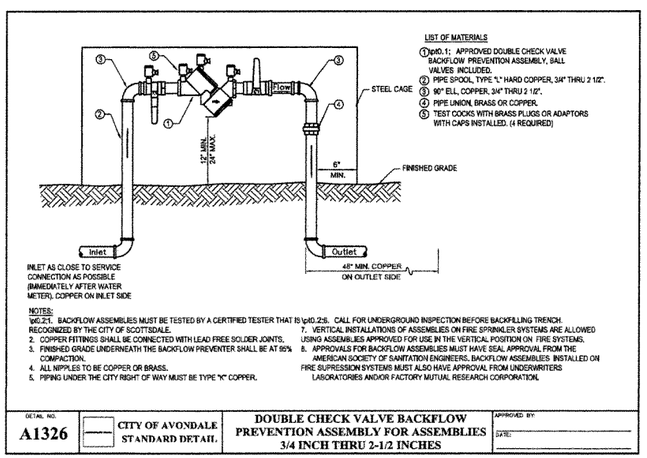
SCALE: 3/4" = 1'-0"



PAVER SECTION

D PAVER BOUNDRY EDGE DETAIL

SCALE: 1" = 1'-0"



NOTE:
SHOULD THERE BE ANY DISCREPANCIES BETWEEN LANDSCAPE AND STRUCTURAL DETAILS, STRUCTURAL DETAILS TAKE PRECEDENCE.

Land Group
Landscape•Architects
Landscape Architecture
Planning Design
3647 E. Baseline #223
Gilbert, Arizona 85234
Fax: 480.497.4949
landgroup@cox.net

AS SHOWN
SCALE

Piazza del Campanas

AVONDALE, ARIZONA

for:

Centre Pointe Development

PROJECT NAME

License Expires 9/30/2010

STEVEN D. VOORHEES
10/21/2008
ARIZONA, U.S.A.

SEAL

CLIENT REVIEW	06/23/2008
DR SUBMITTAL	07/14/2008
2ND DR SUBMITTAL	10/21/2008

REVISIONS

OCT. 21, 2008
DATE

PAVING / WALL / BACKFLOW DETAILS
SHEET TITLE

P3 3 OF 3
SHEET

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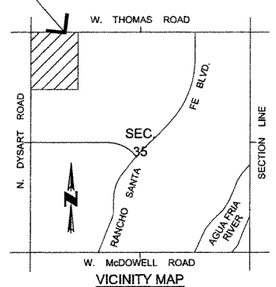
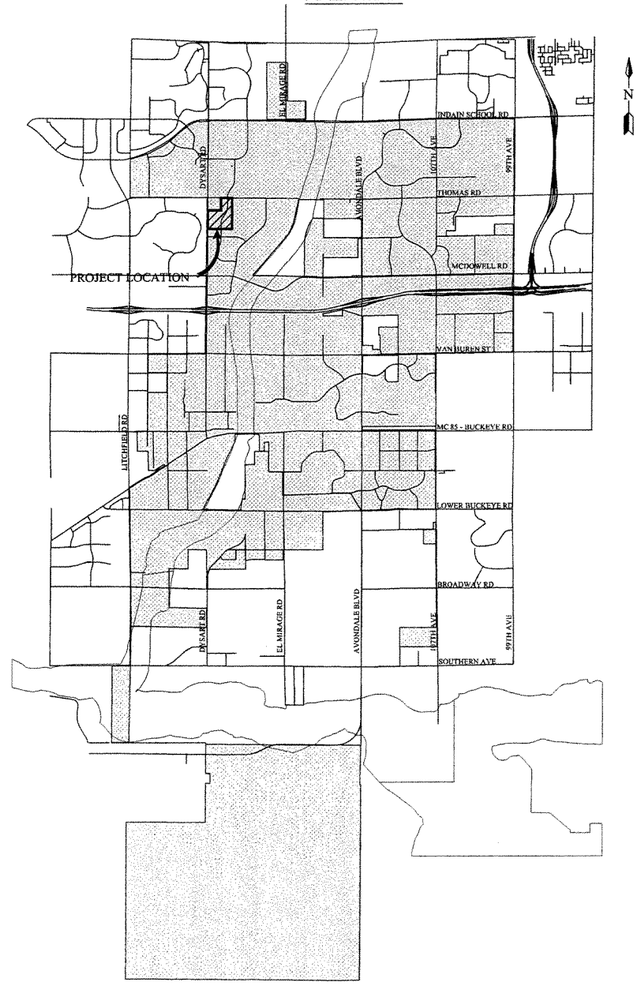
PIAZZA DE CAMPANAS
CITY PROJECT NO.
Section 35, Township 2 North & Range 1 West

THIS PROJECT



VICINITY MAP
(NOT TO SCALE)

AREA MAP



Utility Notification

THESE PLANS HAVE BEEN SUBMITTED TO THE FOLLOWING UTILITY COMPANIES. WHERE THE WORK TO BE DONE CONFLICTS WITH ANY OF THESE UTILITIES, THE CONFLICTS SHALL BE RESOLVED AS SPECIFIED IN THE SPECIAL NOTES AND/OR AS OTHERWISE NOTED ON THESE PLANS. CONFLICTS ARISING DURING THE COURSE OF CONSTRUCTION FROM UNFORESEEN CIRCUMSTANCES SHALL BE REPORTED TO THE INTERESTED UTILITY COMPANY AND BE RESOLVED BY THEM AND THE DESIGN ENGINEER.

SALT RIVER POWER DISTRICT
Phone Number: COMPANY REPRESENTATIVE DATE

ARIZONA PUBLIC SERVICE
Phone Number: COMPANY REPRESENTATIVE DATE

QWEST
Phone Number: COMPANY REPRESENTATIVE DATE

COX COMMUNICATIONS
Phone Number: COMPANY REPRESENTATIVE DATE

SOUTHWEST GAS
Phone Number: COMPANY REPRESENTATIVE DATE

SALT RIVER IRRIGATION DISTRICT
Phone Number: COMPANY REPRESENTATIVE DATE

ROOSEVELT IRRIGATION DISTRICT
Phone Number: COMPANY REPRESENTATIVE DATE

CITY OF AVONDALE

MAYOR
MARIE LOPEZ-ROGERS

VICE MAYOR
KENNETH WEISE

COUNCIL MEMBERS
STEPHANIE KARLIN
FRANK SCOTT
JIM MCDONALD
JIM BUSTER
CHARLES WOLF

CITY MANAGER
CHARLIE MCCLENDON

CITY CLERK
LINDA FARRIS

ENGINEER
S.V.K. ENGINEERING
SHANE KOBIALKA
6636 E. BASELINE ROAD, SUITE 101
MESA, ARIZONA 85206
PHONE: (480) 294-6760
FAX: (480) 294-6770

OWNER
CENTREPOINTE DEVELOPMENT
1635 N. GREENFIELD ROAD, SUITE 126
MESA, ARIZONA 85205
PHONE: 480-505-0900
FAX: 480-505-0901
ATTN: JEFF TILLER

SURVEYOR
KEOGH ENGINEERING, INC.
DENNIS KEOGH
14150 W. MCDOWELL ROAD
GOODYEAR, ARIZONA 85338
PHONE: (623) 535-7260
FAX: (623) 535-7262

BENCHMARK
BENCHMARK IS A C.O.G. B.C.H.H.
INTERSECTION OF THOMAS RD. & DYSART RD.
ELEVATION = 1010.87 (C.O.G. DATUM)

APPROVALS

CITY ENGINEERING DEPARTMENT DATE

THE CITY APPROVES THESE PLANS FOR CONCEPT ONLY AND ACCEPTS NO LIABILITY FOR ERRORS OR OMISSIONS

(water & sewer plans)
MARICOPA COUNTY ENVIRONMENTAL SERVICES DATE
1101 N CENTRAL #150
PHOENIX, AZ 85334
TOM CHISOLM (602) 506-6671

(water plans)
CITY OF AVONDALE FIRE DEPARTMENT DATE
REQUIRED FIRE FLOW _____ GPM

"AS-BUILT CERTIFICATION"

I HEREBY CERTIFY THAT THE "AS-BUILT" INFORMATION SHOWN HEREON WAS OBTAINED UNDER MY DIRECT SUPERVISION AND IS CORRECT AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF

REGISTERED LAND SURVEYOR/ENGINEER

REGISTRATION NUMBER DATE
COMPANY NAME:
ADDRESS:
PHONE NUMBER:

NOTE:
ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2008 EDITION OF THE CITY OF AVONDALE'S SUPPLEMENT TO MAG STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION

CALL TWO WORKING DAYS BEFORE YOU DIG
602-263-1100
1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)

SVK Engineering
6636 E. BASELINE ROAD, SUITE #101
MESA, ARIZONA 85206
PHONE: 480.294.6760
FAX: 480.294.6762
EMAIL: svk@svkengineering.com

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REVISIONS:

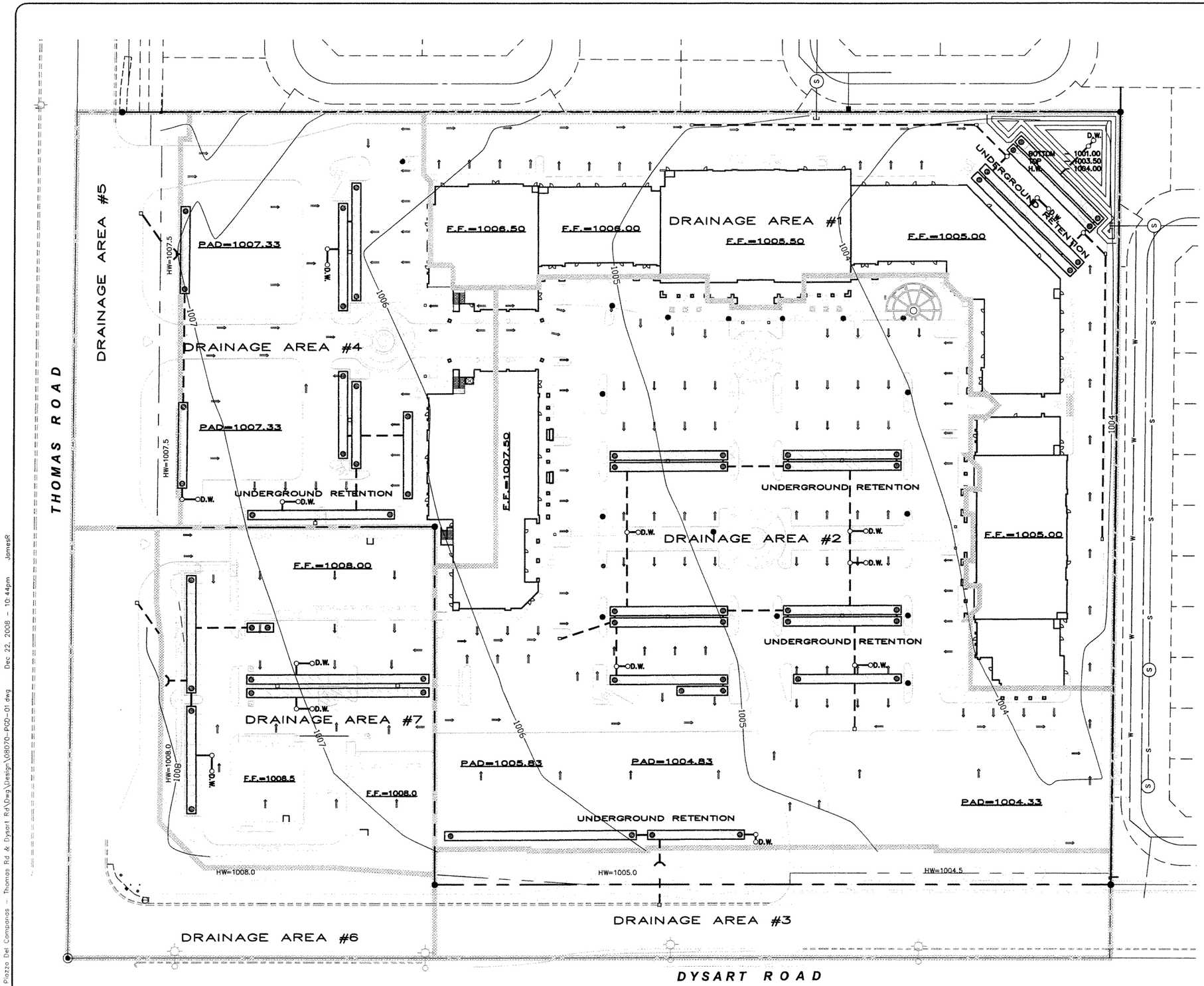
PIAZZA DE CAMPANAS
_
COVER SHEET

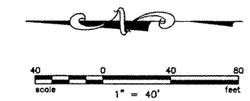
Job No.:	08070
Drawn By:	J.T.R.
Checked:	S.M.K.
1st Submittal:	5/20/08
2nd Submittal:	10/20/08
3rd Submittal:	_

REGISTERED PROFESSIONAL ENGINEER (CIVIL) CERTIFICATE NO. 22120 SHANE M. KOBIALKA ARIZONA, U.S.A. Expires 06/30/10

Sheet
C-1
1 Of 3

T:\08070 - Piazza Del Campanas - Thomas Rd & Dysart Rd\Dwg\Design\08070-CVR-01.dwg Dec 22, 2008 - 10:31pm JamesR





RETENTION VOLUME REQUIRED:

THE RETENTION BASINS ARE TO BE SIZED TO RETAIN 100% OF THE 100-YEAR, 6-HOUR STORM EVENT IN ACCORDANCE WITH THE CITY OF GOODYEAR REQUIREMENTS.

V= D/12 AC

V= RETENTION VOLUME IN CUBIC FEET
D= 3.0 INCHES RAINFALL
A= AREA IN SQUARE FEET
C= RUNOFF COEFFICIENT (0.95)

DRAINAGE AREA 1 (DA1): 139,022 FT.^{2}

V=2.8 / 12 (139,022)(0.95) = 30,817 FT. ^{3} TOTAL REQ.

TOTAL SURFACE RETENTION PROVIDED = 7,900 FT.^{3}

TOTAL UNDERGROUND RETENTION PROVIDED = 22,914 FT.^{3}

8' DIA. UNDEGROUND RETENTION PIPE @ 50.25 FT. /FT.^{3} = 456'

DRAINAGE AREA 2 (DA2): 243,803 FT.^{2}

V=2.8 / 12 (243,803)(0.95) = 54,043 FT.^{3} TOTAL REQ.

TOTAL UNDERGROUND RETENTION PROVIDED = 54,069 FT.^{3}

8' DIA. UNDEGROUND RETENTION PIPE @ 50.25 FT.^{3}/FT. = 1,076'

DRAINAGE AREA 3 (DA3): 57,913 FT.^{2}

V=2.8 / 12 (57,913)(0.95) = 12,838 FT.^{3} TOTAL REQ.

TOTAL UNDERGROUND RETENTION PROVIDED = 12,864 FT.^{3}

8' DIA. UNDEGROUND RETENTION PIPE @ 50.25 FT.^{3}/FT. = 256'

DRAINAGE AREA 4 (DA4): 95,809 FT.^{2}

V=2.8 / 12 (95,809)(0.95) = 21,238 FT.^{3} TOTAL REQ.

TOTAL UNDERGROUND RETENTION PROVIDED = 21,255 FT.^{3}

8' DIA. UNDEGROUND RETENTION PIPE @ 50.25 FT.^{3}/FT. = 423'

DRAINAGE AREA 5 (DA5): 34,489 FT.^{2}

V=2.8 / 12 (34,489)(0.95) = 7,645 FT.^{3} TOTAL REQ.

TOTAL UNDERGROUND RETENTION PROVIDED = 7,688 FT.^{3}

8' DIA. UNDEGROUND RETENTION PIPE @ 50.25 FT.^{3}/FT. = 153'

DRAINAGE AREA 6 (DA6): 50,224 FT.^{2}

V=2.8 / 12 (50,224)(0.95) = 11,133 FT.^{3} TOTAL REQ.

TOTAL UNDERGROUND RETENTION PROVIDED = 7,688 FT.^{3}

8' DIA. UNDEGROUND RETENTION PIPE @ 50.25 FT.^{3}/FT. = 222'

DRAINAGE AREA 7 (DA7): 73,278 FT.^{2}

V=2.8 / 12 (73,278)(0.95) = 16,243 FT.^{3} TOTAL REQ.

TOTAL UNDERGROUND RETENTION PROVIDED = 7,688 FT.^{3}

8' DIA. UNDEGROUND RETENTION PIPE @ 50.25 FT.^{3}/FT. = 324'

NOTES:

1. DRYWELLS TO BE REGISTERED WITH ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY.
2. RETENTION BASINS AND UNDERGROUND STORAGE TO BE DRY WITHIN 36 HOURS.
3. PERCOLATION TESTS WILL BE PERFORMED AS DRYWELLS ARE INSTALLED TO VERIFY CAPACITY TO DRAIN.

CALL TWO WORKING DAYS BEFORE YOU DIG
602-263-1100
1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)

SVK Engineering
6636 E. BASELINE ROAD, SUITE #101
MESA, ARIZONA 85206
PHONE: 480.294.6760
FAX: 480.294.6762
EMAIL: svk@svkengineering.com

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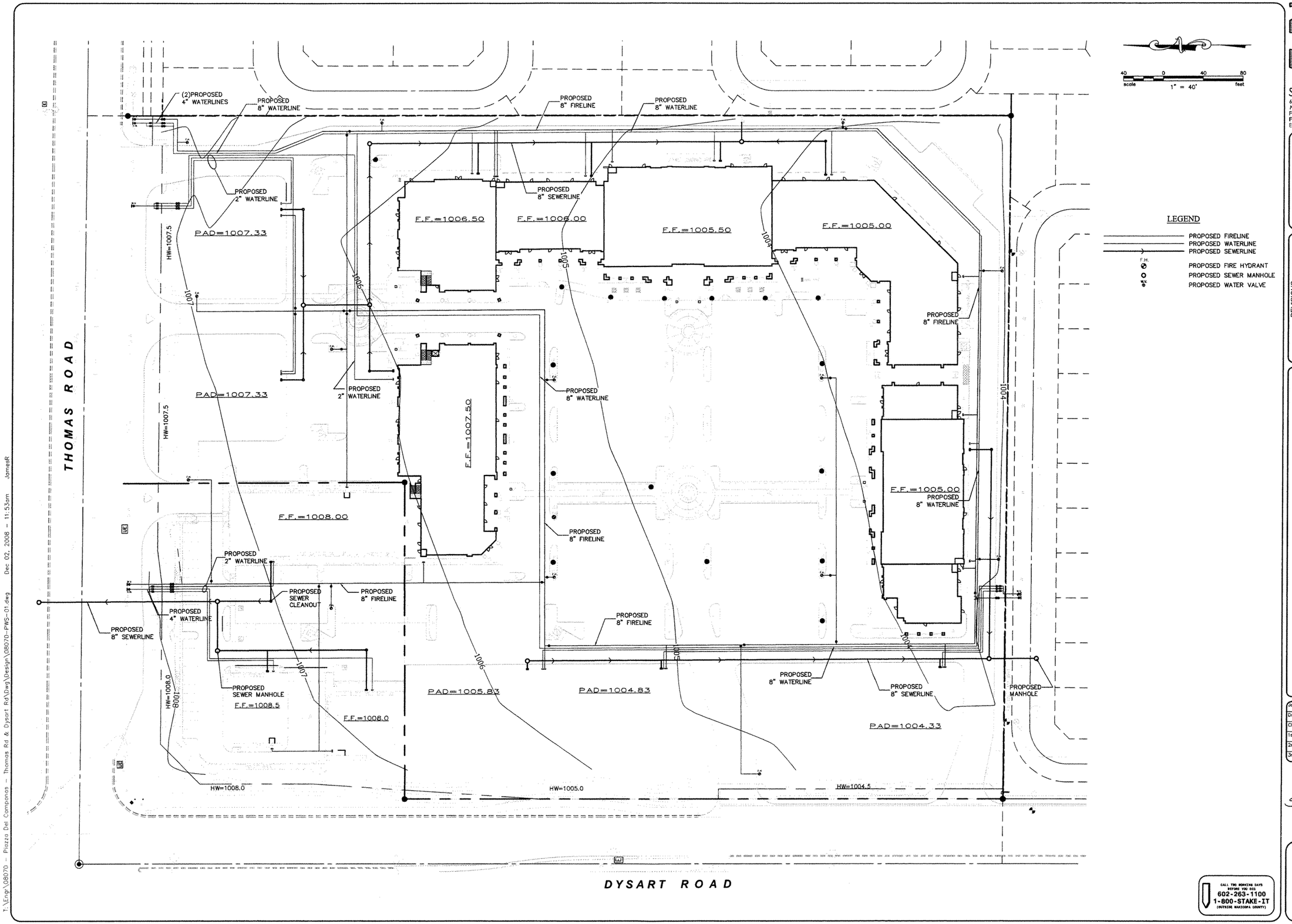

SVK Engineering
6636 E. BASELINE ROAD, SUITE #101
MESA, ARIZONA 85206
PHONE: 480.294.6760
FAX: 480.294.6762
EMAIL: svk@svkengineering.com

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REVISIONS:

PIAZZA DE CAMPANAS

PRELIMINARY WATER AND SEWER PLAN

Job No.:	08070
Drawn By:	J.T.R.
Checked:	S.M.K.
1st Submittal:	5/20/08
2nd Submittal:	10/20/08
3rd Submittal:	–

REGISTERED PROFESSIONAL ENGINEER (CIVIL) CERTIFICATE NO. 36184 STEVEN M. KOBALKA Date Signed 10/20/08 ARIZONA, U.S.A. Expires 06/30/10

Sheet

C-3

3 Of 3

CALL TWO WORKING DAYS BEFORE YOU DIG
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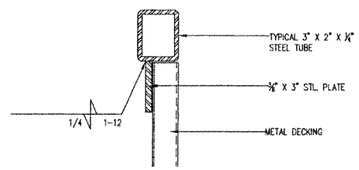
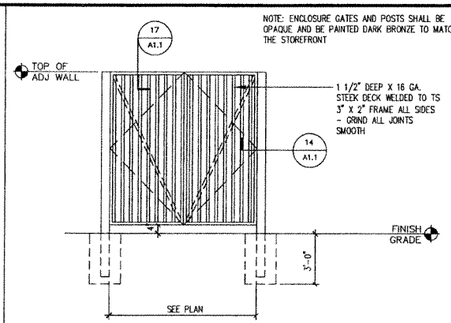
1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)

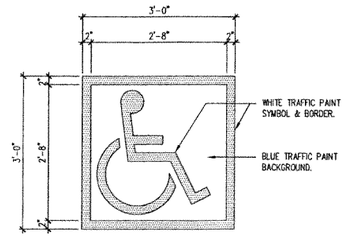
T:\Eng\08070 - Piazza Del Campanas - Thomas Rd. & Dysart Rd\Dwg\Design\08070-PWS-01.dwg Dec 02, 2008 - 11:53am JamesR



17 GATE DETAIL
SCALE: 3" = 1'-0"

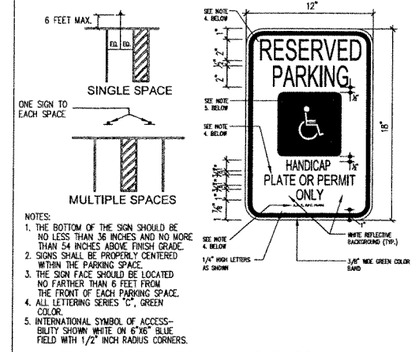


13 GATE ELEVATION
SCALE: 1/4" = 1'-0"



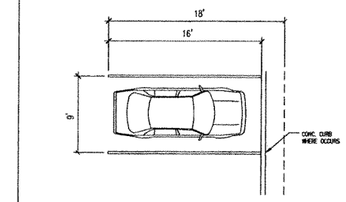
NOTE:
1) ALL STROKES TO BE 2" WIDE.
2) PROVIDE TWO (2) COATS OF TRAFFIC PAINT.
3) LOCATE SYMBOL AT CENTER OF STALL WHERE SHOWN ON SITE PLAN.

9 HANDICAP SYMBOL
SCALE: 3/4" = 1'-0"



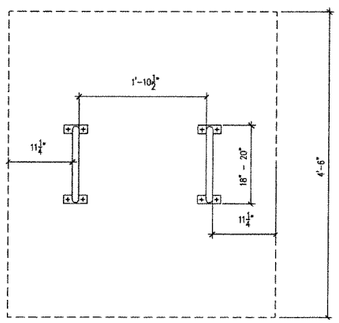
NOTES:
1. THE BOTTOM OF THE SIGN SHOULD BE NO LESS THAN 36 INCHES AND NO MORE THAN 54 INCHES ABOVE FINISH GRADE.
2. SIGNS SHALL BE PROPERLY CENTERED WITHIN THE PARKING SPACE.
3. THE SIGN FACE SHOULD BE LOCATED NO FARTHER THAN 6 FEET FROM THE FRONT OF EACH PARKING SPACE.
4. ALL LETTERING SERIES "C", GREEN COLOR.
5. INTERNATIONAL SYMBOL OF ACCESSIBILITY SHOWN WHITE ON 6"X6" BLUE FIELD WITH 1/2" INCH RADIUS CORNERS.

5 ACCESSIBLE PARKING SIGN
SCALE: NONE



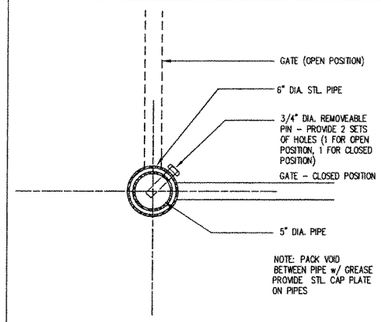
NOTE: SEE SHEET DETAIL 10/A1.1 FOR ACCESSIBLE PARKING

1 TYPICAL PARKING STALL
SCALE: 1/8" = 1'-0"

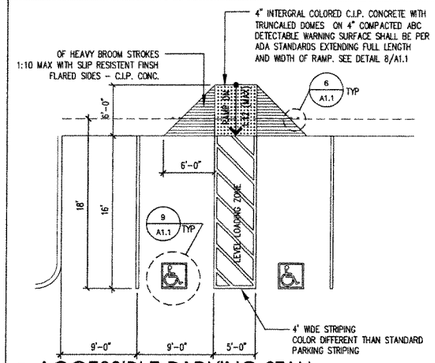


PLAN VIEW

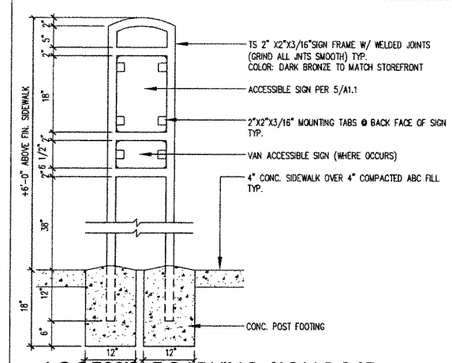
14 GATE POST PLAN
SCALE: 1 1/2" = 1'-0"



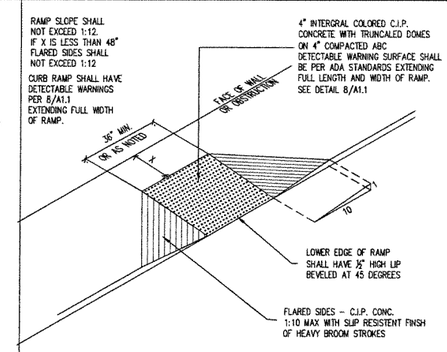
10 ACCESSIBLE PARKING STALL
SCALE: 1" = 1'-0"

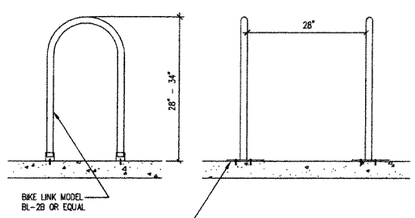


6 ACCESSIBLE PARKING SIGN POST
SCALE: 3/4" = 1'-0"



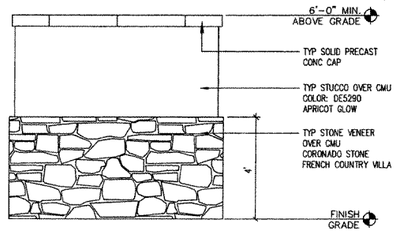
2 CURB RAMP
SCALE: NONE



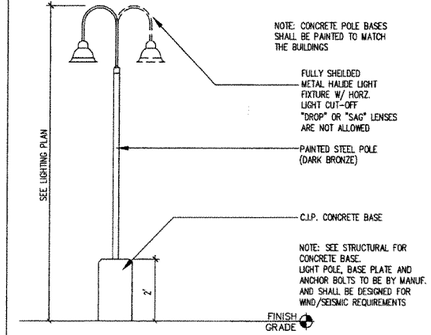


NOTES:
1. MAINTAIN 6' LONG USEABLE SPACE FOR BICYCLE
2. MAINTAIN 30" BETWEEN EACH RACK
3. MAINTAIN 15" CLEAR DISTANCE BEYOND RACK
4. PAINT: DARK BRONZE TO MATCH STOREFRONT

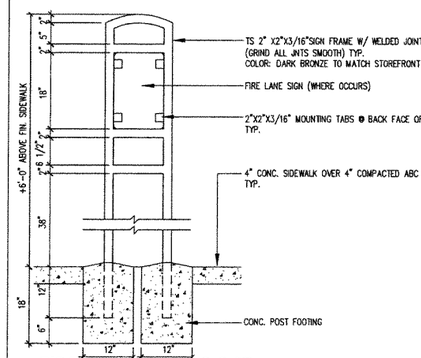
19 BICYCLE RACK
SCALE: 3/4" = 1'-0"



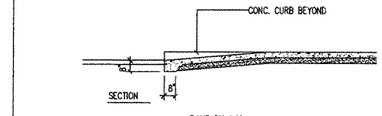
15 REFUSE WALL ELEVATION
SCALE: 1 1/2" = 1'-0"

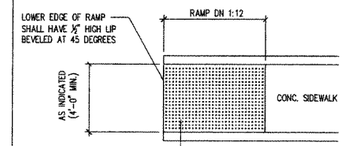


11 TYP LIGHT STANDARD
SCALE: 1" = 1'-0"



7 FIRE LANE SIGN POST
SCALE: 3/4" = 1'-0"

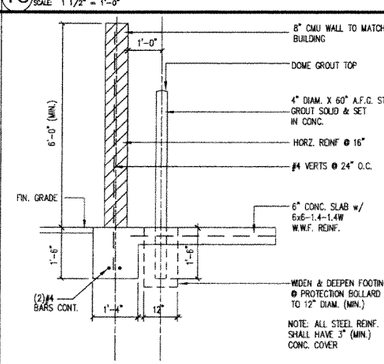




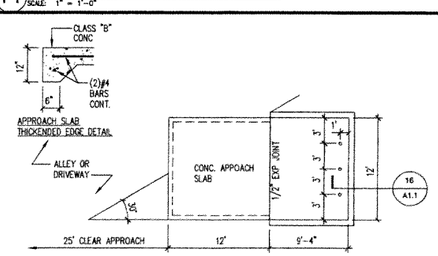
PLAN VIEW

DETECTABLE WARNING SURFACE SHALL BE PER ADA STANDARDS EXTENDING FULL LENGTH AND WIDTH OF RAMP. SEE DETAIL 8/A1.1

3 SIDEWALK RAMP
SCALE: 1/4" = 1'-0"

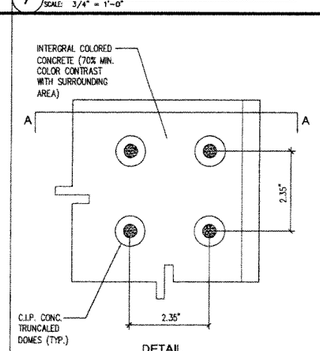


16 REFUSE WALL SECTION
SCALE: 1/2" = 1'-0"



NOTE:
1. CONCRETE APPROACH SLAB SHALL BE 12'X12'X6" THICK WITH THICHENED EDGES, CLASS "B" CONCRETE W/ 6"X6". 1.4/1.4 WWF, ON COMPACTED SUBGRADE. APPROACH SLAB SHALL HAVE A CONSTANT SLOPE WHICH MATCHES THE ENCLOSURE SLAB.
2. ½" EXPANSION JOINT, ASTM D-1754 PER MAG SECTION 729.
3. PLACE (3) 4" DIAMETER STEEL POLES 60" ABOVE GRADE. CAP OR GROUT FULL. PAINT TO MATCH WALL COLOR.

12 SINGLE REFUSE ENCLOSURE
SCALE: NONE



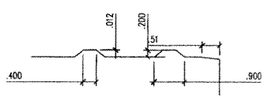
DETAIL

NOTES:
THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP. (FULL WIDTH AND DEPTH DOES NOT INCLUDE FLARED SIDES OF CURB RAMPS.)

THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH OF SIDEWALK AND A MIN. OF 2 FEET IN DEPTH AT EACH END WHERE THE PEDESTRIAN PATH CROSSES A HAZARDOUS VEHICULAR AREA AND NO RAMP IS REQUIRED.

DETECTABLE WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 IN., A HEIGHT OF NOMINAL 0.2 IN. AND A CENTER TO CENTER SPACING OF NOMINAL 2.35 IN. AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. (SEE DETAIL BELOW)

A MIN. OF 70% COLOR CONTRAST RATIO IS REQUIRED. (EACH DOME DOES NOT NEED TO CONTRAST, RATHER THE DOMED AREA AS A WHOLE IS TO CONTRAST WITH SURROUNDING AREAS.)



SECTION A-A

8 DETECTABLE WARNING
SCALE: 6" = 1'-0"

PIAZZA DEL CAMPANAS

CENTREPOINTE DEVELOPMENT

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MORRIS+TOROK ARCHITECTS

VOICE: 480.229.9679 EMAIL: CHRISTINE@MTARCHITECTS.US

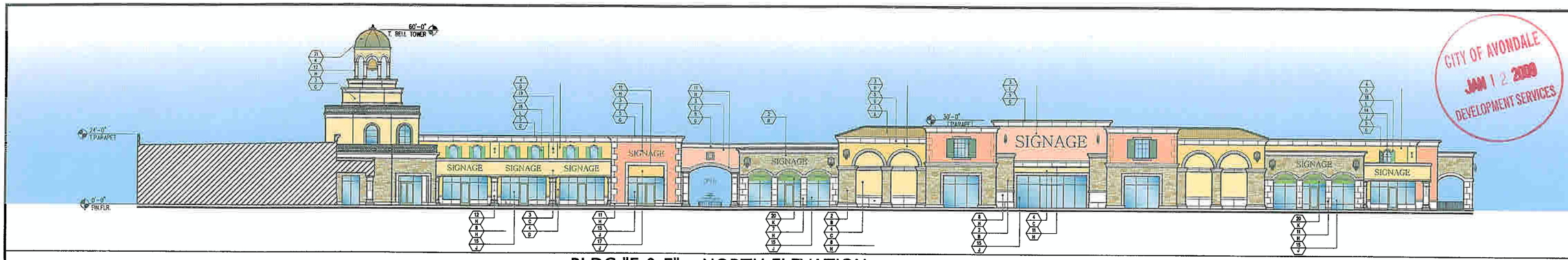
SITE PLAN

REGISTERED ARCHITECT 27212 TAMAS PETER TOROK ARIZONA U.S.A.

JOB NO. 08CAMPANAS-CPD

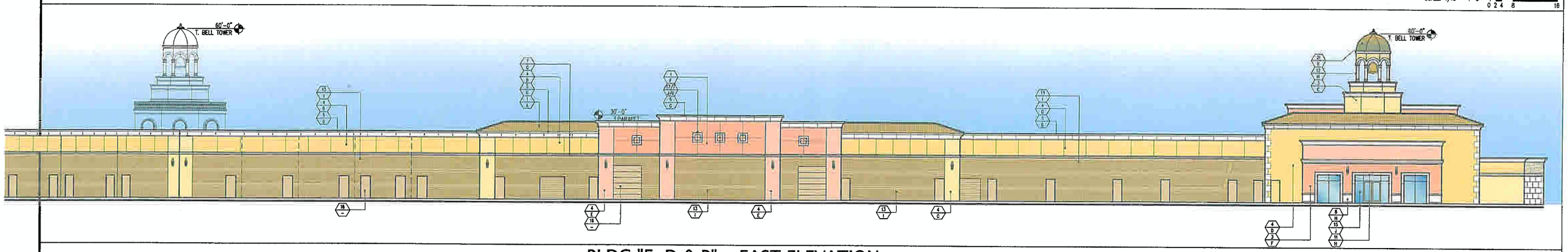
ISSUE DATE: 10.20.08

A1.1



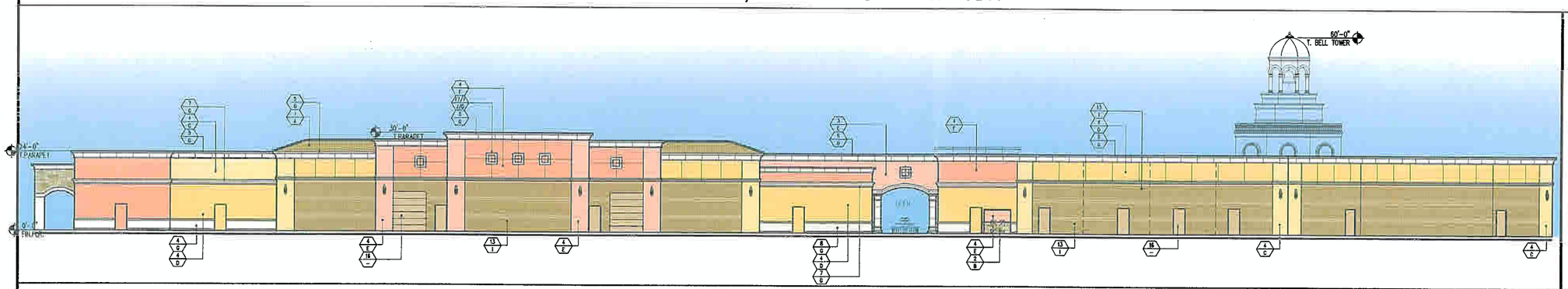
BLDG "E & F" – NORTH ELEVATION

SCALE: 1/16" = 1'-0"



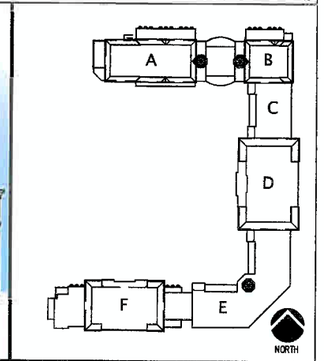
BLDG "E ,D & B" – EAST ELEVATION

SCALE: 1/16" = 1'-0"



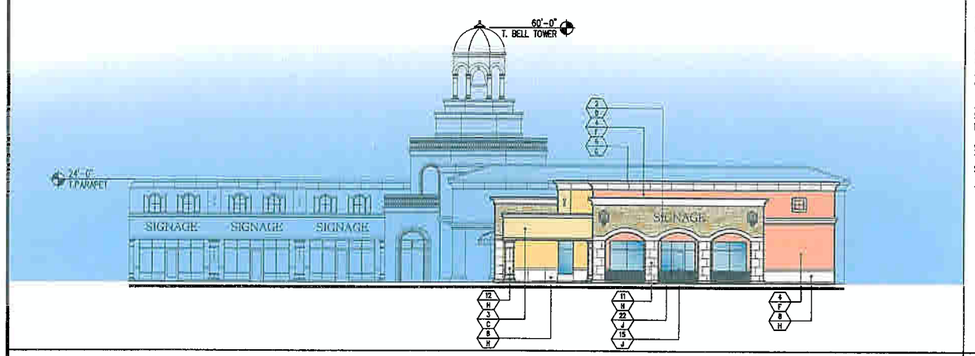
BLDG "E & F" – SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



KEY PLAN

N.T.S.



BLDG "F" – WEST ELEVATION

SCALE: 1/16" = 1'-0"

GENERAL NOTES

ALL GLASS WITHIN 18" OF FINISH FLOOR AND WITHIN 24" OF DOORS SHALL BE TEMPERED.

PROVIDE BUILDING ADDRESS NUMBERS AT STREET SIDE OF BUILDING AND OTHER LOCATIONS AS SHOWN ON THE EXTERIOR ELEVATIONS. NUMBERS SHALL BE MINIMUM 12" HIGH REVERSE PAN CHANNEL IN CONTRASTING COLORS.

ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.

SOLID MASONRY WALLS AND GATES EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.

TENANT SIGNAGE BY OTHERS.

MATERIAL SCHEDULE

MAT COLOR

1. MONIER LIFETILE CONCRETE ROOF TILE
2. CULTURED STONE VENEER
3. STUCCO OVER FRAME CONSTRUCTION
4. STUCCO OVER CONCRETE MASONRY UNITS (CMU) (SCORED WHERE SHOWN)
5. STUCCO OVER TYP FOAM CORNICE
6. STUCCO 3/4" REVEAL
7. STUCCOED POPOUT/TRIM
8. PRECAST CONCRETE BASE VENEER
9. PRECAST CONCRETE CAP
10. PRECAST CONCRETE BALUSTERS
11. PRECAST CONCRETE TRIM AND MOLDING
12. PRECAST CONCRETE COLUMN
13. SPLIT FACE CMU W/ ALTERNATING 16" BANDS OF REGULAR FACE CMU @ 4' O.C.
14. FIXED WINDOW AND FRAME
15. 1/4" CLEAR GLASS IN ANODIZED ALUMINUM FRAMING
16. HOLLOW METAL/OVERHEAD DOOR AND FRAME PAINTED TO MATCH ADJ. WALL
17. ORNAMENTAL STEEL GRILLAGE
18. POLYWOOD SHUTTERS W/ ORNAMENTAL IRON HINGES
19. TYP DECORATIVE LIGHT FIXTURE
20. EXTERIOR FABRIC AWNING
21. METAL ROOF
22. METAL RAILING

SIGNAGE TYP SIGNAGE (BY OTHERS)

COLORS

COLOR:	MANUFACTURER:
A. MISSION "S" – SPANISH RED (SLURRY)	MONIER LIFE TILE
B. FRENCH COUNTRY VILLA – BORDEAUX	CORONADO STONE
C. DE5250 APRICOT GLOW	DUNN EDWARDS
D. DE5291 MARIGOLD	DUNN EDWARDS
E. DE5143 DISCREET ORANGE	DUNN EDWARDS
F. DE5145 ORANGE DAYLILY	DUNN EDWARDS
G. DE5266 CRUSHED CASHEW	DUNN EDWARDS
H. 641 "PEBBLE"	DAVIS
I. COCOA BROWN	SUPERLITE BLOCK
J. BRONZE	KAWNEER
K. PATINA GREEN/BRONZE	PER CONTRACTOR
L. DE5711 UP NORTH	DUNN EDWARDS

CITY OF AVONDALE
JAN 12 2009
DEVELOPMENT SERVICES

CENTREPOINTE DEVELOPMENT

PIAZZA DEL CAMPANAS

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MORRIS+TOROK
ARCHITECTS

VOICE: 480.229.9879 EMAIL: CHRISTINE@MTARCHITECTS.US

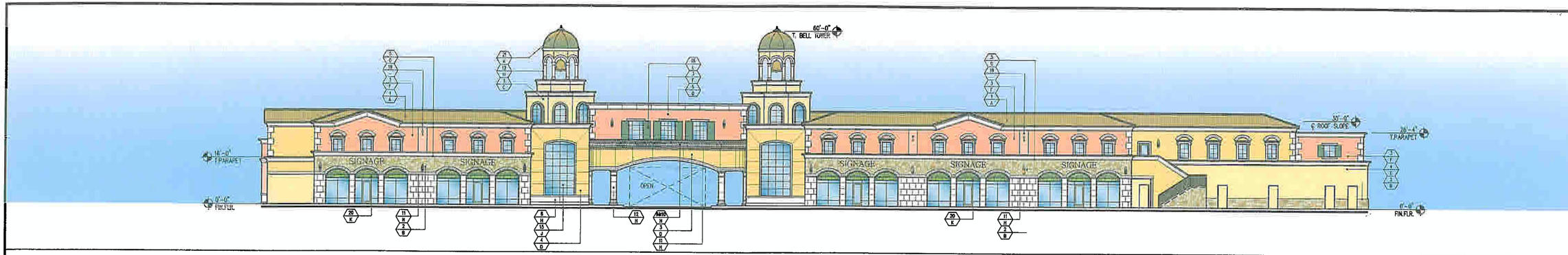
BUILDING ELEVATIONS

REGISTERED ARCHITECT
CERTIFICATE NO. 27217
TAMAS PETER TOROK
Date Signed 10/20/08
ARIZONA, U.S.A.

JOB NO. 08CAMPANAS-CPD

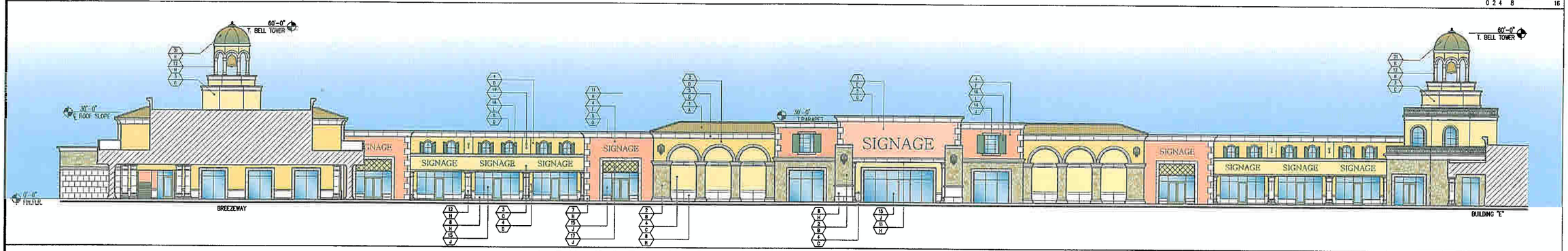
ISSUE DATE: 10.20.08

A3.2



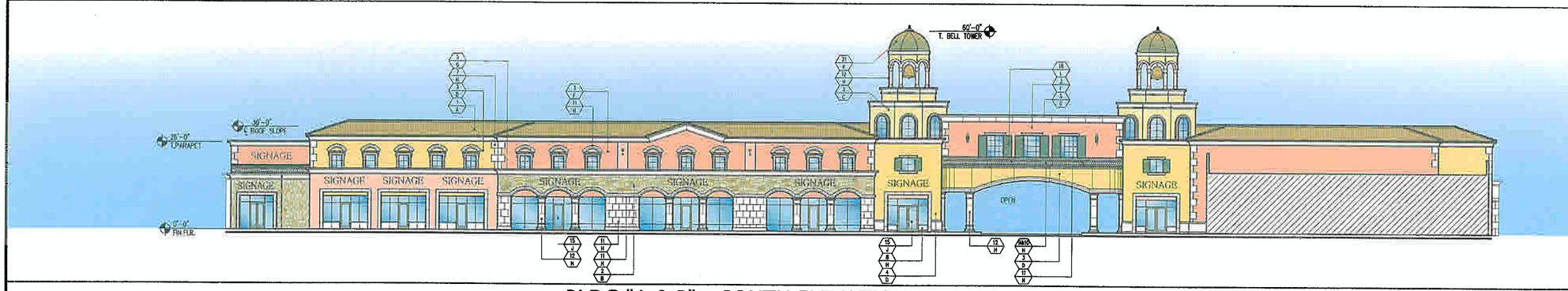
BLDG "A & B" – NORTH ELEVATION (THOMAS ROAD)

SCALE: 1/16" = 1'-0"



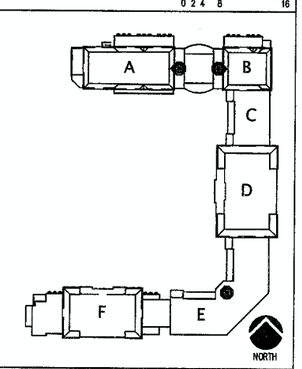
BLDG "C & D" – WEST ELEVATION (DYSART ROAD)

SCALE: 1/16" = 1'-0"



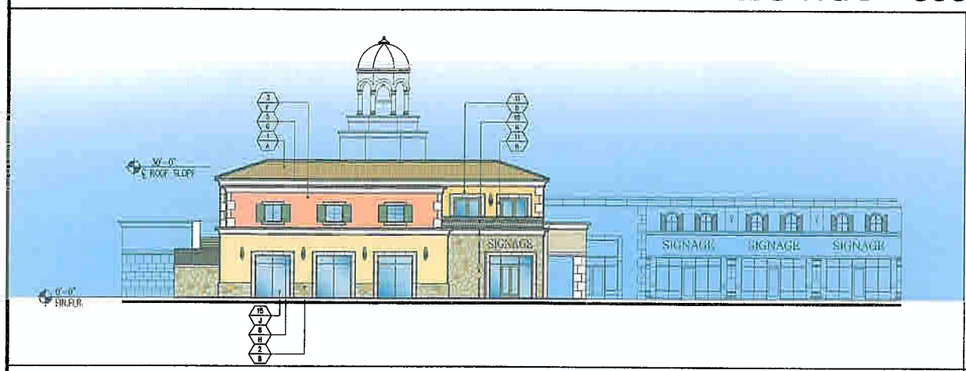
BLDG "A & B" – SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



KEY PLAN

N.T.S.



BLDG "A" – WEST "END" ELEVATION

SCALE: 1/16" = 1'-0"

GENERAL NOTES

ALL GLASS WITHIN 18" OF FINISH FLOOR AND WITHIN 24" OF DOORS SHALL BE TEMPERED.

PROVIDE BUILDING ADDRESS NUMBERS AT STREET SIDE OF BUILDING AND OTHER LOCATIONS AS SHOWN ON THE EXTERIOR ELEVATIONS. NUMBERS SHALL BE MINIMUM 12" HIGH REVERSE PAN CHANNEL IN CONTRASTING COLORS.

ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.

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TENANT SIGNAGE BY OTHERS.

MATERIAL SCHEDULE (MAT COLOR)

1. MONIER LIFETILE CONCRETE ROOF TILE
2. CULTURED STONE VENEER
3. STUCCO OVER FRAME CONSTRUCTION
4. STUCCO OVER CONCRETE MASONRY UNITS (CMU) (SCORED WHERE SHOWN)
5. STUCCO OVER TYP FOAM CORNICE
6. NOT USED
7. STUCCOED POPOUT/TRIM
8. PRECAST CONCRETE BASE VENEER
9. PRECAST CONCRETE CAP
10. PRECAST CONCRETE BALUSTERS
11. PRECAST CONCRETE TRIM AND MOLDING
12. PRECAST CONCRETE COLUMN
13. SPLIT FACE CMU
14. FIXED WINDOW AND FRAME
15. 1/4" CLEAR GLASS IN ANODIZED ALUMINUM FRAMING
16. HOLLOW METAL/OVERHEAD DOOR AND FRAME
17. ORNAMENTAL STEEL GRILLAGE
18. POLYWOOD SHUTTERS W/ ORNAMENTAL IRON HINGES
19. TYP DECORATIVE LIGHT FIXTURE
20. EXTERIOR FABRIC AWNING
21. METAL ROOF

SIGNAGE TYP SIGNAGE (BY OTHERS)

COLORS

COLOR:	MANUFACTURER:
A. MISSION "S" – SPANISH RED (SLURRY)	MONIER LIFE TILE
B. FRENCH COUNTRY VILLA – BORDEAUX	CORONADO STONE
C. DE5290 APRICOT GLOW	DUNN EDWARDS
D. DE5291 MARIGOLD	DUNN EDWARDS
E. DE5143 DISCREET ORANGE	DUNN EDWARDS
F. DE5145 ORANGE DAYLILY	DUNN EDWARDS
G. DE5266 CRUSHED CASHEW	DUNN EDWARDS
H. 641 "PEBBLE"	DAVIS
I. COCOA BROWN	SUPERLITE BLOCK
J. BRONZE	KAWNEER
K. PATINA GREEN/BRONZE	PER CONTRACTOR
L. DE5711 UP NORTH	DUNN EDWARDS

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BUILDING ELEVATIONS

REGISTERED ARCHITECT 27217 TAMAS PETER TOROK ARIZONA U.S.A.

JOB NO. 08CAMPANAS-CPD

ISSUE DATE:10.20.08

A3.1

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www.archicon.com

West Elevation

North Elevation

South Elevation

East Elevation

Color Pallet

- Solar Wind (DEC 733)
- Foxtail (DEC 707)
- Apricot Glow (DE 5290)
- Green Tea (DEW 355)
- Baked Potato (DEC 717)
- Green Scene (DE 6251)
- Coronado Stone
  French Country Villa Bordeaux
- Monier Life Tile
  Mission "S"- Spanish Red Slurry Finish

Parkway Avondale Retail

Bank

Job No: 0630150-01

Scale: 1/8"=1'-0"

Issue Date: 10.30.08

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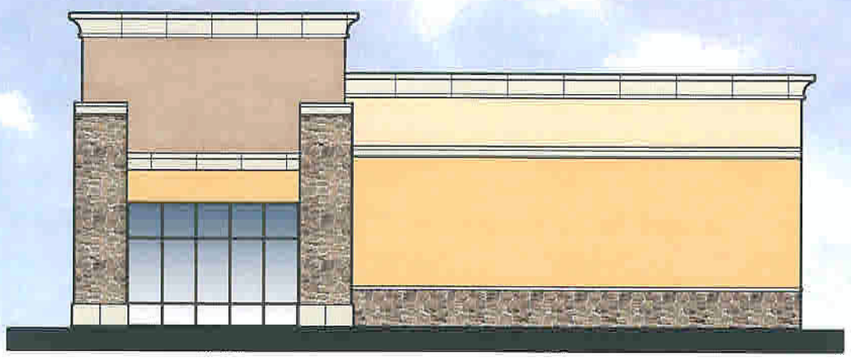
West Elevation



South Elevation

North Elevation

East Elevation

Color Pallet

- Solar Wind (DEC 733)
- Foxtail (DEC 707)
- Apricot Glow (DE 5290)
- Green Tea (DEW 355)
- Baked Potato (DEC 717)
- Green Scene (DE 6251)
- Coronado Stone
  French Country Villa Bordeaux
- Monier Life Tile
  Mission "S"- Spanish Red Slurry Finish

Parkway Avondale Retail

Pad 9500

Job No: 0630150-01

Scale: 1/8"=1'-0"

Issue Date: 10.30.08

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NORTH ELEVATION

EAST ELEVATION

Color Pallet

- SOLAR WIND (DEC 733)
- FOXTAIL (DEC 707)
- APRICOT GLOW (DE 5290)
- GREEN TEA (DEW 355)
- BAKED POTATO (DEC 717)
- GREEN SCENE (DE 6251)
- CORONADO STONE
  FRENCH COUNTRY VILLA BORDEAUX
- MONIER LIFE TILE
  MISSION "S"- SPANISH RED SLURRY FINISH

PARKWAY AVONDALE RETAIL

PAD 3200

SOUTH ELEVATION

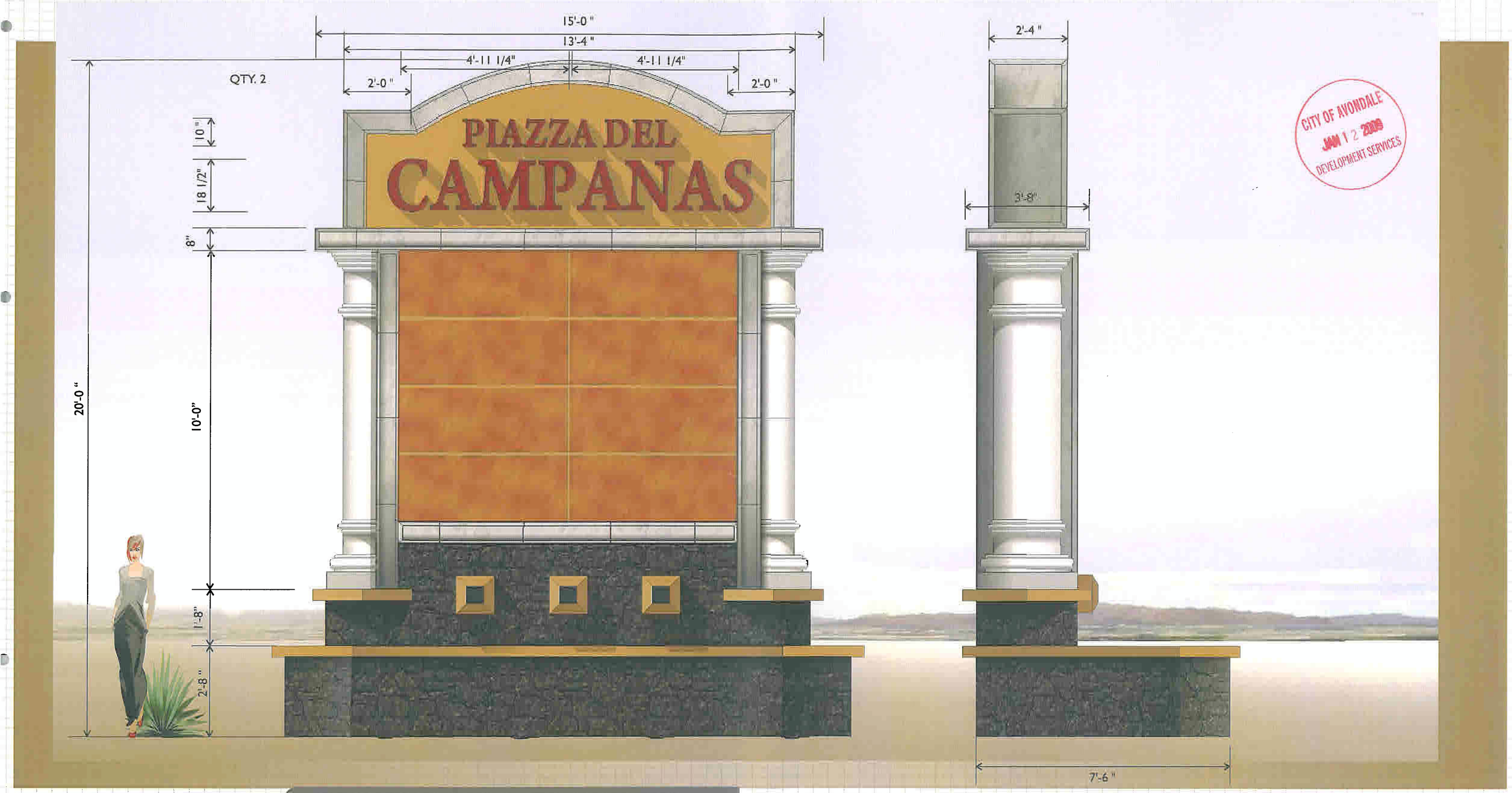
WEST ELEVATION

JOB NO: 0630150-01
SCALE: 1/8"=1'-0"
ISSUE DATE: 10.30.08

Piazza Del Campanas

yesco

PLAZZA DEL COMPANAS



CITY OF AVONDALE
JAN 1 2 2009
DEVELOPMENT SERVICES

NOTE:
OVERALL HEIGHT AS ILLUSTRATED IS BASED ON ESTABLISHED GRADE PER THE AUTHORITY HAVING JURISDICTION. A FLAT AND LEVEL SURFACE IS TO BE CUSTOMER PROVIDED PRIOR TO INSTALLATION.

A D/F INTERNAL ILLUMINATED MAJOR SIGN

SCALE: 3/8" = 1'-0"

1 add new site plan
2 all new sign look

ARIZONA CONTRACTOR LICENSE No. #073322-007, AWNINGS NO. #073322, ELECTRICAL NO. #092800

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Piazza Del Campanas

1 OF 9
SHEET NUMBER

6080918-R2
FILE DESIGN NUMBER

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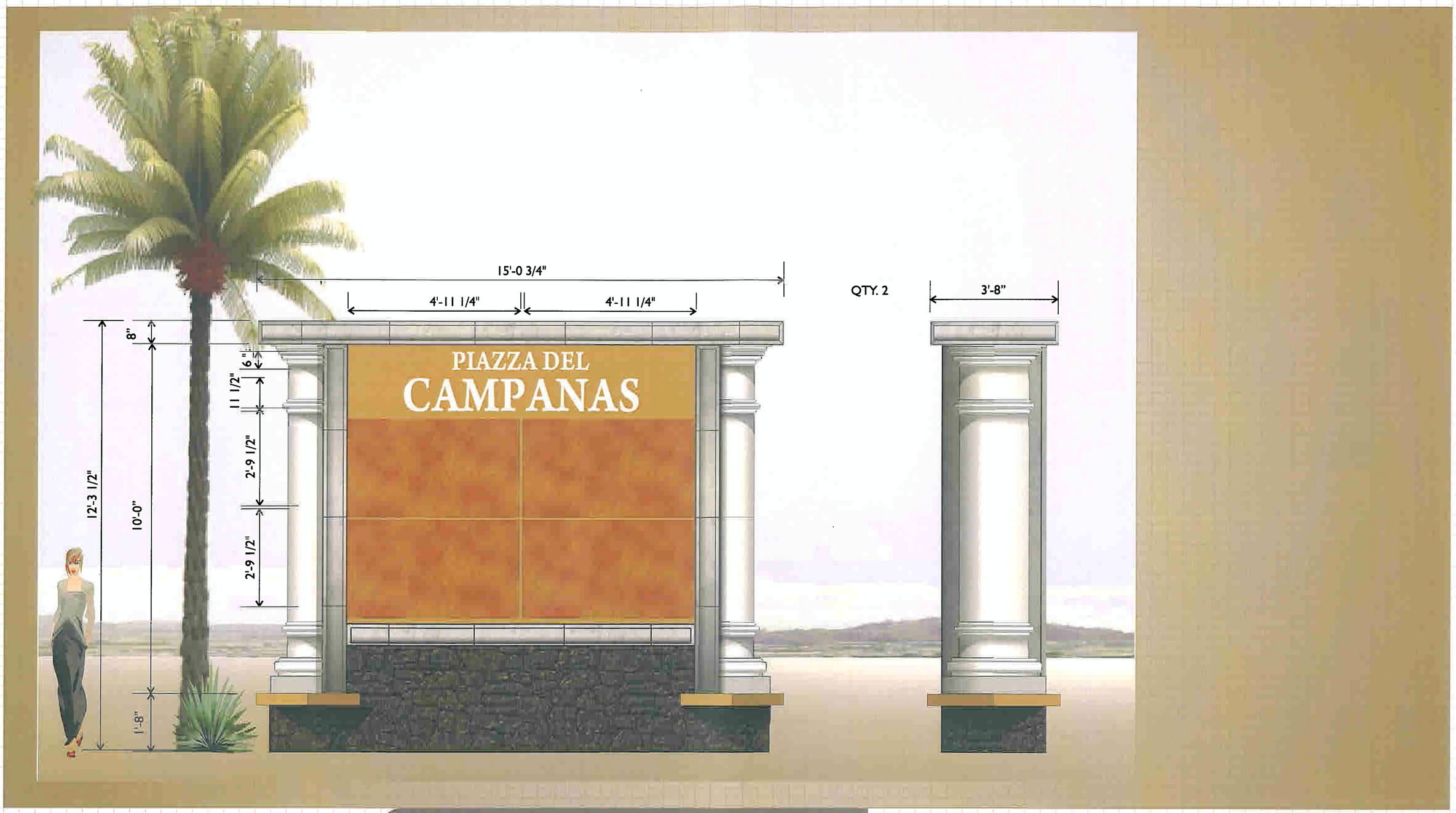

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B D/F INTERNAL ILLUMINATED MINI MAIOR SIGN
SCALE: 3/8" = 1' - 0"

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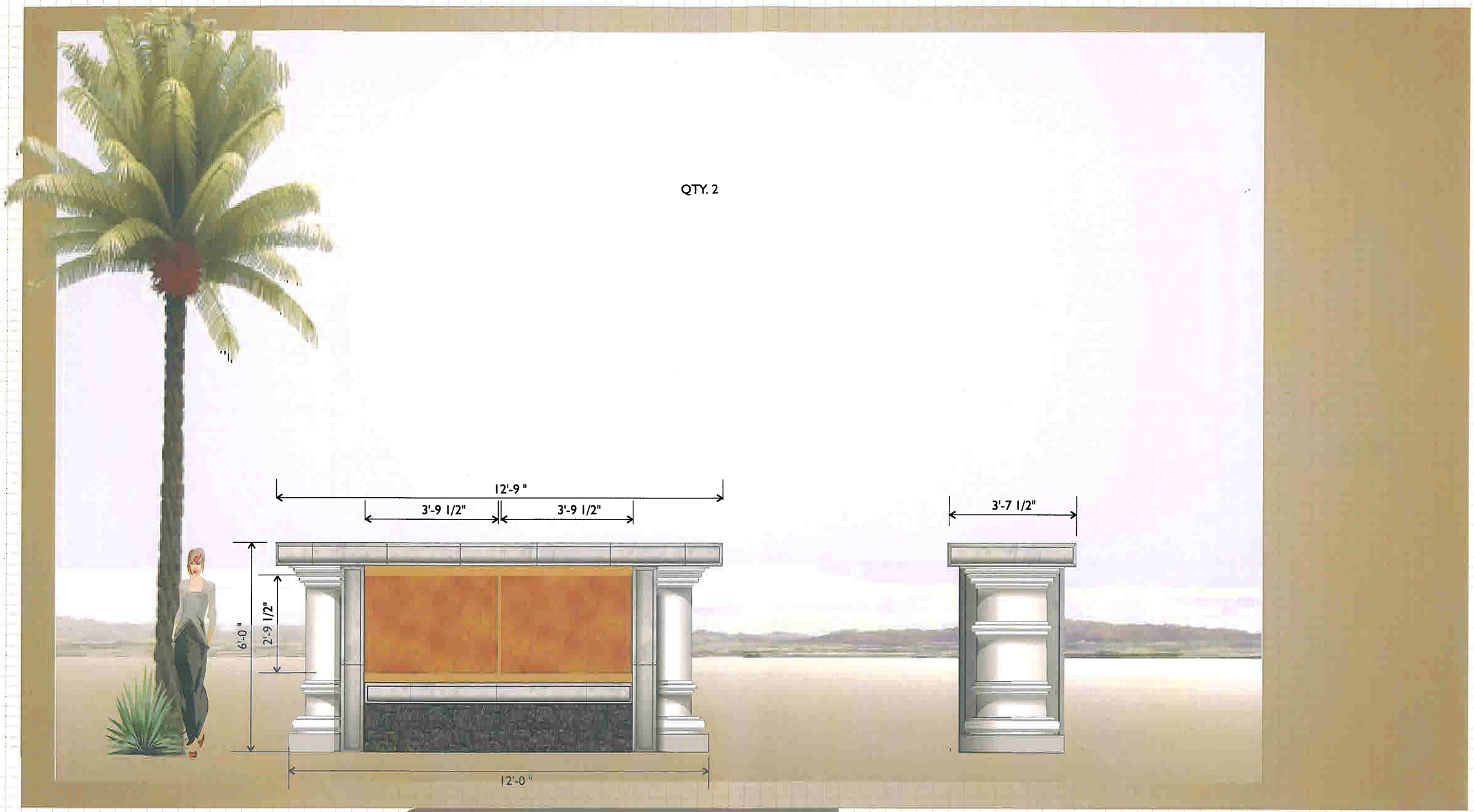

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C D/F INTERNAL ILLUMINATED PAD SIGN

SCALE: 3/8" = 1' - 0"

OVERALL HEIGHT AS ILLUSTRATED IS BASED ON ESTABLISHED GRADE PER THE AUTHORITY HAVING JURISDICTION. A FLAT AND LEVEL SURFACE IS TO BE CUSTOMER PROVIDED PRIOR TO INSTALLATION.

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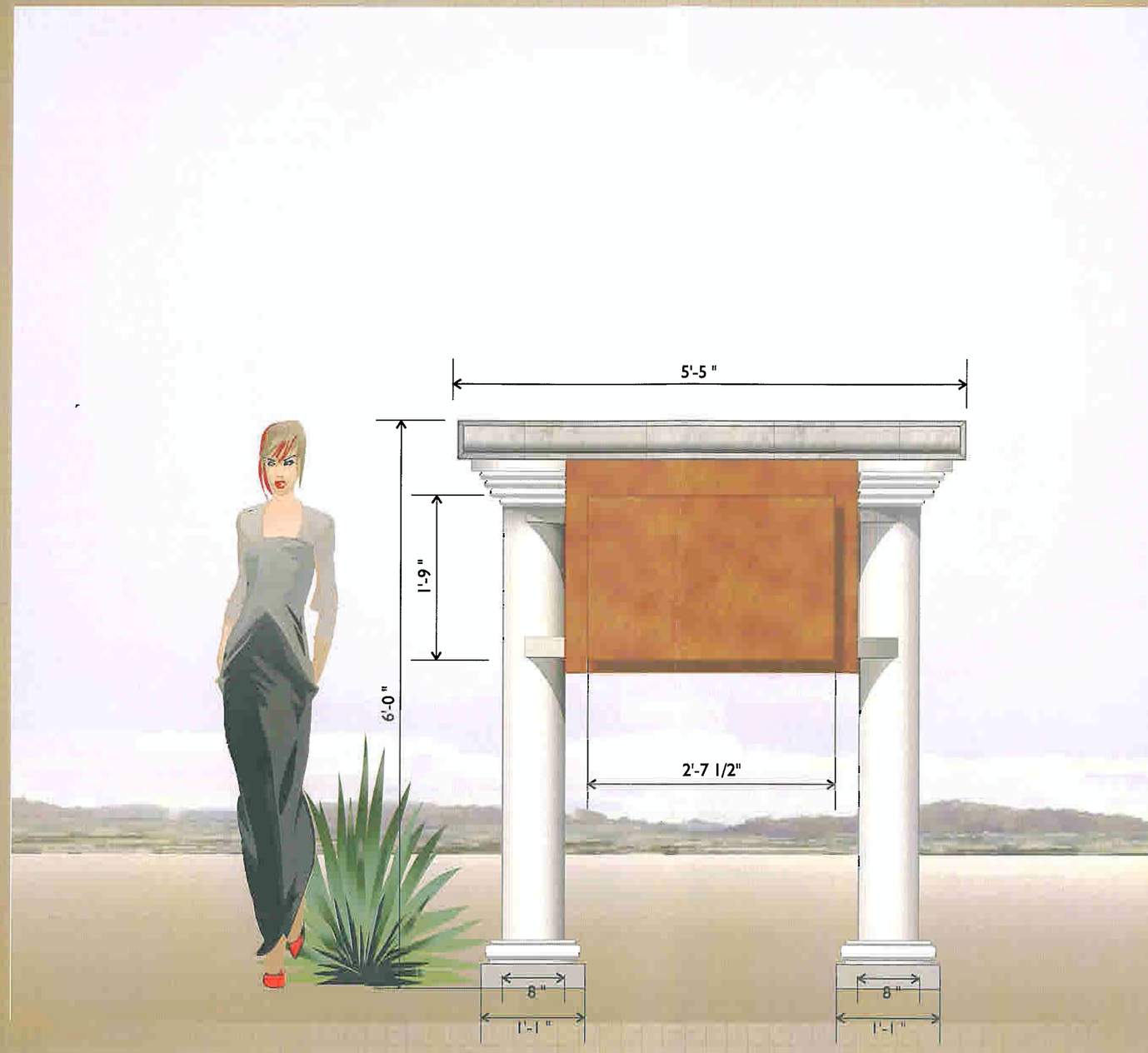

D/F NON-ILLUMINATED DIRECTIONAL SIGN

SCALE: 3/4" = 1' - 0"

NOTE:
OVERALL HEIGHT AS ILLUSTRATED IS BASED ON ESTABLISHED GRADE PER THE AUTHORITY HAVING JURISDICTION. A FLAT AND LEVEL SURFACE IS TO BE CUSTOMER PROVIDED PRIOR TO INSTALLATION.

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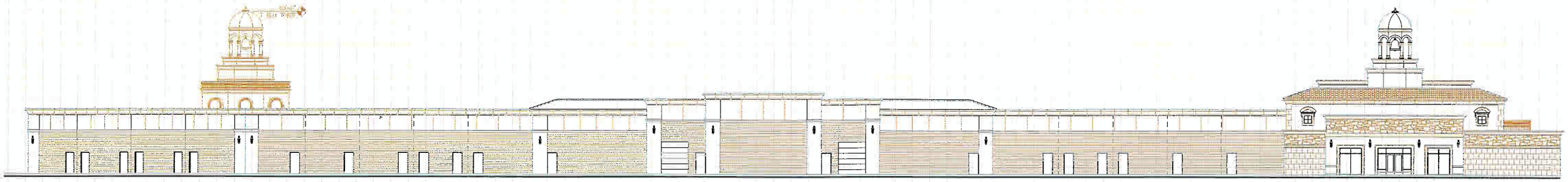
BLDG "E & F" – NORTH ELEVATION

SCALE: 1/16" = 1'-0"

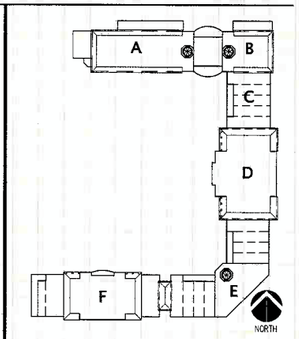


BLDG "E ,D & B" – EAST ELEVATION

SCALE: 1/16" = 1'-0"

BLDG "E & F" – SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



KEY PLAN

N.T.S.

BLDG "F" – WEST ELEVATION

SCALE: 1/16" = 1'-0"

ALL GLASS WITHIN 18" OF FINISH FLOOR AND WITHIN 24" OF DOORS SHALL BE TEMPERED.

PROVIDE BUILDING ADDRESS NUMBERS AT STREET SIDE OF BUILDING AND OTHER LOCATIONS AS SHOWN ON THE EXTERIOR ELEVATIONS. NUMBERS SHALL BE MINIMUM 12" HIGH REVERSE PAN CHANNEL IN CONTRASTING COLORS.

ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.

SOLID MASONRY WALLS AND GATES EQUAL TO OR GREATER THAN THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.

TENANT SIGNAGE BY OTHERS

GENERAL NOTES

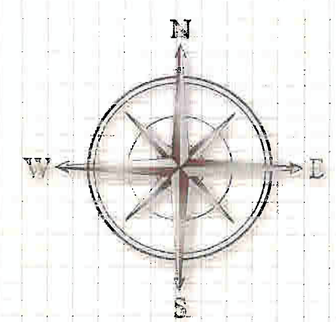
1. MONIER LIFETILE CONCRETE ROOF TILE
2. CULTURED STONE VENEER
3. EIFS OVER FRAME CONSTRUCTION
4. EIFS OVER CONCRETE MASONRY UNITS (CMU)
5. EIFS OVER TYP FOAM CORNICE
6. EIFS REVEAL
7. EIFS POPOUT/TRIM
8. PRECAST CONCRETE BASE VENEER
9. PRECAST CONCRETE CAP
10. PRECAST CONCRETE BALUSTERS
11. PRECAST CONCRETE TRIM AND MOLDING
12. PRECAST CONCRETE COLUMN
13. SPLIT FACE CMU
14. FIXED WINDOW AND FRAME
15. 1/4" CLEAR GLASS IN ANODIZED ALUMINUM FRAMING
16. HOLLOW METAL/OVERHEAD DOOR AND FRAME
17. ORNAMENTAL STEEL GRILLAGE
18. POLYWOOD SHUTTERS W/ ORNAMENTAL IRON HINGES
19. TYP DECORATIVE LIGHT FIXTURE

SIGNAGE TYP SIGNAGE (BY OTHERS)

MATERIAL SCHEDULE

COLOR:	MANUFACTURER:
A. MISSION "S" – PADRE BROWN	MONIER LIFETILE
B. TUSCAN VILLA – DEKOTA BROWN	CORONADO STONE
C. SW 1371 – BRASS TACK (LRV 28)	SHERWIN WILLIAMS
D. BM 349 – YELLOW BRICK ROAD	BENJAMIN MOORE
E. DEC733 – SOLAR WIND (LRV 77)	DUNN EDWARDS
F. DEW346 – SWAN WHITE	DUNN EDWARDS
G. 641 "PEBBLE"	DAVIS
H. COCOA BROWN	SUPERLITE BLOCK
I. BRONZE	KAWNEER
J. DE5711 – UP NORTH	DUNN EDWARDS
K. BM602 – GONDOLA RIDE	BENJAMIN MOORE

COLORS



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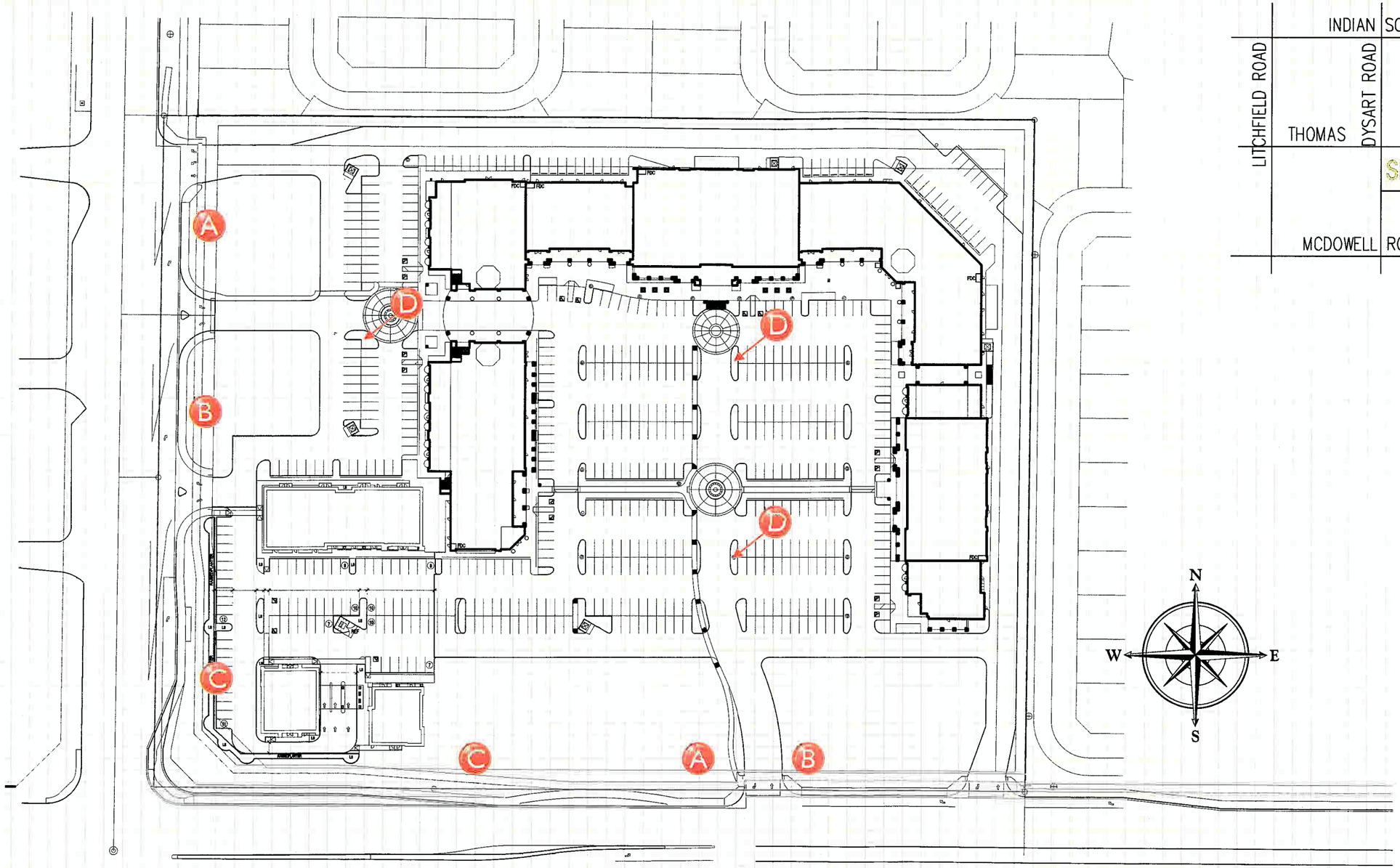

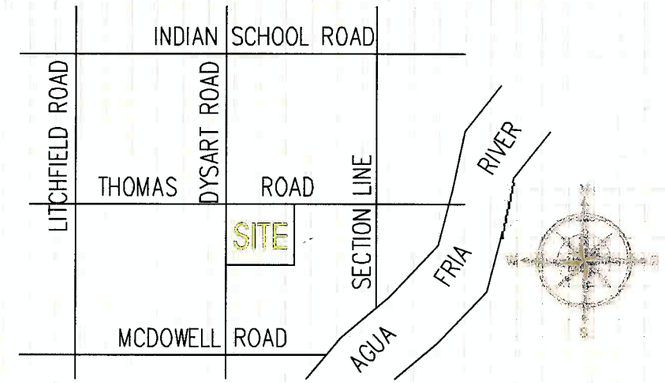

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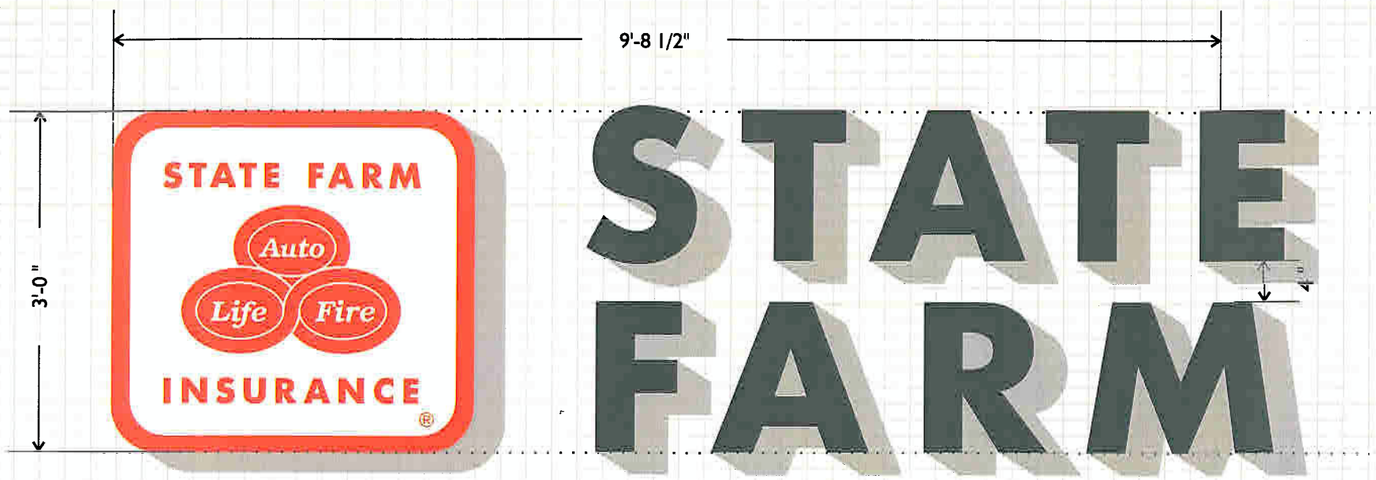
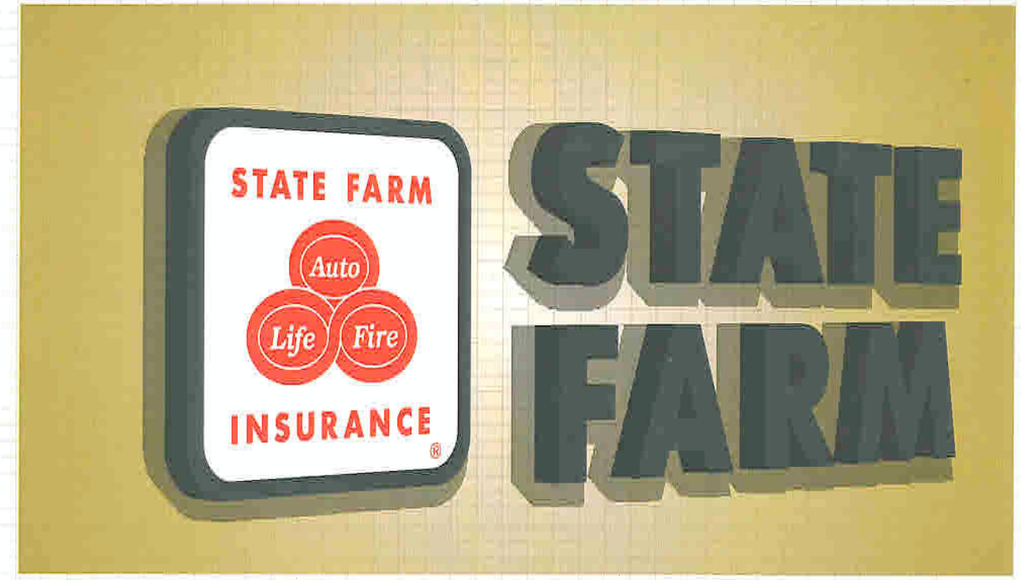
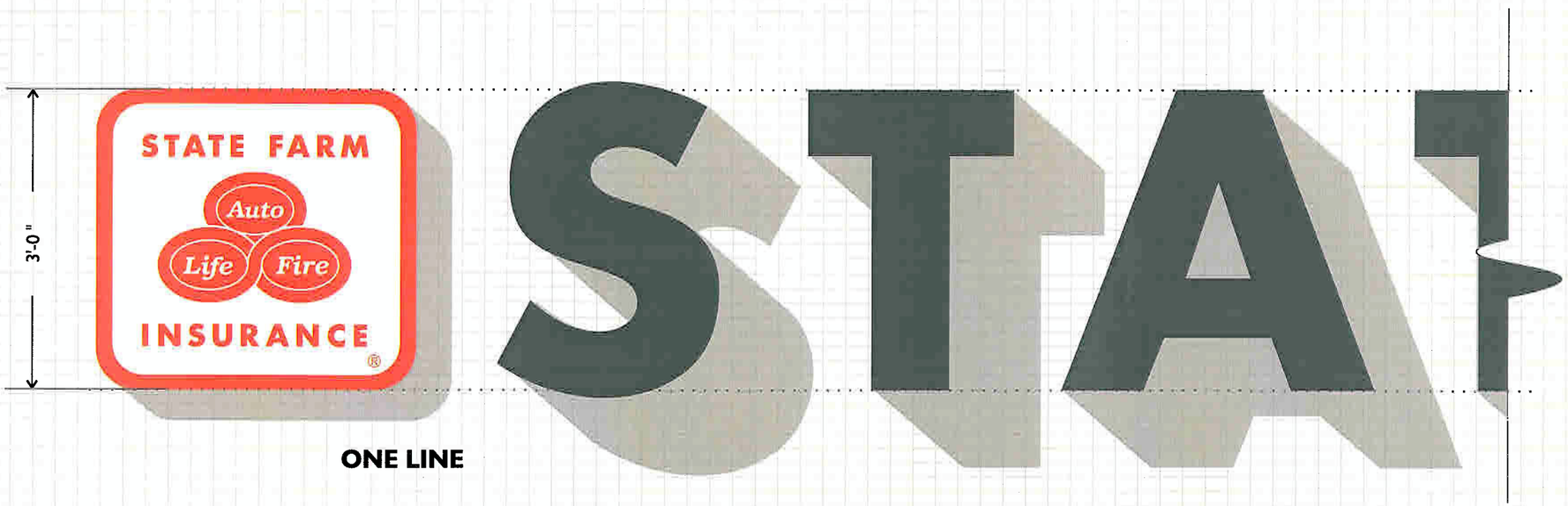
EXAMPLES



TWO LINE





ONE LINE

ILLUM. REVERSE CHANNEL LETTERS

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VINYL WINDOW IDENTIFICATION

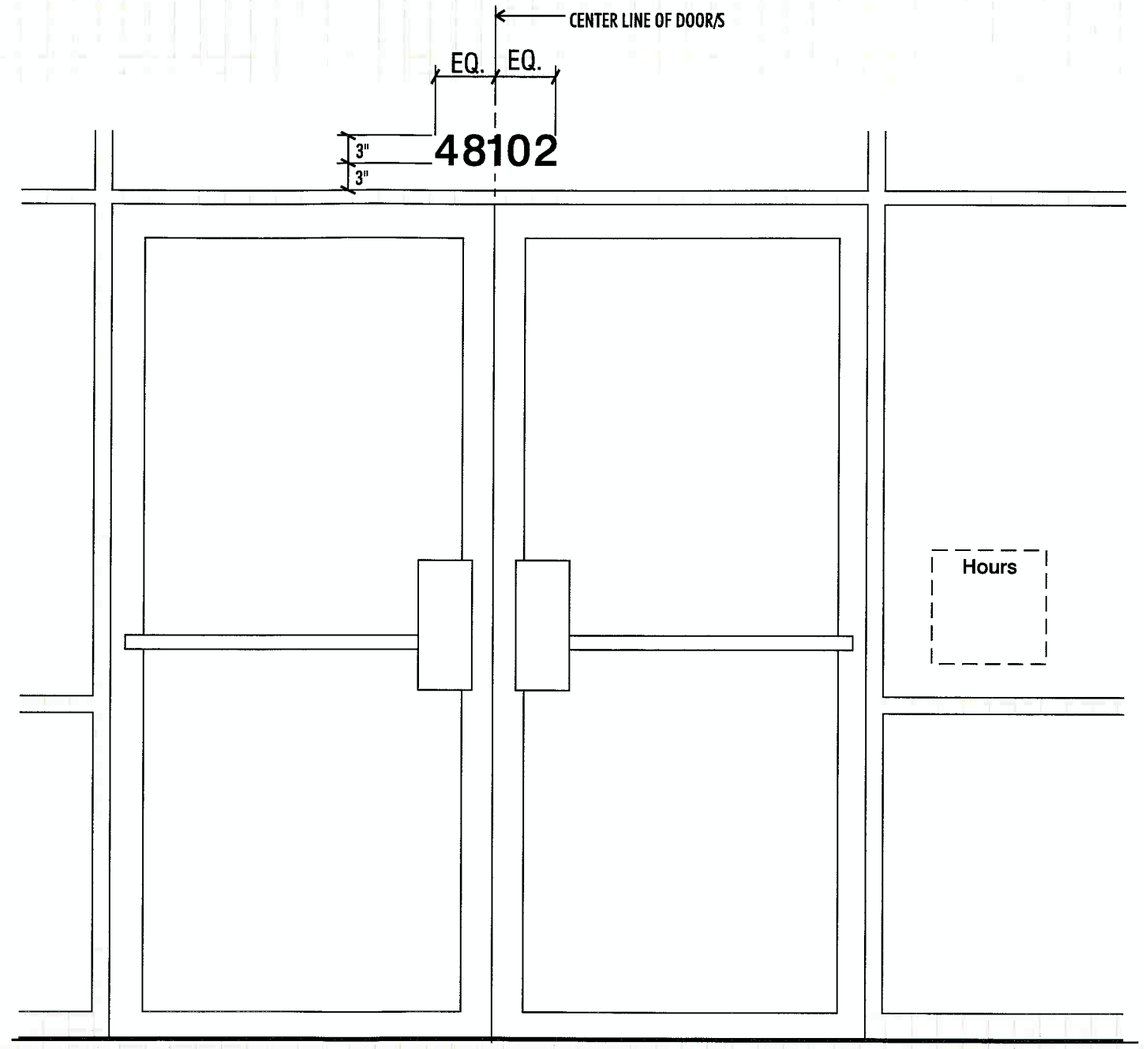
SIZE AND LOCATION AS INDICATED ON DETAIL.
LETTERS ARE NOT TO EXCEED OR BE SMALLER
THAN 3" IN HEIGHT.

HELVETICA MEDIUM

1 2 3 4 5 6 7 8 9 0

ABCDEFGHIJKLMNOPQ
RSTUVWXYZ &
abcdefghijklmnopqrstuv
wxyz

ALL MATERIALS ARE TO BE #220-10 WHITE,
REVERSE CUT HIGH PERFORMANCE 3M
SCOTCHCAL VINYL, COMPUTER GENERATED.



ENTRANCE ELEVATION... TYPICAL TENANT IDENTIFICATION & HOURS

SCALE 3/4"=1'-0"

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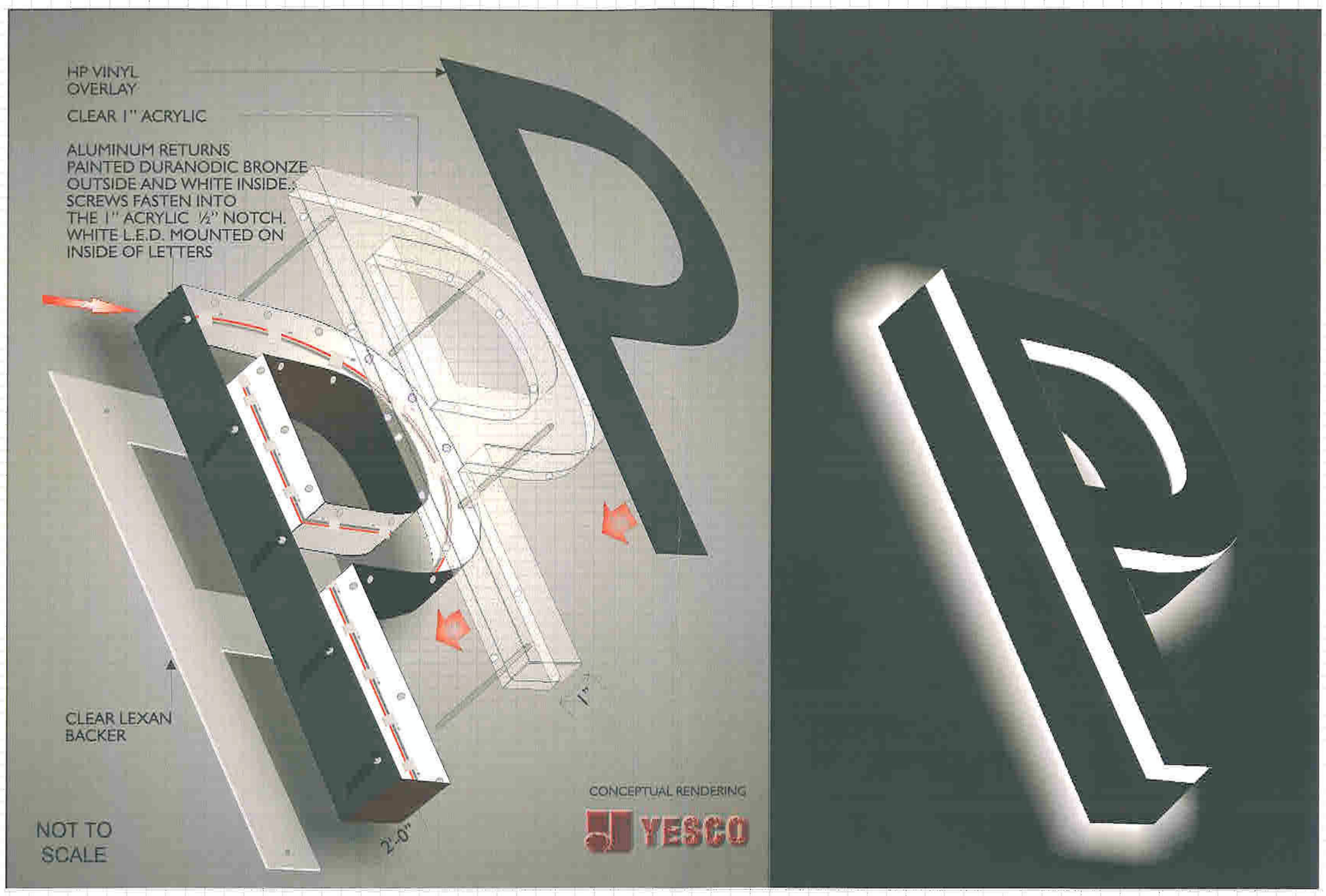

REV. PAN HALO AND EDGE LIT LETTERS

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EXHIBIT H

PLANNING COMMISSION
REGULAR MEETING

CITY COUNCIL CHAMBERS
11465 W. CIVIC CENTER DR.
AVONDALE, AZ 85323

Thursday, January 15, 2009
6:30 P.M.

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I. CALL TO ORDER

The Regular Meeting was called to order at approximately 6:30 p.m. by Chairperson Iwanski.

II. ROLL CALL

The following members and representatives were present:

COMMISSIONERS PRESENT
David Iwanski, Chairman
Michael Demlong, Vice Chair
Al Lageschulte, Commissioner
Angela Cotera, Commissioner
Linda Webster, Commissioner
Lisa Amos, Commissioner
David Scanlon, Commissioner

CITY STAFF PRESENT
Brian Berndt, Development Services Director
Eric Morgan, Planner II, Development Services Department
Scott Wilken, Senior Planner, Development Services Department
Chris Schmaltz, City Attorney

VIII. OTHER BUSINESS

3. DR-08-9: Christine Morris of Morris & Torok Architects is requesting Master Site Plan approval for Piazza Del Companas commercial center. The property is located at the southeast corner of Dysart and Thomas Roads. Staff Contact: **Eric Morgan**.

Eric Morgan, Planner II, Development Services Department, stated this item is a request for approval of a Master Site Plan for the entire subject property and a Final Site Plan for a portion of the subject property. The subject property consists of a vacant parcel approximately 14 acres in area. It is composed of three separate parcels under two separate ownerships. North of the

property is Dysart Commons zoned PAD (Planned Area Development), and to the northwest is Estrella Mountain Community College zoned PAD. To the west is the City of Goodyear and the property is surrounded on the other sides by Single Family Residential.

Mr. Morgan noted a slight adjustment in the access points contrary to the site plan before the Commission. There will be three access points with the center driveway as the full access point. The applicant will build a median on Thomas Road. The other two access points will be right-in/right-out. The easternmost driveway will be marked for delivery vehicles. The applicant will rebuild off-site improvements along Thomas Road, the intersection of Thomas and Dysart Roads, and at driveway and declaration lanes along Dysart Road. All off-site perimeter improvements will be completed in first phase. The vehicular circulation through the site can be accessed from Thomas and Dysart Roads. There will be pedestrian connections from off-site sidewalks into the site and to the buildings.

The applicant is requesting Master Site Plan approval for the entire property of 14 acres and Final Site Plan approval for Buildings A through F. This approval will allow the applicant to proceed with construction drawings and pull building permits for Buildings A through F. Staff has stipulated that Site Plan approval of the pad sites and the bank-retail corner shall be administratively by Staff provided the Site Plan is in conformance with the approved Master Site Plan.

Approximately 13 percent of the total site area is landscaped. A 10-foot landscape buffer is provided along the east and south property line along an existing 8-foot height masonry wall to buffer the site from abutting residential. The buffer will be planted with trees every 20 feet on center. Landscape planters and landscape areas will be provided for seating or standing. Shaded plazas are provided under walkways throughout the site. There are three fountains on the site. Buildings A and B are two-story office-retail with two bell towers at a height of 60 feet. The upper story is office, with the lower story a combination of office and retail and an allowance for medical use. The exterior materials are stucco, stone veneer, and split face block. The architecture is Mediterranean with stone accents. The bank and retail architecture compliments the office-retail buildings; however, the colors will be muted. Faux second stories are provided with a variation in roof line and a bell tower feature. Mr. Morgan noted the bells are not real bells that ring.

The proposed sign plan shows too many freestanding signs and exceeds maximum heights, which will require re-submittal prior to issuance of a building permit. What will be allowed is one freestanding sign on Dysart Road and one freestanding sign on Thomas Road for the entire project, including the bank.

Staff finds that the applicant's proposal meets the four findings for approval. Staff recommends approval with 17 stipulations. Mr. Morgan noted that Stipulation No. 13 reads "No medical office use is permitted anywhere on the site." He now understands that the applicant does want medical office. The site is currently 20 percent over-parked. Staff proposes to change that

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stipulation to state "Medical office may be permitted only in Buildings A and/or B." Staff has considered the parking requirements for that use and the site is still over-parked. Staff will make that change to the Site Plan at the time of construction documents.

Chairperson Iwanski asked Mr. Morgan to repeat Stipulation No. 13. Mr. Morgan stated Stipulation No. 13 should read "Medical office may be permitted only in Buildings A and/or B."

Chairperson Iwanski asked if a bus bay would be provided. Mr. Morgan stated there is a combination deceleration lane/bus bay on Thomas Road just past the intersection.

Commissioner Cotera stated the backs of Buildings E and F do not appear very attractive and she is concerned that some residential neighbors will be able to see into the back of the site until the trees are fully grown. Mr. Morgan explained the residential houses are set back a good 50 feet and the wall is 8 feet in height. Staff attempted to include a lot of decoration on areas that will be in the line of sight. The remaining architecture is split face block with banding, which Staff believes is an adequate elevation. They are open to the Commission's suggestions for approving the appearance. Commissioner Cotera suggested the elevation could include more decorative elements, such as more faux windows. Mr. Morgan stated that Staff would work with the applicant to address that concern.

Vice Chair Demlong stated he too would like to see four-sided architecture, especially as the building is over 30 feet high and on the south side is within 30 feet of the wall, and the trees selected will not likely exceed 15 to 20 feet. He stated on the drainage plan there is three feet of difference between where the bank sits back to Building E. He suggested checking the drainage calculations to make sure a large water flow will not flood the buildings. He pointed out that on page C-2, City of Goodyear requirements are referenced. As the City of Avondale requirements are much better, he would encourage the engineer to use the City of Avondale drainage regulations. Mr. Morgan stated that was just a comment by the fire department. Vice Chair Demlong asked if a water right stipulation would come later, as one has not been included in the stipulations. Mr. Morgan informed the Commission that Staff has a new policy to pursue water rights in the minor land division, platting stage, and are pursuing water rights outside of the site process now.

Chairperson Iwanski stated that Avondale obviously has quality water resource professionals. Vice Chair Demlong thanked Chairperson Iwanski for his comment.

Vice Chair Demlong asked Mr. Morgan to point out the trash enclosure areas on the site. Mr. Morgan pointed out the trash enclosures. Vice Chair Demlong asked if there was a regulation that trash enclosures need to be a certain number of feet from a residential area. Mr. Morgan replied that the Design Manual calls for 40 feet and these trash enclosures meet the requirement of being 40 feet from the residential area. Staff would like to see the trash enclosures somewhere else, but there is no other available location. Vice Chair Demlong stated he too would like to see the trash enclosures somewhere else on the property.

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Vice Chair Demlong asked if there would be another sign review, as the entry signs appear huge. Mr. Morgan explained that the maximum height is 10 feet, plus an additional 2 feet for an architectural embellishment at the top. The sign package will be approved administratively and will comply with the Zoning Ordinance.

Vice Chair Demlong referenced Stipulation 10 and asked if there are two different property owners. Mr. Morgan stated the property is currently owned by two property owners. Vice Chair Demlong asked what will happen if the two property owners cannot come to an agreement. Mr. Morgan explained in that case the Site Plan would not be viable, and the Site Plan will not go forward until the property issue is resolved. Currently recorded by Maricopa County and by deed, the property on the corner was sliced off, and that is the first step. As well, there is a small parcel that Staff wants combined with the rest of the site. While one property owner can hold up another, in this case the bank has been working with the applicant and the City the entire time and they have paid part of the fees, signed the application, provided the elevations, and done site work along with the applicant. The bank is interested in having a legally recognized piece of property. Vice Chair Demlong asked was it an oversight that the property was split in this manner. Mr. Morgan explained that when somebody goes to the County, the County will record anything and the City only finds out after it shows up on the GIS maps.

Vice Chair Demlong noted an error in the Staff Report regarding the landscaping.

Vice Chair Demlong asked about the spacing between the handicapped parking spaces. Mr. Morgan stated each handicap space requires a five foot access ramp by federal law, which is detailed on a detail sheet on the construction documents. Vice Chair Demlong asked if 9 X 18 feet for handicapped spaces meets ADA standards. Mr. Morgan stated 9 X 18 is for regular parking spaces and handicap spaces are 11 X 18, plus 5 feet.

Vice Chair Demlong asked for clarification on the deceleration turn lanes. Mr. Morgan stated the applicant is dedicating 75 feet along Thomas Road on the eastern portion and 80 feet at the corner.

Vice Chair Demlong asked if the property owner or developer had agreed to pay for all perimeter infrastructure at phase one. Mr. Morgan stated the applicant has agreed to pay for all perimeter infrastructure at phase one.

Commissioner Cotera noted the signs would be lighted with LED lights and she would like to see lighting that is more dark-sky friendly. She shared that the white LED lights on signs in Phoenix have a cumulative effect, which is impacting the astronomy industry in Arizona. She noted this is a 250 million dollar a year industry. The lights in Phoenix are even affecting observatories in Flagstaff. She hopes the parking lot lights will be fully contained and down-lit.

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Chairperson Iwanski asked if Avondale has a dark sky ordinance. Mr. Morgan stated that Avondale does not have such an ordinance.

Chairperson Iwanski asked if anybody had thought about one. Scott Wilken, Senior Planner, Development Services Department, explained that the Zoning Ordinance requires fully-shielded, down-lit parking lot lights and that meets the intent of a dark sky ordinance.

Commissioner Cotera suggested that as this is the International Year of Astronomy, perhaps the City should consider a dark sky ordinance. Mr. Morgan added there is a photometric plan, but he did not think to include it. He will make sure to include the photometric plan every time. He stated Commissioner Cotera's concerns would be addressed and noted that Staff will be revising the signage section of the Zoning Ordinance.

Commissioner Scanlon asked if there is an existing 8 foot wall along the south side of the property. Mr. Morgan stated there is an 8 foot wall along the south and east sides of the property. Commissioner Scanlon asked who built the wall. Mr. Morgan stated the existing wall was built to six feet by the Rancho Santa Fe subdivision. Then at some point the height of the wall was brought up to 8 feet.

Commissioner Scanlon asked if the median on Thomas Road would be installed by the developer, which Mr. Morgan confirmed. Commissioner Scanlon asked if there was only one median break. Mr. Morgan pointed out the one median break on Thomas Road. Commissioner Scanlon asked if there were any traffic control devices. Mr. Morgan replied that no additional lights are required. He again noted the signage encouraging delivery trucks to use one entrance.

Vice Chair Demlong asked if pads 1 through 5 along the street will get their deliveries in the parking lot, as he is concerned delivery trucks will use the bus lanes to unload their supplies. Mr. Morgan stated that Staff would never condone any stopping in the right-of-way for deliveries.

Chairperson Iwanski invited further questions, and hearing none, invited the applicant to address the Commission. The applicant declined.

Chairperson Iwanski invited further questions, and hearing none, called for a motion.

Vice Chair Demlong moved that the Planning Commission accept the findings and recommend approval of application DR-08-9, a request for Master Site Plan approval, subject to the 17 Staff-recommended conditions of approval, with modifications to Stipulation No. 13 "Medical offices shall be permitted only in Buildings A and/or B." Chairperson Lageschulte seconded the motion.

1. Development shall be in conformance with the Site Plan, Building Elevations, Landscape Plan, and project narrative date stamped 12/24/2008, except as modified by the conditions of approval given below.

DRAFT

2. The plan approval expires one year from date of approval unless the building permit has been issued.

3. All development shall be done in accordance with the City of Avondale General Engineering Requirements Manual and the City of Avondale Supplement to MAG Uniform Specifications and Details.

4. All common, landscape, and open space areas shall be maintained by a property owner in accordance with the approved plan date stamped December 24, 2008.

5. No exterior equipment, including but not limited to mechanical equipment and roof ladders, shall be allowed where they are visible to the public or from an off-site location.

6. Landscape material adjacent to the property line shall not impede the pedestrian or fire lane access routes.

7. All undeveloped pads, portions of the development or center shall be treated with decomposed granite for dust control until such time of development of those areas.

8. Site plan approval of the pad sites and the bank-retail corner shall be administrative by Staff, provided the Site Plan is in conformance with the approved Master Site Plan.

9. All development shall be done in accordance with the City's Design Manuals.

10. Prior to approval of construction documents, a plat or minor land division is required to be approved by the City. According to the Maricopa County Property Assessor's Records, the subject property is comprised of three tax parcels, 501-75-008M, 501-75-008N and 501-75-008P. The plan or minor land division shall: (a) Reconfigure the three parcels into the appropriate number of parcels as shown on the approved Site Plan; and (b) dedicate right-of-way for turn lanes as required by the approved traffic study, the Avondale Transportation Plan, and the City Engineer.

11. Right-of-way improvements shall be per the approved traffic study and the City Engineer, and shall include transit stops, deceleration lanes, pork chop medians, and a Thomas Road median.

    Right-of-way dedication shall conform to the following, as shown on the Site Plan:

    - Thomas Road 65 feet width half-street.
    - Dysart Road 65 feet width half-street.
    - An additional 10 feet width to accommodate driveway turn and deceleration lanes as shown.

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- An additional 15 feet width to accommodate intersection turn lanes.

12. Provide executed and recorded cross-access easements on the connecting drive aisles between the bank-retail property and the office-retail property, and provide cross-access easements between the office-retail and the five future pad sites, prior to approval of the plat or minor land division for the property.

13. Medical office shall be permitted only in Buildings A and B.

14. All non-handicapped parking stalls shall be a minimum of 9 feet by 18 feet, and all handicapped parking stalls shall meet the current Building Code requirements at the time of permitting.

15. All parking area light poles shall be located within landscape planter islands.

16. A comprehensive sign plan shall be approved by Staff prior to issuance of a building permit.

17. Shopping cart corrals in the parking area shall be required prior to approval of any business utilizing shopping carts. The cart corrals shall be architecturally compatible with the theme of the property as a whole, shall not contain signage for the purpose of advertising, and shall be in conformance with the Design Manuals.

Chairperson Iwanski called for a roll call vote.

ROLL CALL VOTE

Chairperson Iwanski	Aye
Vice Chair Demlong	Aye
Commissioner Lageschulte	Aye
Commissioner Scanlon	Aye
Commissioner Cotera	Aye
Commissioner Amos	Excused
Commissioner Webster	Aye

The motion passed unanimously.

Chairperson Iwanski entertained a motion to excuse Commissioner Amos, who had to leave. Commissioner Scanlon moved to excuse Commissioner Amos. Commissioner Webster seconded the motion. The motion passed unanimously.

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