

PROJECT ASSESSMENT

PROCEDURE

BULLETINS

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

PROCEDURE BULLETIN

HEADING: FIELD REVIEW

SUBJECT: PROJECTS INVOLVING STATE LAND

On all projects involving the State Land Department, either projects underway or future, the new coordinator will be Malinda L. Schaefer instead of Jean Morris. All correspondence and coordination will be handled by her, this includes field reviews. Malinda can be contacted at 542-3671.

HEADING: AASHTO

SUBJECT: DESIGN EXCEPTION APPROVAL AND DISTRIBUTION

Design Exceptions are required as outlined in the **ADOT Design Exception/Design Variance Process Guide** and are prepared as outlined in the **ADOT Guide for Review of the AASHTO Controlling Design Criteria on Existing ADOT Roadways**. The approval and distribution of AASHTO Design Exceptions will be as outlined below:

APPROVAL OF DESIGN EXCEPTIONS:

Projects on the National Highway System (NHS)

1. Concurrence of Exception Memorandum by Roadway Group Manager
2. Approval by FHWA

Projects not on the NHS that require Design Exceptions*

1. Without Bridge Design Exceptions - Approval by Roadway Group Manager
2. With Bridge Design Exceptions - Concurrence by Bridge Group Manager and Approval by Roadway Group Manager

*Note – projects not on the NHS will only require ADOT RDG Design Exceptions per the Design Exception/Design Variance Process Guide.

DISTRIBUTION OF APPROVED DESIGN EXCEPTIONS:

Projects on the NHS

After receiving a copy of the approval letter from FHWA the entire Design Exception package (FHWA Approval Letter, Request to FHWA Letter, ADOT Design Exception Memorandum, Crash Analysis Report and AASHTO Report) is scanned and distributed by email to:

Scoping Project Manager
Design Project Manager
Bridge Design, Group Manager (If bridge design exceptions are involved)
Contracts & Specifications, Section Manager
Predesign Records Retention

All originals will be placed in the project file.

Projects not on the NHS that require Design Exceptions

After receiving the approved Design Exception Memorandum the entire Design Exception package (Exception Memorandum, Crash Analysis Report and AASHTO Report, if prepared) is scanned and distributed by email to those listed above under Projects on the NHS.

The attached formats may be used to obtain Design Exception Approval. These documents will be prepared by the Predesign Project Manager or Predesign Consultant Project Manager and routed through the Predesign Records Technician for distribution.

For projects which do not require Design Exceptions Scoping Project Manager shall place the AASHTO Report on the Predesign Portal and note in the Portal that no Design Exceptions are required.



Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

May 3, 2010

Floyd Roehrich Jr.
State Engineer

John S. Halikowski
Director

Robert E. Hollis
Division Administrator
Federal Highway Administration
ATTN: (FHWA Area Engineer)
4000 North Central Avenue, Suite 1500
Phoenix, Az. 85012 -1906

RE: Design Exceptions
Project (FA Project Number / Project Number)
(Project Name)
(Highway)
(Route Number)

Dear Mr./Ms. (FHWA Area Engineer):

[This _____ project is listed in the _____ ADOT Five-Year Highway Construction Program for Fiscal Year _____ as item # _____ and is scheduled for a (Month) (Year) bid advertisement date. (If the project is in the Tentative Five-Year Highway Construction Program mention it here also).

or

This _____ project is not programmed.]

Design exceptions are requested per the attached AASHTO Controlling Design Criteria Report which has received concurrence of the Assistant State Engineer with Roadway Engineering Group [and Bridge Group if appropriate]. A Crash Analysis Report has been prepared for the project and is also attached.

[Mitigation measures and safety features should be included. The cover letter should also note any features that are being improved with the project and thereby eliminate the need for any design exceptions.]

Please advise if further action is required on the above matter.

Sincerely,

Mary Viharina, P.E.
Assistant State Engineer
Roadway Engineering Group

Attachment: 1. Design Exception Request Memorandum with concurrence
of the Assistant State Engineer, Roadway Engineering Group, [Date]
2. Five Year Crash Analysis Report, [Date]
3. AASHTO Controlling Design Concept Report, [Date]

Cc: See distribution listing on page 1 of 1



Arizona Department of Transportation

ROADWAY ENGINEERING GROUP

MEMORANDUM

To: Mary Viparina, 611E
 Assistant State Engineer
 Roadway Engineering Group

Date:

From: Paul O'Brien, 605 E
 Manager
 Roadway Predesign Section

Subject: DESIGN EXCEPTION REQUEST
 Project(F A Project Number / Project
 Number)
 (Project Name)
 (Highway)
 (Route Number)

[This _____ project is listed in the _____ ADOT Five-Year Transportation Facilities Construction Program for Fiscal Year _____ as Item #_____ and is scheduled for a (Month) (Year) bid advertisement date. (If the project is in the Tentative Five-Year Highway Construction Program mention it here also).

or

This _____ project is not programmed.]

Design Exceptions are requested for (List items{Optional}) as per attached AASHTO Controlling Design Criteria Report. A Crash Analysis Report (dated____) has been prepared for the project and is also attached.

The reasons for granting these design exceptions are as follows:

(Provide list) This list should be categorized by order of the thirteen AASHTO Criteria and which apply specifically to the project:

- | | |
|--------------------------------|---|
| 1. <u>Design Speed</u> | 8. <u>Grade</u> |
| 2. <u>Lane Width</u> | 9. <u>Stopping Sight Distance</u> |
| 3. <u>Shoulder Width</u> | 10. <u>Cross Slope</u> |
| 4. <u>Bridge Width</u> | 11. <u>Vertical Clearance</u> |
| 5. <u>Horizontal Alignment</u> | 12. <u>Horizontal Clearance</u> |
| 6. <u>Superelevation</u> | 13. <u>Structural Capacity/Bridge Barrier</u> |
| 7. <u>Vertical Alignment</u> | |

A detailed disposition of each design exception being requested should be described including any mitigation measures. See PA Bulletins 09-002 and 10-001 for additional information on design exception justifications.

Concur: _____
 Bridge Group Manager

Concur: **[See Note#1]:** _____
 Roadway Group Manager

 Date

 Date

[IF BRIDGE DE'S ARE INVOLVED]

Note #1 Use **Concur** if the Design Exception Request is to be approved FHWA
 Use **Approved** if the Design Exception Request does not need to be approved by FHWA

PROJECT ASSESSMENT
PROCEDURE BULLETIN

BULLETIN 96-003

REVISED 02/15/02

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ATTACHMENT 1 PAGE

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: MAJOR AND MINOR STRUCTURES

Included in the Background Data Section of a Project Assessment is a standard statement about the minor structures on the project.

The question has been raised on projects where no minor structures are required to be extended, replaced or modified, "What is the added value of spending hours going through as-built plans to count the number of minor structures, etc. just to satisfy the required statement in the P.A.?"

This is a valid concern and we are now revising the former standard language as shown on the revised attached P.A. example guide. This is with the concurrence of the Design Sections.

PROCEDURE BULLETIN

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: MAJOR AND MINOR STRUCTURES

Included in the Background Data Section of a Project Assessment is a standard statement about major and minor structures on the project.

The question has been raised on projects where no minor structures are required to be extended, replaced or modified, "What is the added value of spending hours going through as-built plans to count the number of minor structures, etc. just to satisfy the required statement in the P.A.?"

This is a valid concern and we are now revising the former standard language as shown on the revised attached P.A. example guide. Note the bullet in footnote four.

EXAMPLE*EXAMPLE*

B. BACKGROUND DATA

The ADOT Bridge Record shows 48 major structures¹ within the project limits. The bridge² locations are listed below:

<u>STR NO</u>	<u>MP</u>	<u>STRUCTURE NAME</u>	<u>SIZE</u>	<u>VERTICAL CLEARANCE</u> ³
#1413	59.15	CAP Canal BR EB	42'x107'	-
#1414	59.16	CAP Canal BR WB	42'x107'	-
#1282	59.47	Sore Finger Rd UP GS	26'x330'	EB 17'-5" WB 16'-10"
#1283	69.66	Ave 75 E TI UP	26'x331'	EB16'-7" WB 16'-4"
#1285	70.11	Broken Wash RBC	3-10'x10'x45'-6"	-

There are 64 minor drainage structures (spans less than 20 feet) within the project limits. These include 11 CBC's and 53 CMP's.⁴

¹ FYI –For a structure to be defined as a major structure, it must have a span of 20 feet or greater. The span length is measured parallel to the center of the road. Remember the 20-foot span can be the summation of multiple spans (ex: 2-10'x10' CBC, 45'x10' CBC, 460" CMP and 28'x6' CBC on a 45° skew are all examples of major structures). A major structure is listed in the Bridge Record and has a structure number.

² FYI – Bridges listed here have spans twenty feet or greater and must meet at least one of the following criteria:
-The structure deck must directly carry traffic;
-There must be some type of bridge barrier (concrete barrier, bridge rail, guardrail, etc.).

CBC's covered by the roadway embankment are not part of this list.

³ FYI – Always compare the date on the bridge maintenance record to the date on the as-built plans to be sure the roadway was not overlaid after the most recent bridge inspection. The vertical clearance listed here is the latest recorded minimum vertical clearance (note-not the posted vertical clearance).

⁴ FYI – This paragraph may be omitted if no minor structures are required to be extended, replaced or modified. However, don't forget the following:

- The disposition of minor structures should be discussed during the Field Review with District Maintenance & District Construction. District Maintenance should identify any minor structures (pipes, etc.) that are a maintenance problem or which need to be replaced because of corrosion. The Project Team should also discuss if any pipes need to be extended to provide the recommended clear zone for safety considerations. If District Maintenance or District Construction do not attend the Field Review, contact should be made immediately after the field review. The intent is to document the minor structures in the Field Review meeting minutes which are distributed to the Project Team.

EXAMPLE*EXAMPLE

B. BACKGROUND DATA

There are 48 major structures¹ listed in the ADOT Bridge Record within the project limits. The list includes four bridges, 42 CBC's and two CMP installations.

The bridge² locations are listed below:

<u>STR NO</u>	<u>MP</u>	<u>STRUCTURE NAME</u>	<u>SIZE</u>	<u>VERTICAL CLEARANCE</u> ³
#1413	59.15	CAP Canal BR EB	42'x107'	
#1414	59.16	CAP Canal BR WB	42'x107'	
#1282	59.47	Sore Finger Rd UP GS	26'x330'	EB 17'5" WB 16'10"
#1283	69.66	Ave 75 E TI UP	26'x331'	EB 16'7" WB 16'4"

There are 64 minor drainage structures (spans less than 20 feet) within the project limits. These include 11 CBC's and 53 CMP's.⁴

- ¹ FYI - Keep in mind that for a structure to be categorized as a major structure, it must have a span of 20 feet or greater. The span length is measured parallel to the center of the road. Remember the 20-foot span can be the summation of multiple spans (Ex: 2-10'x10' CBC, 4-5'x10' CBC, 4-60' CMP and 2- 8'x6' CBC on a 45° skew are all examples of major structures). Also note that a major structure is listed in the bridge log and has a structure number.
- ² FYI - For bridges listed here, the bridge decks may directly carry traffic, almost always have some type of bridge barrier (concrete barrier, bridge rail, guardrail, etc.), and spans far beyond twenty feet. CBC's that carry traffic directly on the deck and/or have a bridge barrier are listed here. CBC's covered by the roadway embankment are not part of this list.
- ³ FYI - Always compare the date on the bridge maintenance record to the date on the as-built plans to be sure the roadway was not overlaid after the bridge inspection.
- ⁴ FYI - This paragraph is not needed if no minor structures are required to be extended, replaced or modified. However, don't forget the following:
 - The disposition of minor structures should be discussed during the field review with District Maintenance & District Construction. District Maintenance should identify any minor structures (pipes, etc.) that are a maintenance problem or which need to be replaced because of corrosion. The project team should also discuss if any pipes need to be extended to provide the recommended clear zone for safety considerations. If District Maintenance or District Construction do not attend the field review, contact should be made immediately after the field review. The intent is to document the disposition of minor structures in the field review meeting minutes which are distributed to the project team.

PROCEDURE BULLETIN

HEADING: PROJECT ASSESSMENT - ESTIMATE

SUBJECT: EROSION CONTROL

Roadside Development has advised the 0.5% which has been typically utilized for Erosion Control in a Project Assessment Cost Estimate is not adequate and they have requested to increase this percentage to 1.0%

Therefore, all projects should utilize 1% for Erosion Control in the Itemized Cost Estimate of a Project Assessment.

PROCEDURE BULLETIN

HEADING: PROJECT ASSESSMENT - ESTIMATE

SUBJECT: SAFETY AND MISCELLANEOUS ITEMS

On the cost estimate for pavement preservation projects, please rename the "SAFETY" items sheet to "SAFETY AND MISCELLANEOUS" items.

Any item that is not related to strictly pavement will go under this designation.

PROCEDURE BULLETIN

HEADING: PROJECT ASSESSMENT - GENERAL

SUBJECT: LOOP DETECTORS

GENERAL:

Typically traffic counter loops are disturbed when milling existing asphaltic pavements.

The question is sometimes raised: "When a pavement preservation project is proposed to overlay an existing asphalt pavement where there are existing traffic counter loop detectors, how thick of an overlay can be placed before the loop detectors will not function?" The loops are normally placed two to three inches below the pavement surface. The magnetic field created by the loops will function adequately until the pavement above the loops exceeds eight inches. When considering a new overlay, it is essential to determine how much pavement has been added to the original pavement when the loop detectors were originally installed.

When preparing a Project Assessment the location of loop detectors and the traffic data (Average Daily Traffic, and K, D, &T factors) are obtained by sending a written request or e-mail to Joe Flaherty / TPD Data Section / 070 R. This request should be sent to Joe as soon as the project is assigned to provide as much lead time as possible. The request should include a request for the location / status of any TCS, ATR or WIM sites. This information will be sent back while also identifying any special types of loop detectors, sensors or proposed new loop detector systems.

The different types of loops detectors encountered on a typical project include:

- TCS Traffic Counter Loops
- WIM Weigh in Motion Systems
- Speed Counter Loops (No longer in use)
- ATR Automatic Traffic Recorder

TRAFFIC COUNTER LOOPS:

These are typically used to obtain short duration traffic counts such as 48 hour counts, etc. Two types of signs are used to identify Traffic Counter Stations (TCS). A black on white TCS sign indicates the location of functional traffic counter loops. A white on green TCS sign indicates the location of an existing Traffic Counting Station (no loops are located within the roadway pavement) or the location of loops in the roadway pavement which are not functional. This sign may also indicate locations where future loops should be placed in the pavement.

The Traffic Planning Division, Data Section will identify new loop placements when responding to the traffic data request.

Two lane roadway

1 loop per lane
Total 2 loops, one pull box
Estimated cost \$1500

Interstate Highway (Typical Section of two lanes in each direction)

1 loop per lane, 1 pull box per direction
Total 4 loops, 2 pull boxes
Estimated cost \$3000

When loops need to be replaced, Roadway Design takes care of the design by placing quantities and notes in the construction plans. There are no single sheets in the construction plans with Electrical Design's stamp. Therefore, the P.A. Involvement Sheet would show no Electrical Design involvement.

PROCEDURE BULLETIN**WEIGH IN MOTION SYSTEMS:**

These are typically located at existing port of entry (POE) sites or can be used in the roadway in lieu of a permanent POE (ramps, parking area, buildings, etc).

If there is involvement with these types of loops, Joseph Otto with the TPD Data Section will make a special note identifying their impact when sending back the list of involved loops from his office. These are special in the way they are built and operated. Coordination of the project impact and how they will be treated must be coordinated with the TPD Data Section during scoping. Electrical Design should be shown as having significant involvement on the P.A. Involvement Sheet.

AUTOMATIC TRAFFIC RECORDERS (ATR)

These are typically continuous traffic recorder stations, which monitor traffic 24 hours per day and have active computer polling with telemetry. These locations are identified by white on blue signs. In addition to loops and a pull box a traffic signal cabinet with associated equipment will be located along side the roadway. A new ATR site can cost \$50,000. They can function as a WIM system when piezo strips are utilized. Coordination of the project impact must be coordinated with the TPD Data Section during scoping.

SPEED COUNTER LOOPS:

These are no longer in service. Their function is now part of a typical ATR site.

SIGNAL LOOP DETECTORS:

Electrical Design typically has significant involvement on projects when there are traffic signal loop detectors, which are impacted by a proposed project. Coordinate the number of loops and associated costs with your representative from the Traffic Design Section.

INVOLVEMENT SHEET

The Involvement Sheet should have a row for the Transportation Planning Division Data Section in order to identify if they have any anticipated involvement with the scope of the project.

PROCEDURE BULLETIN

HEADING: OFFICE PROCEDURES

SUBJECT: VEHICLE STORAGE GATE LOCK

In order to provide the best security for the Predesign van and for Location Section vehicles that we can, it would be appreciated if the following steps would be taken.

- The gate should remain locked at all times even when refueling at the ADOT motor pool. Please lock the gate behind you.
- When you are finished locking the gate please spin the tumblers so that the numbers showing do not have the combination to the lock.

PROCEDURE BULLETIN

HEADING: FIELD REVIEW

SUBJECT: ROADSIDE DEVELOPMENT

Please include Roger Dybas of Roadside Development Services as a standard invitee to attend the field reviews. He will likely attend on a very limited basis. His area of concern is the Erosion Control / NPDES Involvement discussed in the P.A. and corresponding data shown on the involvement sheet for Roadside Development.

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: ENVIRONMENTAL PLANNING

Craig Seppelfrick of Environmental Planning Section has requested that the following statement be included in the Project Assessment (Section D - Development Considerations) unless otherwise directed by Environmental Planning Section:

“Environmental Planning Section will determine if there are any special environmental or archaeological concerns and prepare the required documentation.”

HEADING: GENERAL

SUBJECT: PAVEMENT PRESERVATION FUNDS

Pavement preservation projects showing cost reductions of \$200,000 or more (below the programmed amount) will be processed through the PRB and PPC and the cost reduction amount will be used to replenish the Pavement Preservation Contingency Fund accounting balance.

The following process should be followed when preparing a Project Assessment for pavement preservation projects:

Initial Project Assessment

The itemized estimate and possible return of the excess funds should be discussed with the Project Manager and the reviewer from Materials Pavement Design Services prior to sending out the Initial P.A. This will assure good communication throughout the development of the P.A. If after this discussion, excess funds are still identified, then In Section G of the P.A. state that "Action may be required by the Project Review Board and the Priority Planning Committee to return the extra funds not used by this project to the pavement preservation contingency fund".

Summary of Comments

An action needs to be determined after comments are received on the Initial Project Assessment. The itemized estimate for the Final Project Assessment should be completed and reviewed to see if the numbers indicate there are still excess funds greater than \$ 200,000 which could be returned to the Pavement Preservation Contingency Fund. If this is the case then a consensus meeting needs to be held with the P.A. author, the Project Manager, the Predesign supervisor and the reviewer from Materials Pavement Design Services. This team will determine the final resolution of the excess funds, i.e. revisions to the estimate, amount of funds to be returned, etc. Based upon the resolution of the excess funds, appropriate language will be included in Section D or Section G of the Final Project Assessment. The Summary of Comments should not be distributed until after the consensus meeting in order to inform all team members of the final disposition of the excess funds.

Final Project Assessment

If required based upon the above referenced consensus meeting, include the appropriate language regarding excess funds in the P.A.

PROCEDURE BULLETIN

HEADING: SUMMARY OF COMMENTS

SUBJECT: CONSTRUCTION ENGINEERING AND CONTINGENCIES (%)

If a question arises concerning the percentages used for Construction Engineering and Contingencies in the itemized estimate, this sample response may be referenced.

Comment:

1. (In the Itemized Estimate, concerning the 20% Construction Engineering & Contingencies for Pavement Preservation Items and the 30% Construction Engineering & Contingencies for Safety Items) Recently, Districts and the State Engineer have informed Contracts & Specifications to increase the 15% Engineering & Contingencies for Bid Estimates to 20%, citing increased average cost for Project Administration. Your estimate should likewise reflect this change or it will directly affect our budget during design.

Action:

Per discussion with David Allocco, Contracts and Specifications Services currently adds 15% for construction engineering and contingencies to final construction cost estimates. Additionally, Roadway Predesign Section discussed this concern with Pavement Design Section and there is no indication that the methods used to prepare Predesign cost estimates for pavement preservation projects are inaccurate. At this time, the percentages used in the Project Assessment for Construction Engineering & Contingencies appear adequate. The percentages will continue to be reevaluated, on a yearly basis, by Materials Group.

PROCEDURE BULLETIN

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: CURRENT AND PROJECTED TRAFFIC

Traffic data for the "current" year and a projected year is typically presented in Section B - BACKGROUND DATA of the Project Assessment as shown in the following example:

The assigned average daily traffic (ADT) for 1998 is 3,700 vehicles per day (vpd). The projected ADT for 2008 is 4,800 vpd. Traffic factors are: K=8%, D=54%, T=5%.

To determine the "current" and projected years, use the following guide which is adapted from Section 102 of the Roadside Design Guidelines:

PAVEMENT PRESERVATION PROJECTS

Programmed Projects (Tentative, Final, or Supplemental Program)

- Use the programmed year as the "current" year.
- Use the "current" year plus ten years as the projected year.

Unprogrammed Projects

- Use the year shown in the problem statement as the "current" year.
- If no year is shown in the problem statement, use the third year of the next ADOT 5 Year Program as the "current" year. (Example: Development of the P.A. is during FY 95-96. Then, the "current" year will be 1996 + 3 years = 1999.)
- Use the "current" year plus ten years as the projected year.

NEW CONSTRUCTION / RECONSTRUCTION (INCLUDING "MINOR" PROJECTS AND "SAFETY" PROJECTS)

Programmed Projects (Tentative, Final, or Supplemental Program)

- Use the programmed year as the "current" year.
- Use the "current" year plus twenty years as the projected year.

Unprogrammed Projects

- Use the year shown in the problem statement as the "current" year.
- If no year is shown in the problem statement, use the year in which the Project Assessment is written as the "current" year.
- Use the "current" year plus twenty years as the projected year.

HEADING: GENERAL

SUBJECT: AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS

It is important to inform outside agencies which may have land ownership or jurisdiction adjacent to the project right-of-way as to what the Department is proposing for future projects and provide an opportunity for comment. (An outside agency may be proposing changes, etc. which could impact our scoping process and documents). Outside agencies include governmental or public bodies, not individual private parties or landowners.

One of the two following actions should be taken based upon the associated criteria listed below:

1. An agency representative should be invited to the Project Field Review and receive a copy of the Initial and Final Project Assessment if:

- ADOT right-of-way for the project is an easement (Forest Service or Indian Reservation).
- The project is within the "City Limits."
- ADOT owns the right-of-way and the project will reflect a major change in the roadway facility.
- An outside agency is the requester of the project.
- The project is within the limits of a larger study which directly affects the outside agency.

1. An agency representative should receive only a copy of the Initial and Final Project Assessment if:

- ADOT owns the existing right-of-way and there is no major change to the roadway facility. The project is basically a maintenance type of project.
- The project requires lane shutdowns or detours. In this instance, the Project Assessment should be transmitted to the appropriate representative for the County. This especially applies to temporary ramp closures on pavement preservation projects.

Research for ownership of public lands should be limited to the information available in Roadway Predesign (County & Forest maps etc.) and the available right-of-way plans. Requests should not be made to Right of Way Titles Section to identify adjacent public land ownership. This would create additional work for that Section which would impact an already limited staff. Requests to Right of Way Titles should be limited to projects where additional right-of-way is required or where there are special project issues/concerns.

It is the responsibility of the Project Assessment author or consultant liaison to make sure the distribution list for the project is complete and accurate.

PROJECT ASSESSMENT
PROCEDURE BULLETIN

BULLETIN 96-014

REVISED 02/22/02

PAGE 1 OF 1

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: SWPPP & NPDES

This Bulletin applies only to projects going to construction prior to March 10, 2003. See Project Assessment Procedure Bulletin # 02-002 for projects going to construction on or after March 10, 2003. When referring to the National Pollutant Discharge Elimination System (NPDES) Permit and/or the Storm Water Pollution Prevention Plan (SWPPP) the following language should be included in the Project Assessment (Section D - DEVELOPMENT CONSIDERATIONS) as appropriate:

STATE FUNDED PROJECTS:

LESS THAN FIVE ACRES OF LAND IS DISTURBED:

Because less than five acres of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will not be required; however, this project will be reviewed, during design, by the Roadside Development Section to determine if a Storm Water Pollution Prevention Plan(SWPPP) is required.

GREATER THAN OR EQUAL TO FIVE ACRES OF LAND IS DISTURBED:

Because more than five acres of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will be required and a Storm Water Pollution Prevention Plan (SWPPP) will be required.

FEDERALLY FUNDED PROJECTS:

LESS THAN FIVE ACRES OF LAND IS DISTURBED:

Because less than five acres of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will not be required; however, in accordance with Federal Regulation 23 CFR Part 650, Subpart B, construction projects that are federally funded shall provide design features to reduce erosion and minimize sedimentation during and after construction when applicable. This project will be reviewed during design by the Roadside Development Section to determine if a Storm Water Erosion/ Sedimentation Plan will be required as part of the project plans.

GREATER THAN OR EQUAL TO FIVE ACRES OF LAND IS DISTURBED:

Because more than five acres of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will be required and a Storm Water Pollution Prevention Plan (SWPPP) will be required.

PROJECT ASSESSMENT
PROCEDURE BULLETIN

BULLETIN 96-015

REVISED 02/22/02

PAGE 1 OF 1

HEADING: PROJECT ASSESSMENT - INVOLVEMENT SHEET

SUBJECT: SWPPP

The following information should be included on the Involvement Sheet for projects going to construction prior to March 10, 2003:

LESS THAN FIVE ACRES OF LAND IS DISTURBED:

FEDERALLY FUNDED PROJECTS:

Organization: ROADSIDE DEVELOPMENT
Comments: STORM WATER EROSION / SEDIMENTATION PREVENTION PLAN
(IF REQUIRED)

GREATER THAN OR EQUAL TO FIVE ACRES OF LAND IS DISTURBED:

STATE FUNDED OR FEDERALLY FUNDED PROJECTS:

Organization: ROADSIDE DEVELOPMENT
Comments: STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

The following information should be included on the Involvement Sheet for projects going to construction on or after March 10, 2003:

LESS THAN ONE ACRE OF LAND IS DISTURBED:

FEDERALLY FUNDED PROJECTS:

Organization: ROADSIDE DEVELOPMENT
Comments: STORM WATER EROSION / SEDIMENTATION PREVENTION PLAN
(IF REQUIRED)

GREATER THAN OR EQUAL TO ONE ACRE OF LAND IS DISTURBED:

STATE FUNDED OR FEDERALLY FUNDED PROJECTS:

Organization: ROADSIDE DEVELOPMENT
Comments: STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

HEADING: GENERAL

SUBJECT: PROJECT MANAGEMENT IDENTIFICATION

Senior Project Managers will be assigned to selected projects and will participate in the development of scoping documents as a team member. Project Managers will be assigned to all projects and will serve as the focal point of the study effort and perform lead role activities. In some cases, the scoping document author or Predesign Consultant Manager will serve as the Project Leader during development of scoping documents. Identification of the Senior Project Manager and Project Manager is typically done by the Predesign Section Records Technician prior to assignment of the scoping project. The Senior Project Managers and Project Managers will be identified as follows:

Senior Project Manager:

Projects Other than Pavement Preservation Projects and Specialty Projects:

Projects, which are neither pavement preservation projects nor specialty (signing, lighting, and bridge retrofit) projects, will have a Senior Project Manager as well as a Project Manager. The Senior Project Manager will be one of the following:

John Sterner	Prescott District
Mike Bruder	Yuma District
Jennifer Livingston	Flagstaff and Holbrook District
Bahram Dariush	Kingman and Globe Districts.
Larry Maucher	Safford and Tucson Districts.
Phoenix District	Steve Jimenez, Assistant State Engineer for Valley Project Management, will assign responsibility to one of the Valley Freeway Senior Project Managers.

Project Manager:

Pavement Preservation Projects:

For pavement preservation projects, a representative from Roadway Design Section will be identified as the Project Manager. This may be an ADOT staff person or a contract consultant.

Non-Pavement Preservation Projects:

For non-pavement preservation projects, a representative from Roadway Design Section, the author of the scoping document or the Predesign Consultant Monitor may function as the Project Manager during scoping document preparation. A Senior Project Manager may also act as the Project Manager.

It will be the responsibility of the scoping document author or Predesign Consultant Monitor to assure that Project Managers and Senior Project Managers, as appropriate, are included in the project team during development of scoping documents.

HEADING: GENERAL

SUBJECT: ROADWAY DESIGN SECTION REVIEWERS

A representative from Roadway Design Section will review scoping documents prepared by Predesign Section.

For pavement preservation projects, Bill Lyons will identify the Roadway Design Section Project Manager. This may be an ADOT staff person or a contract consultant.

Art May will assign a Roadway Design Section review representative for all scoping projects.

The Project Assessment author or Predesign Consultant Manager should assure that the appropriate Roadway Design representative receives copies of scoping documents for review (Project Manager and/or Roadway Design Section review representative).

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: ACCIDENT COUNTS AND EVALUATIONS

ALL PROJECTS EXCEPT SAFETY (STP/HES) PROJECTS:

For all projects except Safety Projects, traffic accident counts and evaluations will be included in the Initial and Final Project Assessments as follows:

INITIAL PROJECT ASSESSMENT

During development of the Initial Project Assessment, a request is transmitted to Traffic Records Section (Jim Williams) for a five-year traffic accident count covering the milepost limits of the proposed project.

The request and subsequent reply from Traffic Records Section should be completed prior to the field review so that any identified high-accident locations can be evaluated in the field during the project field review.

The accident summary is included in Section B - BACKGROUND DATA of the Initial Project Assessment. Any accident type which equals zero is not included in the accident summary.

FINAL PROJECT ASSESSMENT

The accident summary that was included in the Initial Project Assessment is also included in Section B - BACKGROUND DATA of the Final Project Assessment, along with the narrative evaluation of the accidents provided by Traffic Studies Section.

SAFETY (STP/HES) PROJECTS

Safety Projects are typically based on a Candidate Location For Operations And Safety Evaluation (CLOSE) Report. Reference to the CLOSE Report should be included in Section A - INTRODUCTION of the Project Assessment. No discussion of accidents is required in Section B - BACKGROUND DATA of the Project Assessment. Since the CLOSE Report addresses the accident history in detail, a summary of the accident history does not need to be included in the text of the Project Assessment.

PROCEDURE BULLETIN

HEADING: PROJECT ASSESSMENT - INVOLVEMENT SHEET

SUBJECT: AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS

When government agencies have jurisdiction over land adjacent to ADOT projects and the agencies are being involved only for informational purposes, the agency participation should be identified on the Project Assessment Involvement Sheet as follows:

Organization:	(NAME OF AGENCY)
Involvement:	MINIMUM
Comments:	COORDINATION

Refer to Bulletin 96-013 for additional information regarding agencies with land adjacent to ADOT projects.

PROJECT ASSESSMENT
PROCEDURE BULLETIN

BULLETIN 96-020

REVISED 03/30/00

PAGE 1 OF 1

ATTACHMENT 1 PAGE

HEADING: GENERAL

SUBJECT: PROJECT REVIEW BOARD

The following information is for your reference in coordinating and preparation for presentations made before the Project Review Board:

- I. PROJECT REVIEW BOARD MEMBERS
 - A. Regular Members
 - 1. Sam Maroufkhani (Chairman)
 - 2. Bill Higgins
 - 3. Dan Lance
 - B. Rotating Members (Two Assistant State Engineers)
 - 1. John Louis
 - 2. Dan Davis
- II. MEETING SCHEDULE
 - A. Weekly every Tuesday from 10:00 a.m. to 12:00 p.m.
 - B. The location of the meeting may vary. The time and date is shown on the Program & Project Management Section (PPMS) PRB Meeting Calendar.
- III. TIME ALLOCATED FOR PRESENTATION
 - A. You are normally given five-minutes to make your presentation. The actual time depends on how many major scoping items are being addressed. You may be given five-minutes per major item (scope, schedule, or budget).
 - B. You should arrive five-minutes prior to your scheduled presentation in case the Project Review Board is running ahead of schedule.
- IV. DEADLINE FOR SUBMITTAL OF REQUESTED PROJECT CHANGE TO PROGRAM & PROJECT MANAGEMENT SECTION
 - A. In order to make the agenda for the Tuesday meeting of the PRB, the Requested Project Change Form is submitted to PPMS (Mail Drop 620E) no latter than 5:00 p.m. of the prior Wednesday.
 - B. It is recommend that you provide a hard copy of the Project Change Request Form to Program & Project Management Section (Hari Khanna). If he is out of the office over an extended period of time your E-Mail will not have any value; however, your hard copy will be distributed to the person assigned his responsibilities.
- V. PROJECT REVIEW BOARD AGENDA
 - A. The agenda for the scheduled Project Review Board Meeting will be prepared and completed by Program & Project Management Section by Monday the week of the meeting. A copy of the agenda should be provided to you indicating the time reserved to discuss your project.

A copy of the "Project Change Request" form is attached.

**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
REQUESTED PROJECT CHANGE**

GENERAL INFORMATION

DATE: _____

PROJECT MANAGER: _____ PHONE: _____ MAIL DROP: _____

PROJECT LOCATION (NAME): _____

TYPE OF WORK: _____

PROJECT NUMBER: _____ TRACS NUMBER: _____ CPS ID: _____

ROUTE: _____ COUNTY: _____ MILEPOST: _____

CURRENT BUDGET: _____ FUNDING SOURCE: _____ FISCAL YEAR: _____

SUMMARY OF PROPOSED CHANGES

REQUESTED ADDITIONAL FUNDS: _____ FISCAL YEAR: _____ FUNDING SOURCE: _____

REQUESTED NEW BUDGET: _____ % CHANGE FROM ORIGINAL BUDGET: _____

REVISED ADVERTISEMENT DATE: FROM: _____ TO: _____ STIP/TIP REQUIRED: YES NO

DESCRIPTION OF REQUESTED CHANGES:

JUSTIFICATION:

PROPOSED ALTERNATIVES:

RECOMMENDATIONS

PROJECT REVIEW BOARD: APPROVED: YES NO DATE: _____ SIGNED _____
MODIFIED: YES NO DATE: _____ SIGNED _____

PRIORITY PROGRAMMING: APPROVED: YES NO DATE: _____ SIGNED _____
MODIFIED: YES NO DATE: _____ SIGNED _____

TRANSPORTATION BOARD: APPROVED: YES NO DATE: _____ SIGNED _____
MODIFIED: YES NO DATE: _____ SIGNED _____

PROJECT ASSESSMENT
PROCEDURE BULLETIN

BULLETIN 96-021

REVISED 10/07/98

PAGE 1 OF 1

HEADING: PROJECT ASSESSMENT – TEXT

SUBJECT: FIVE-YEAR PROGRAM

Reference to the ADOT Five-Year Highway Construction Program should be made in Section A - INTRODUCTION of the Project Assessment as follows:

IF THE FIVE-YEAR PROGRAM HAS BEEN PUBLISHED AND:

THE PROJECT IS IN THE PROGRAM:

This project is listed in the (year) ADOT Five-Year Highway Construction Program for Fiscal Year (year) as Item Number (number). The programmed amount is \$(amount) and will utilize (Federal/State) funds.

THE PROJECT IS NOT IN THE PROGRAM:

This project is not programmed.

IF THE TENTATIVE FIVE-YEAR PROGRAM HAS BEEN PUBLISHED AND:

THE PROJECT IS LISTED IN THE CURRENT PROGRAM AND IS ALSO LISTED IN THE TENTATIVE PROGRAM:

This project is listed in the (year) ADOT Five-Year Highway Construction Program for Fiscal Year (year) as Item Number (number). The programmed amount is \$(amount) and will utilize (Federal/State) funds. The project is also listed in the Tentative (year) ADOT Five-Year Highway Construction Program for Fiscal Year (year). The tentative program amount is \$(amount).

THE PROJECT IS NOT LISTED IN THE CURRENT PROGRAM BUT IS LISTED IN THE TENTATIVE PROGRAM:

This project is not programmed; however, the project is listed in the Tentative (year) ADOT Five-Year Highway Construction Program for Fiscal Year (year). The tentative programmed amount is \$(amount).

THE PROJECT IS LISTED IN THE CURRENT PROGRAM BUT IS NOT LISTED IN THE TENTATIVE PROGRAM:

This project is listed in the (year) ADOT Five-Year Highway Construction Program for Fiscal Year (year) as Item Number (number). The programmed amount is \$(amount) and will utilize (Federal/State) funds. This project is not listed in the Tentative (year) ADOT Highway Construction Program.

THE PROJECT IS NOT LISTED IN THE CURRENT PROGRAM NOR IN THE TENTATIVE PROGRAM:

This project is not programmed nor listed in the Tentative (year) ADOT Five-Year Highway Construction Program. The estimated cost is \$(amount).

PROCEDURE BULLETIN**HEADING: GENERAL****SUBJECT: METRIC SCOPING DOCUMENTS**

Effective immediately all scoping documents will be prepared in metric. This means any document which has not been started will be completed in metric. This also applies to the AASTHO reports.

Since there are no kilometer posts, milepost will be used in the document for all existing locations. The posted speed will be in miles per hour; however, the design speed will be in kilometers per hour. All existing dimensions will be a soft conversion, whereas new dimension will be with a hard conversion.

A sample metric PA is available on the "G" drive under G:\Predesign\Pat\H4135 - [H4145]Painted Rock-Theba TI.

The metric AASTHO guidelines are available under G:\Predesign\Herman\AASHGUID.DOC.

The metric unit price list and the metric pay item list are available under G:\Predesign\Misc.Metric.

PROCEDURE BULLETIN

HEADING: FIELD REVIEW

SUBJECT: CUT DITCHES

According to the "Guideline for Scoping on Pavement Preservation Projects," cut ditches are one of the items which can be addressed utilizing pavement preservation funds. We must take a pro-active role concerning this item and inquire at the field review if there are any specific problems with the cut ditches.

PROJECT ASSESSMENT
PROCEDURE BULLETIN

HEADING: GENERAL

SUBJECT: DISTRICT MINOR PROJECTS

During the design phase, District Minor Projects (this does not include Pavement Preservation Projects) which have not been assigned to Design Program Management Section (Bill Lyons) are managed through the Statewide Project Management On-Call Program. The On-Call monitoring responsibilities are as follows:

Phoenix Construction District	Steve Jimenez	Valley Project Management
Safford District	Larry Maucher	Statewide Project Management
Tucson District	Larry Maucher	Statewide Project Management
Flagstaff District	Jennifer Livingston	Statewide Project Management
Yuma District	Mike Bruder	Statewide Project Management
Prescott District	John Sterner	Statewide Project Management
Kingman District	Bahram Dariush	Statewide Project Management
Globe District	Bahram Dariush	Statewide Project Management
Holbrook District	Jennifer Livingston	Statewide Project Management

It is desirable for the On-Call Monitor to attend the field review. Due to limited availability contact should be made with the On-Call Monitor as early as possible.

The distribution list for a District Minor Project should include one of the above referenced On-Call monitors for all Predesign development phases.

The scoping document should be sent to Art May for review.

Also, be aware of situations where there is overlapping program authority such as when District sponsors a project to upgrade a bridge. Any overlapping program authority issue has to be resolved early in the Project Assessment process.

HEADING: AASHTO

SUBJECT: DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT

Deleted - 4/30/2010

When developing a scoping document, if an AASHTO Report is required, an Initial and a Final AASHTO Report must be completed. The following distribution / procedure should be followed:

FEDERAL-AID, NON-CERTIFICATION ACCEPTANCE

INITIAL AASHTO REPORT

- The Initial AASHTO Report is prepared and an informational copy is sent by memorandum to FHWA (Area Engineer) after the field review and prior to completing the Initial Project Assessment. The Report is sent to FHWA even if there are no design exceptions required for the project.
- The Initial AASHTO Report is distributed to Traffic Studies by memorandum, requesting a Traffic Accident Evaluation and Analysis for the required design exceptions.

FINAL AASHTO REPORT

- A response, in some form, concerning the Initial AASHTO Report should be received from FHWA prior to making the formal design exception request. If FHWA has not provided any comments on the Initial AASHTO Report, or a letter advising to proceed with the development of the Final AASHTO Report, contact the FHWA Area Engineer by E-mail or phone to confirm they have no comments. This will help eliminate any disagreement concerning design exception requests.
- Once the Project Summary of Comments has been distributed and there are no project limit changes, the Final AASHTO Report can be completed and the formal request for design exceptions can be made to FHWA.
- The design exception request should be submitted as soon as possible after the Summary of Comments, but can be made after the Final Project Assessment is distributed for approval.
- If no design exceptions are required, a statement to this fact is included in the Final Project Assessment and a copy of the Final AASHTO Report is forwarded to the FHWA for their records.

ALL OTHER PROJECTS

INITIAL AASHTO REPORT

- The Initial AASHTO Report is prepared after the field review and prior to completing the Initial Project Assessment.
- The Initial AASHTO Report is distributed to Traffic Studies by memorandum, requesting a Traffic Accident Evaluation and Analysis for the required design exceptions.

Deleted 04/30/2010

HEADING: AASHTO

SUBJECT: DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT

When developing a scoping document, if an AASHTO Report is required, the following distribution / procedure should be followed:

FEDERAL-AID, – (ALL CATEGORIES)

FHWA desires only to see an AASHTO Report prior to requesting a Traffic Accident Evaluation and Analysis from Traffic Design when an existing AASHTO Controlling Design Criteria is diminished as a result of the proposed construction project. Primary concern is where existing lane widths or shoulder widths are proposed to be reduced.

- Send an AASHTO Report 1) by memorandum to the FHWA Area Engineer after the field review and prior to completing the Initial Project Assessment and 2) by memorandum to Traffic Design, requesting a Traffic Accident Evaluation and Analysis if design exceptions are required.
- A response, in some form, should be received from FHWA if an AASHTO Report was sent to the FHWA, prior to making the formal design exception request. If FHWA has not provided any comments on the AASHTO Report, or a letter advising to proceed with the development of the AASHTO Report, contact the FHWA Area Engineer by E-mail or phone to confirm they have no comments. This will help eliminate any disagreement concerning design exception requests.
- Once the Project Summary of Comments has been distributed and there are no project limit changes, the request for design exceptions is prepared and sent by memorandum to the Assistant State Engineer Roadway Engineering Group for concurrence. After obtaining concurrence from the Assistant State Engineer Roadway Engineering Group, the design exception request is sent by letter to the FHWA (Area Engineer) from the Roadway Predesign Manager.
- The design exception request should be submitted as soon as possible after the Summary of Comments but can be made after the Final Project Assessment is distributed for approval.
- If no design exceptions are required, a statement to this fact is included in the Final Project Assessment and a copy of the AASHTO Report is forwarded to the FHWA for their records.

ALL OTHER PROJECTS

- The AASHTO Report is prepared after the field review and prior to completing the Initial Project Assessment.
- The AASHTO Report is then distributed to Traffic Design by memorandum, requesting a Traffic Accident Evaluation and Analysis if design exceptions are required.

PROCEDURE BULLETIN

PAGE 2 OF 2

- Once the Project Summary of Comments has been distributed and there are no project limit changes, the Final AASHTO Report can be completed and the formal request for design exceptions can be made to the Assistant State Engineer, Roadway Engineering Group.
- The design exception request should be submitted as soon as possible after the Summary of Comments, but can be made after the Final Project Assessment is distributed for approval.
- If no design exceptions are required, a statement to this fact is included in the Final P.A. and the Final AASHTO Report is placed in the project file. (Note: The Final AASHTO Report does not need to be sent to the Assistant State Engineer, Roadway Engineering Group if no design exceptions are required).

MISCELLANEOUS

- The accident analysis and the bridge evaluation sheets are considered part of the Final AASHTO Report and should be included and referenced in the table of contents.
- It is the responsibility of the Project Assessment author to assure that proper distribution of the AASHTO Report is made. Please refer to the Draft Guide "Procedural Guide of the AASHTO Controlling Design Criteria on Existing ADOT Roadways".
- See PA Bulletin 96-002 for additional distribution information.

HEADING: FIELD REVIEW

SUBJECT: CHECKLISTS

Attached for your use are two field review checklists that can be used for all scoping projects. The short list is primarily used for pavement preservation projects, whereas the longer list can be used for all other projects. The checklists are for your use in preparation for field reviews and are not a requirement for the project. The checklists can be modified based on your needs.

FIELD REVIEW CHECK LIST

PROJECT LOCATION: _____

PROJECT NUMBER: _____

- Guardrail**
- OK
- Reconstruct
- Length of Need
- New Locations
- End Treatment

- Pipe Culverts\CBC**
- OK
- Extend
- Replace/Reline

- Headwalls**
- OK
- Remove
- Require

- Slopes**
- OK
- Flatten
- Guardrail

- Cut Ditch**
- OK
- Improve
- Obtain Material

- Tree Removal**
- Required

- Chain Link Cable Barrier**
- OK
- New

- Rock Cuts**
- OK
- Required

- Bridge Rails**
- OK
- Unattached
- Safety Curb

- Bridges**
- Widen
- Scour Protection

- Rumble Strips**
- Required

<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	

- Shoulder build-up**
- Required
- Material Source

- Embankment Curb**
- Remove
- Replace
- New

- Inlets**
- Remove
- New
- Adjust

- Ramp Gores**
- Remove
- Replace

- Typical Section**
- Rural
- Urban
- C&G
- Turn Lanes
- Passing Lanes
- Sidewalk
- ADA Ramps
- Catch Basin

- Delineators**
- Replace
- New

- Pavement Markings**
- RPM
- Special
- Restripe
- Special

- Fencing**
- Replace
- New

- Cattle Guard**
- Remove
- Replace
- Adjust
- Remove curb

- Access**
-

<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	

- Terrain**
-

- Posted Speed**
-

- Utilities**
- Overhead
- Underground
- Relocate

- R.O.W.**
- Ownership
- New
- TCE
- Drainage Easement

- Drainage Problem**

- Erosion Problem**

- Intersection Problem**
- Sight Distance
- Radii

- Environmental Concern**

- Pavement Problem**

- Vertical Alignment**

- Horizontal Alignment**

- Loop Detectors**
- TCS
- Signal
- Other

- Signals**

- Lighting**

- Signing**

- Turnouts**
- Paved
- Unpaved

- Involved Agencies**
-

<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	

FIELD REVIEW CHECKLIST

Route: _____ Begin MP: _____ End MP: _____ Station: _____

Location: _____

Highway Name: _____

Engineering District: _____ City/County: _____

Description of Project: _____

Requested By: _____ Year to be Constructed: _____

Field Review Team: _____

1. Corridor Characteristics:

A. Functional Classification: _____

B. Current/Projected Traffic: _____

2. Existing Roadway:

A. Width, Speed Limit, Condition: _____

B. Shoulders, Ditches, Embankment: _____

C. Cuts, Guardrail, Safety: _____

3. Adjacent Roadway Sections:

A. Existing Condition/Width: _____

B. Future Project In Program: _____

4. Other Roads, Access Points:

A. Existing Crossing, Connecting: _____

1. Roads - Sight Distance: _____

2. Grade of Approach - Safety: _____

3. Surfacing: _____

B. Existing Access Points-Driveways-Safety-Surfacing: _____

5. Proposed Roadway:

A. Roadway Width/Design Standards: _____

B. Design Speed: _____

C. Intersection Modifications: _____

6. Alignment and Grade:

A. Required for Proposed Project: _____

B. Impaired Access: _____

C. Safety: _____

7. Drainage Features:

A. Existing - Hydraulic Adequacy Flood Plains: _____

B. Required for Proposed Project: _____

C. Outfall/Safety: _____

8. Structures:

A. Structural Adequacy: _____

B. Geometrics - Width/Alignment: _____

C. Sufficiency Rating: _____

D. Bridge Rail: _____

9. Utilities:

A. Existing Known Interferences:

1. Irrigation - Electric Power: _____

2. Telephone - Gas - Fuel: _____

3. Water - Sewer - Sanitary: _____

4. Storm Manholes - Valve Covers: _____

5. Railroad Facilities: _____

B. Required for Proposed Project: _____

10. Right-of-Way:

A. Existing: _____

B. Required for Proposed Project: _____

C. Access Controls, Present: _____

1. Required: _____

D. Land Use, Present: _____

1. Anticipated: _____

E. Fencing, Present - Required: _____

11. Environmental Resources:

A. National Forest - Indian Reservation: _____

B. Historical - Archaeological: _____

C. Water - Noise - Vegetation: _____

D. Land Reserves - Parks, Scenic, Cemetary: _____

12. Traffic Engineering:

A. Signals: _____

B. Lighting: _____

C. Signing: _____

D. Striping: _____

13. Erosion Control:

A. Existing Evidence of Erosion

1. Side Slopes - Channels: _____

2. Structures - Natural Conditions: _____

B. Required for Proposed Project: _____

14. Aesthetic Features:

A. Existing View of Surrounding Land: _____

B. Required for Proposed Project: _____

15. Constructability:

A. Phasing Requirements: _____

B. Alternate Routes - Detours: _____

1. Traffic Control: _____

2. Timing for Project: _____

16. Materials Sources:

A. Existing Pits - Water Sources: _____

B. Required for Proposed Project: _____

17. Maintenance:

A. Existing Problems: _____

18. Fundability:

A. Federal-State-Local-Other: _____

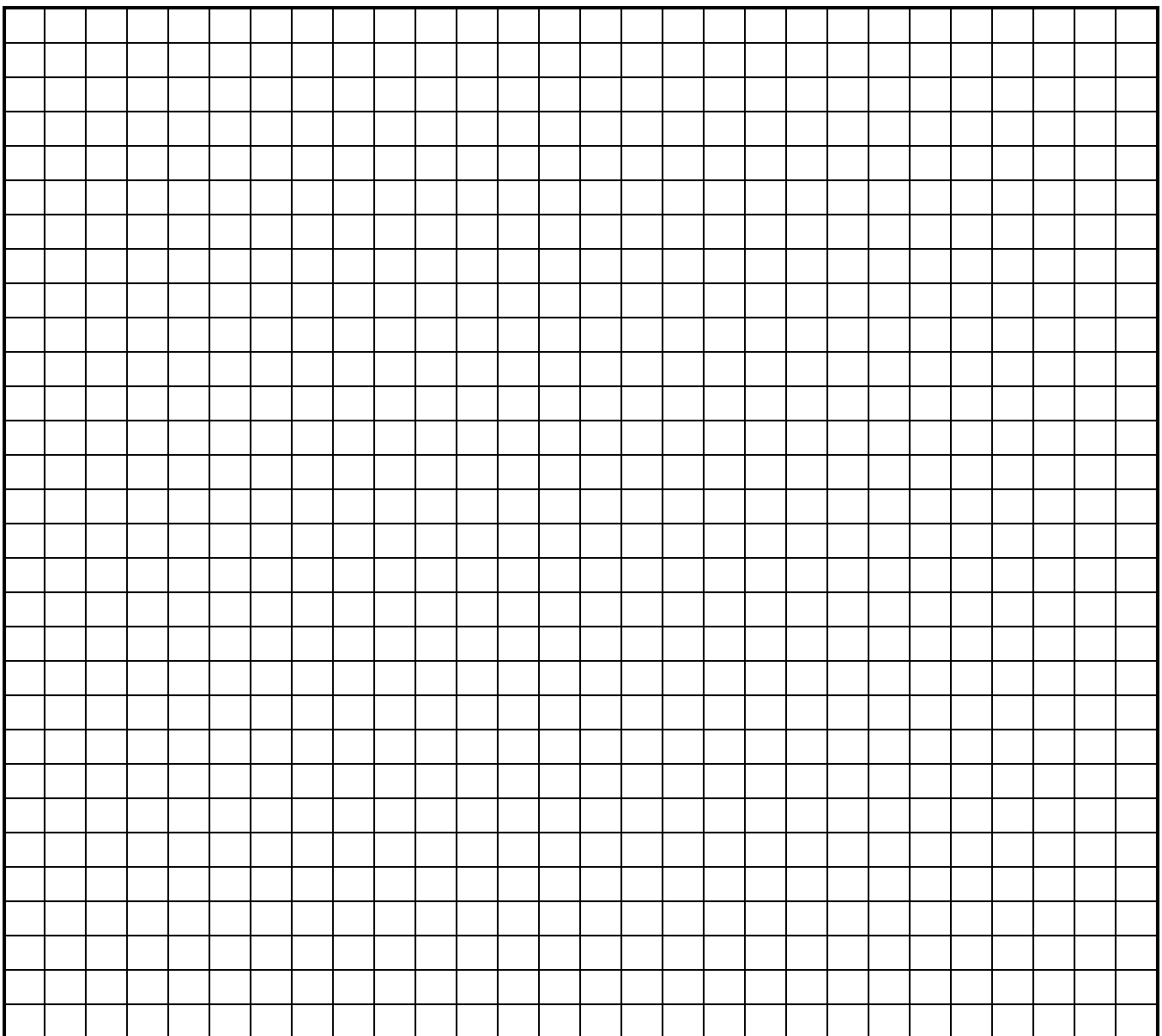
19. Alternatives:

A. Additional Work Required: _____

B. Alternative Solution: _____

20. Recommendations:

Project Drawing



PROCEDURE BULLETIN

HEADING: GENERAL

SUBJECT: DESIGN SPEED

The use of design speed needs to be clarified now that the posted speed on a highway and the design speed used to design a highway are unrelated. It is also important to differentiate between the "Design Speed" used to design a roadway and the "Design Speed" used to prepare an AASHTO Controlling Design Criteria Report.

DESIGN SPEED FOR COMPLETION OF THE AASHTO CONTROLLING DESIGN CRITERIA REPORT:

The design speed used to review existing roadway features is based upon the 1994 AASHTO Policy on Geometric Design of Highways and Streets and ADOT's March 1996, Draft Procedural Guide for Review of the AASHTO Controlling Design Criteria on Existing ADOT Roadways. This should be referenced in the AASHTO Controlling Design Criteria Report and in SECTION B- BACKGROUND of the Project Assessment as: "The recommended AASHTO minimum design speed is _____ km/h."

DESIGN SPEED FOR ROADWAY DESIGN:

The design speed used for designing elements of a section of highway is based upon The Arizona Department of Transportation Roadway Engineering Group 1996 Roadway Design Guidelines. The design speed is discussed and identified in Chapter 100 - Design Criteria. New roadway features should be designed according to this design speed. In the scoping document, this design speed should be referenced as: "The Roadway Design Guideline design speed used for preparation of this Project Assessment was _____ km/h." This information should be included in SECTION D - DEVELOPMENT CONSIDERATIONS of the Project Assessment, when appropriate. This will help clarify project intent, assist project reviewers, and minimize comments and rework. The detail and amount of information to be included is left to the judgment of the scoping document author. In some cases, such as for simple pavement preservation projects with minimum proposed safety improvements, it may not be necessary to reference a design speed.

PROCEDURE BULLETIN

HEADING: GENERAL

SUBJECT: ENGLISH SCOPING DOCUMENTS

Effective immediately all scoping documents will be prepared in English. This means any document which has not been started will be completed in English. This also applies to the AASTHO reports.

The 1990 AASHTO Policy on Geometric Design of Highways and Streets shall be utilized for completion of AASHTO Reports. The recommended AASHTO minimum design speed shall be used in completing the AASHTO Report. (The recommended AASHTO minimum design speed is not 5 mph added to the posted speed.) Also evaluation of the traffic interchanges is not required, similar to the new process implemented for metric projects.

PROCEDURE BULLETIN

HEADING: SUMMARY OF COMMENTS

SUBJECT: STANDARD FORMAT

The attached Summary of Comments is an example to be followed for format. The following references are for clarification and refer to the numbered items on the attached sheets.

All comments received should be placed in order based upon the Project Distribution List. **All font is Microsoft Word Univers, 10 point.**

- [1] Title and project name is centered on the top of the first page and is in all caps, bold type face.
- [2] Page number is placed in the upper right corner and the date in the upper left corner of the sheet.
- [3] Use an introductory paragraph for any special notes and actions (Project Review Board, etc.). The title will be in bold type face and the text of paragraph will be in regular type face.
- [4] Reviewer's comment is in regular type face.
- [5] Predesign's response is in bold type face.
- [6] Reviewer's identification is listed by Group/Section name, name of the person listed on the distribution mailing list, (in parentheses the name of the person responding if different than the name of the person listed on the distribution mailing list). Font is in all caps, bold type face.
- [7] Indent the comment and response text beneath the Group/Section heading. Use number bullets to reference each specific comment received.
- [8] Identify the file for quality control review. This may be accomplished as a footer on each page or listed only on the last page bottom left corner.
- [9] Do not skip lines between headings where there is no comment or no response.

December 16, 1997

Page 1

**SUMMARY OF COMMENTS AND ACTIONS
INITIAL PROJECT ASSESSMENT**

80 CH 309 H 4437 01 C
CLIFFORD WASH - TOMBSTONE
BENSON - DOUGLAS HIGHWAY
SR 80

TRANSPORTATION SUPPORT GROUP / WAYNE RICH

No comment.

ROADWAY SUPPORT GROUP / TED KAERCHER

No comment.

HIGHWAY OPERATIONS / DICK WRIGHT

No comment.

TRAFFIC ELECTRICAL DESIGN PRODUCTION SECTION / RAY JOHNSON

No response.

MATERIALS PAVEMENT DESIGN SECTION / GEORGE WAY (JIM DEMAREE)

1. Itemized Cost Estimate: Change Asphalt Rubber percentage for ARAC from 9.0% to 7.5%.

Action:

Asphalt Rubber percentage for ARAC will be revised to 9.0% in the Itemized Cost Estimate of the Final Project Assessment.

2. Change AR-ACFC price from \$22/ m ton to \$25/ m ton.

Action:

AR-ACFC unit price will be revised to \$25/ m ton in the Itemized Cost Estimate of the Final Project Assessment.

3. Change Guardrail Extruding Terminal unit price from \$3,500 to \$3000.

Action:

Since alternative approved guardrail terminal systems can be used on the 2.4 m shoulders reference to GET's will be deleted in the Final Project Assessment (FPA). The SRT 350 guardrail terminal will be specified for the 1.5 m shoulders. All guardrail terminal systems including the SRT 350 will be estimated at \$2,500 each.

MATERIALS GEOTECHNICAL SECTION / JOHN LAWSON

1. Pavement cores are handled by Geotech Operations. Geotechnical Design Section has no involvement.

Action:

This information will be added to the comments column of the Involvement Sheet in the Final Project Assessment.

MAINTENANCE GROUP / CLIFTON TAYLOR

No response.

PROGRAM & PROJECT SCHEDULING SECTION / HARI KHANNA

No response.

g:\predesign\prakash\h4437\soc.doc\1-4

SAFFORD DISTRICT / RON CASPER

1. Section D. Development Considerations Page 7, 2nd paragraph: Tombstone's festival is called "HELLDORADO DAYS" Please correct."

Action:

This will be revised in Section D. Development Considerations of the Final Project Assessment.

2. Section D. Development Considerations Page 7, 4th paragraph: District is not interested in widening SR 80 to accommodate left turns: only interested in restriping left turn bays on existing roadway widths.

Action

This will be clarified in Section D. Development Considerations of the Final Project Assessment. Any reference to widening SR 80 will be deleted.

ST. DAVID MAINTENANCE / LARRY MERRILL

No response.

BENSON CONSTRUCTION, SAFFORD DISTRICT / JAMES CUNNINGHAM

No comment.

AZ STATE LAND DEPARTMENT / MARK KELLER

No comment.

CITY OF TOMBSTONE / DELMAS HARPER

1. We strongly favor this project especially the turn lanes near Walnut Gulch.

Action:

See Ron Casper's comment #2.

8

g:\predesign\prakash\h4437\soc.doc\1-4

HEADING: GENERAL

SUBJECT: OPERATING PARTNERSHIP AGREEMENT

The Certification Acceptance Procedure has been replaced by the Operating Partnership Agreement.

The ADOT - FHWA Operating Partnership is an agreement between the Arizona Department of Transportation and the Arizona Division of the Federal Highway Administration regarding the administration of Federal - aid transportation projects in the State of Arizona.

Previously, all federally funded projects ,except for the Interstate, were administered under Certification Acceptance Procedure. Now under the Operating Partnership Agreement there are three different categories. The attached Summary Tables (Attachment 3) shows FHWA's involvement through the project development for all three Categories.

The determination for FHWA's involvement (Category type) will be made during the annual five year transportation plan update. (Your supervisor has a copy of the marked up 1999 Tentative Five Year Plan.)

Under "Other Requirements" in the PA the new statement should be as follows:

"The project will be administered under the Operating Partnership Agreement under Category X."

The three different categories under the Operating Partnership Agreement are as follows:

- Category A - Full FHWA Administration
- Category B - Partial FHWA Administration
- Category P - Full ADOT Administration

(FHWA must approve all Environmental documents for all Categories.)

Category A is limited to Federal - aid projects involving new construction and reconstruction of the Interstate System with cost greater than 1 million dollars. This category does not include 3R projects (pavement preservation) and other minor operational or safety improvements. However, projects which involve changes in access control, and projects which reduce existing conditions do require FHWA review and approval of the Change of Access report and design exceptions

Category B is limited to a few Federal - aid projects in two distinct areas:

1. Certain 3R (pavement preservation) projects on the Interstate which are generally with cost exceeding 5 million or involving new and innovative construction materials or other very unusual features.
2. New construction and major reconstruction on the non-Interstate National Highway System, generally exceeding 5 million. Examples would be new freeways on the MAG System, the reconstruction, realignment, dividing and widening of SR 87 or US 93 or widening of US 60.

Category P include all other Federal - aid projects on the Interstate System, all other Federal - aid projects on the NHS (including new and reconstruction projects not specifically selected for Category B and all Federal - aid projects not on the NHS.

Early consultation with FHWA Area and/or District Engineer concerning FHWA desires for Federal oversight should be made at the scoping stage.

Also attached is the new Project Determination sheet. The Operating Partnership category has been added and two new categories are shown. N/A for state funded projects and U for undetermined, this category will be determined later during the project development process.

**ADMINISTRATIVE PROCEDURES SUMMARY TABLE
ADOT/FHWA OPERATING PARTNERSHIP - ATTACHMENT 3**

	Category A: Interstate-New/Reconstruction Projects >\$1M			Category B: Interstate 3R and New/Reconst. NHS Selected Projects >\$5M			Category P: All Other Interstate, New/Reconst. NHS and Non NHS System Projects		
	Received	Review	Action	Received	Review	Action	Received	Review	Action
Initial Project Assessment	Yes	Yes	Note 1	Yes	Yes	Note 1	Yes		
Project Assessment Summary of Comments	Yes			Yes			Yes		
Final Project Assessment	Yes	Yes	Note 1	Yes	Yes	Note 1			
Consultant Contract Agreements									
Corridor Studies	Yes	Yes	Note 1	Yes	Yes	Note 1	Yes		
Design Concept Report Draft & Final (on all NHS projects and for all projects with EIS or EA not on NHS)	Yes	Yes	Note 1	Yes	Yes	Note 1	Yes	Yes	Note 1
Environmental (Programmatic CE)	Yes			Yes			Yes		
Environmental (EIS, EA & non-Programmatic)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Major Design Criteria	Yes	Yes	Note 1	Yes					
Materials Memo	Yes	Yes	Note 1						
Drainage Report	Yes	Yes	Note 1						
Structures Selection	Yes	Yes	Note 1						
Design Exception Approval	Yes	Yes	Yes	Yes			Yes		
0%, 60%, 90% Plans	Yes	Yes	Note 1	Yes					
Utility Clearance Letter	Yes	Yes	Note 1						
R/W Clearance Letter	Yes	Yes	Note 1						
Public Interest Finding	Yes	Yes	Yes						
PS&E and Addendum	Yes	Yes	Yes						
Authorization Request - Note 4 (Construction, PE, Utilities, R/W)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bid Tab Report	Yes			Yes			Yes		
DBE Affidavit	Yes	Yes		No			No		
Concurrence in Award	Yes	Yes	Yes						
Copy of Executed Plans & Specs (includes locally administered projects)	Yes			Yes			Yes		
Contract Modifications - Note 3	Yes	Yes	Yes						
Final Inspection	Yes	Yes	N/A	Note 2			Note 2		

ADMINISTRATIVE PROCEDURES SUMMARY TABLE NOTES
ADOT/FHWA OPERATING PARTNERSHIP
ATTACHMENT 3 (continued)

March 20, 1998

The summary table defines the various items that will be forwarded to FHWA. ADOT is encouraged to discuss any items that may be controversial or Federal participation may be in question at any time throughout the project development, design or construction process. FHWA may request items identified as "no" (blank on the summary table) on an as needed basis (e.g. process reviews).

Notes:

- #1 Comments will be supplied to ADOT as appropriate.
- #2 FHWA will make final inspections only when required. ADOT will be notified by FHWA when a final inspection is required. For fiscal purposes FHWA should be notified when a project has been completed.
- #3 Contract modifications include change orders, force accounts, fiscal variances, time extensions, letter agreements, etc.
- #4 Construction and PE authorizations request should include note on environmental status.



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION
ROADWAY GROUP

PROJECT DETERMINATION

Fiscal Year: 2002
Project Number: 8 YU 0 H453001C
County and District: Yuma County, Yuma District
Project Location and Highway: COLORADO RIVER - FORTUNA ROAD, YUMA-CASA GRANDE HIGHWAY

Description: Remove & replace travel & passing lane, AC + FC

Existing Program: No [X]
Program Year: 1999
Estimated Cost: \$ 7,665,000

Operating Partnership Category: A [], B [], P [], N/A [], U []

Reports Required: Location and Design Concept Yes [], No [X]
Design Concept Report Yes [], No [X]

Class I [], Class II [X], Class III []

Public Hearing:

In the Highway Development process, at least one public hearing or the opportunity for a hearing will be offered for any project that:

- requires a significant amount of new right-of-way;
otherwise has a significant social, economic, environmental or other effect;
substantially changes the layout or function of connecting roadway or the facility being improved;
is controversial on environmental grounds;
has a significant adverse impact on abutting real property;
or has significant floodplain encroachment;
[X] none of the above conditions apply.

Recommends: Yes [], No [X]
Public Forum
Offer a combined Location/Design Hearing
Offer separate Location/Design Hearings
Hold a Design Public Hearing

HERMAN MOZART, MANAGER, PREDESIGN PROGRAM MANAGEMENT SECTION, 050P Date RICHARD DUARTE, MANAGER, ENVIRONMENTAL PLANNING SECTION, 619E Date

Comments:

Concur:

CHRIS COOPER, PROJECT MANAGER, ROADWAY DESIGN, 615E Date BILL ALFIER, YUMA DISTRICT, Y200 Date

Approved:

JOHN LOUIS, ASSISTANT STATE ENGINEER, ROADWAY ENGINEERING GROUP, 611E Date

cc: Project Funding, 204B
Resource Administration, 205B

The evaluation analysis is interdisciplinary in nature and includes professional services as necessary from units and groups within ADOT and the local agency, other governmental agencies, consultants, and the public where appropriate.

3.4.1 Environmental Determinations

The Environmental Planning Services of ADOT prepares written recommendations for each federal-aid highway project with regard to the following:

A) Class I: Actions that are likely to cause significant impacts on the environment. The preparation of an Environmental Impact Statement is required for this class of projects.

B) Class II: Actions that do not individually or cumulatively have a significant effect on the environment. This class of actions are Categorical Exclusions and normally do not require an Environmental Assessment or Environmental Impact Statement.

C) Class III: All actions that are not Class I or II are Class III. This class of actions require the preparation of an Environmental Assessment to determine which aspects of the proposed action might have social, economic, or environmental impacts and eventually to determine the appropriate environmental document required.

The environmental determination and the accompanying recommendations are subject to the approval of the Manager of Environmental Planning Services and the Federal Highway Administration.

The approved environmental document is distributed through ADOT Environmental Planning Services to appropriate local government and ADOT units involved in the Highway Development Process of the project, and is made available for public inspection at appropriate offices.

3.5 Categorical Exclusion Determination

In accordance with 23 CFR Part 771, Categorical Exclusion actions are separated into two groups. The first group is a fixed list of actions which do not require further National Environmental Policy Act (NEPA) documentation.

The second group includes actions which require documentation on a case-by-case basis to demonstrate that criteria for Categorical Exclusions (CE) are satisfied, and that significant environmental effects will not result.

3.5.1 Categorical Exclusion (CE) Examples (See appendix for complete list)

A) **Group One:** No National Environmental Policy Act documentation is required. Examples of such actions include but are not limited to:

- activities which do not involve or lead directly to construction such as planning and technical studies.
- approval of utility installations along or across a transportation facility.
- installation of noise barriers.
- landscaping
- installation of fencing, signs and pavement markings.
- improvement to existing rest areas and truck weigh stations.

B) **Group Two:** documentation is requested on a case-by-case basis. Examples of such actions include, but are not limited to:

- modernization of a highway by resurfacing, restoration reconstruction, rehabilitation, adding shoulders or adding auxiliary lanes.

Also, the environmental determination has been changed from category to class. The attached sheet from the Action Plan (sheet 21) shows the three types of Class of projects that are to be used on the Project Determination sheet.

HEADING: PROJECT ASSESSMENT - INVOLVEMENT SHEET

SUBJECT: TRAFFIC GROUP REORGANIZATION

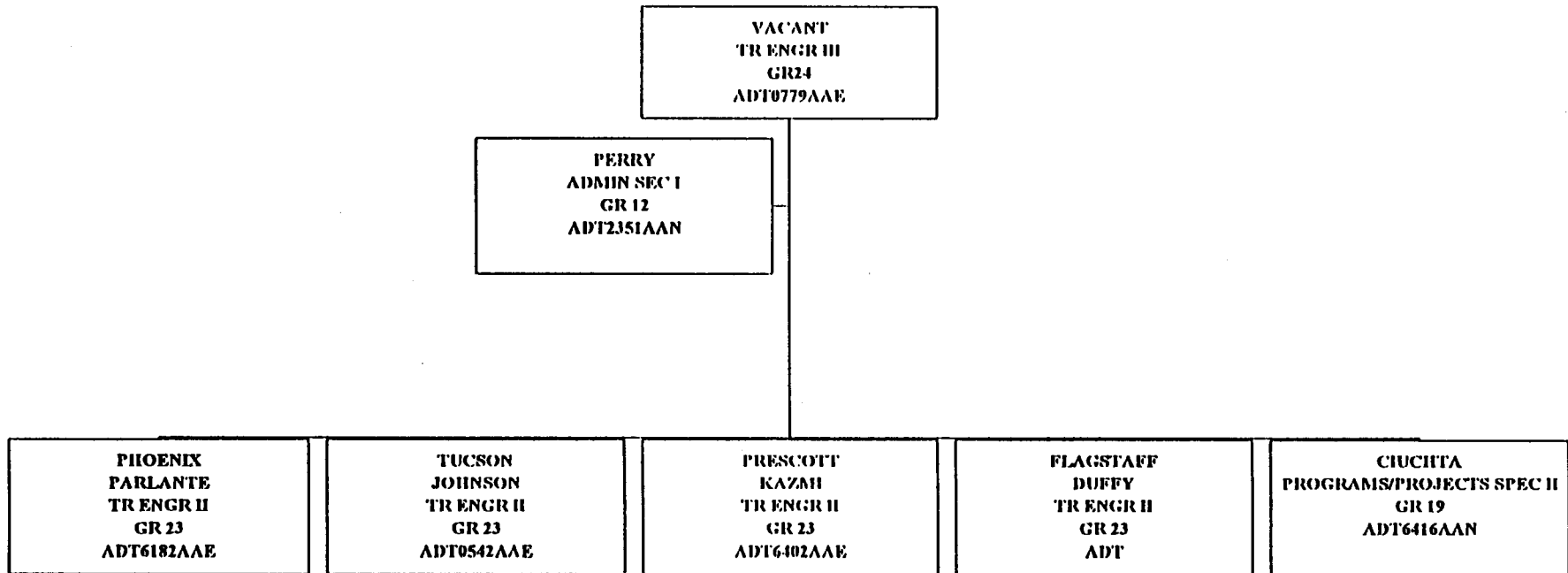
Traffic Group has been reorganized. The Studies, Design and Electrical Section have been combined into the Design Section and therefore the Involvement Sheet has been revised to show only Traffic Design Section .(See attached Involvement Sheet).

As per the attached ORG Charts, Traffic Design is now composed of four(4) Teams:

TEAM 1	Tom Parlante	Phoenix Region	Maintenance & Construction
TEAM 2	Ray Johnson	Tucson Region	Tucson, Safford, South ½ of Globe
TEAM 3	Arif Kazmi	Prescott Region	Prescott, Kingman, Yuma
TEAM 4	Richard Moeur	Flagstaff Region	Flagstaff, Holbrook, North ½ of Globe

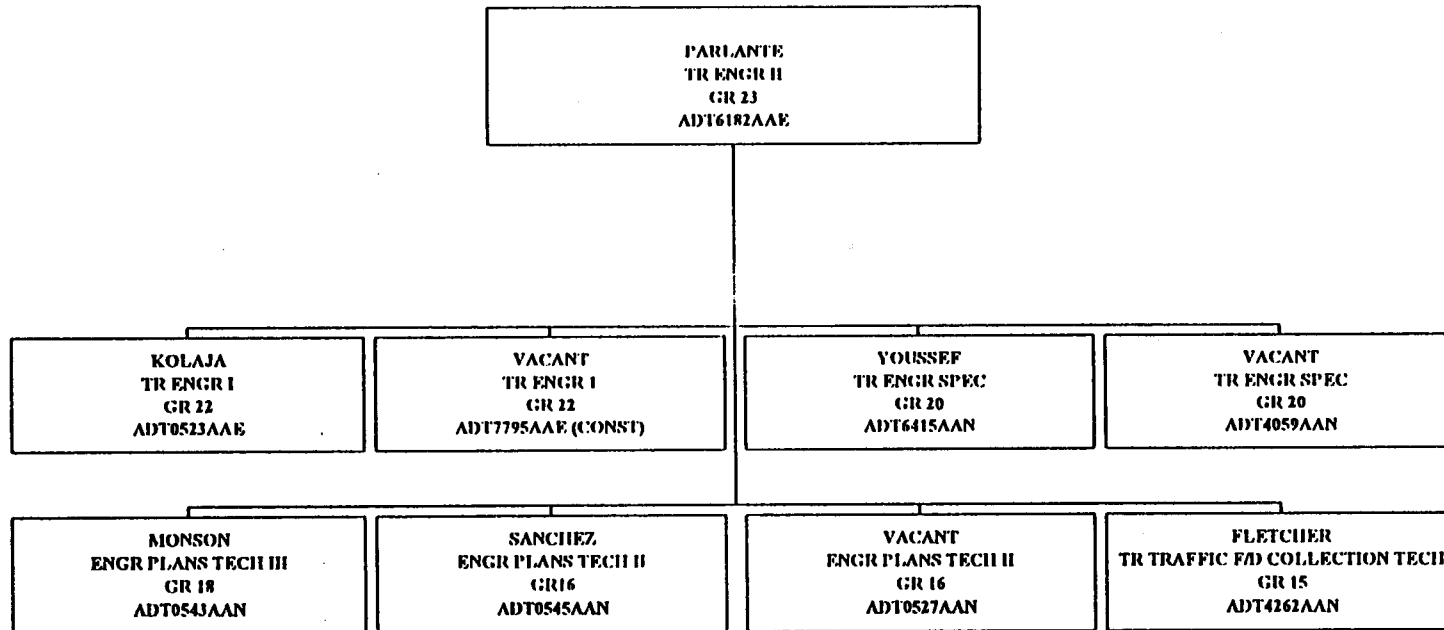
Depending in which geographical area the project is located, that Team will have the responsibility for design, studies and electrical plans.

TRAFFIC DESIGN SECTION



TEAM 1

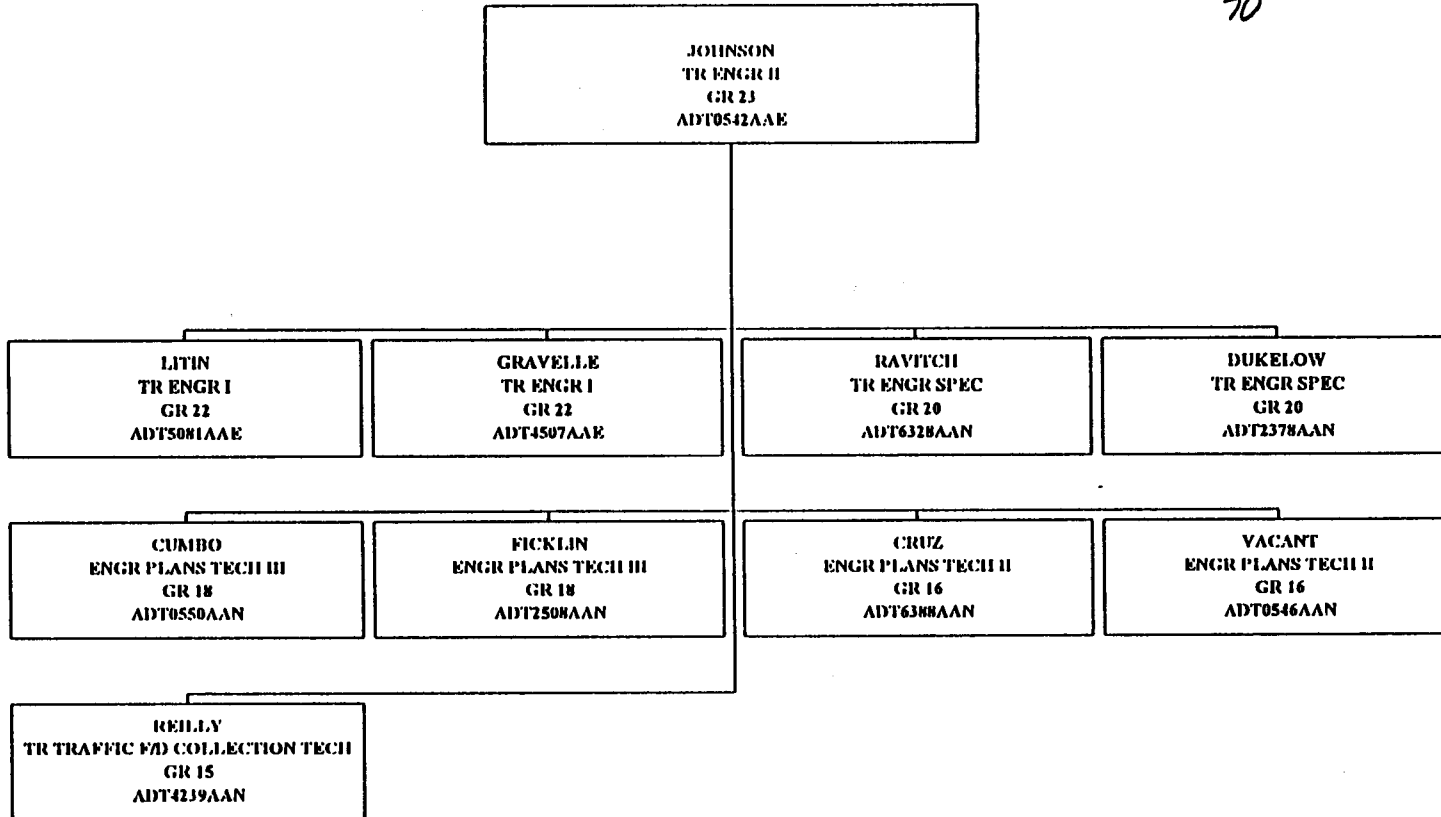
Phoenix District



TEAM 2

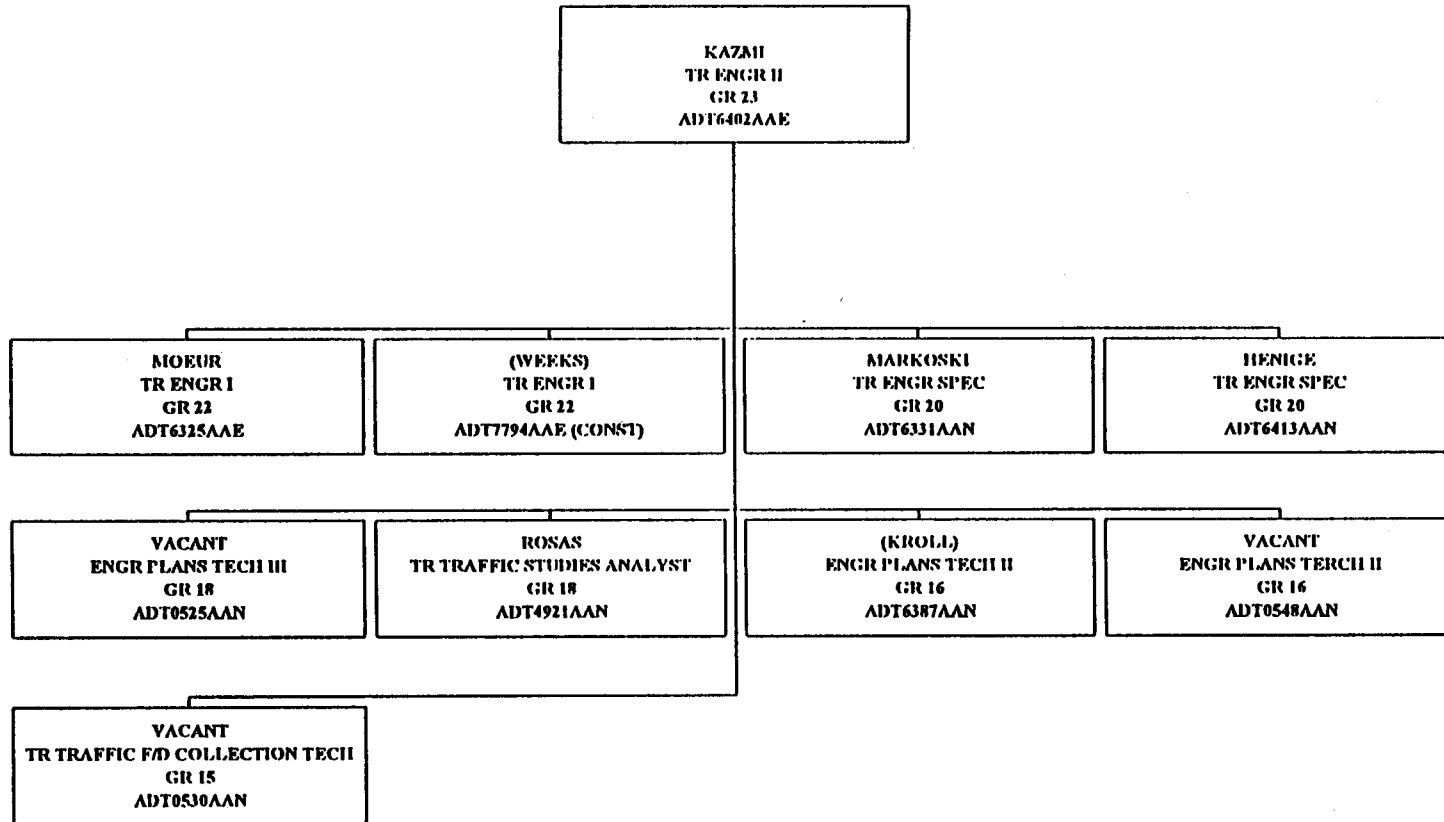
Tucson District
Safford District
Globe District
(Southern Half)

SR 88,188,288
77,177,79
US 60 to MP 289
70



TEAM 3

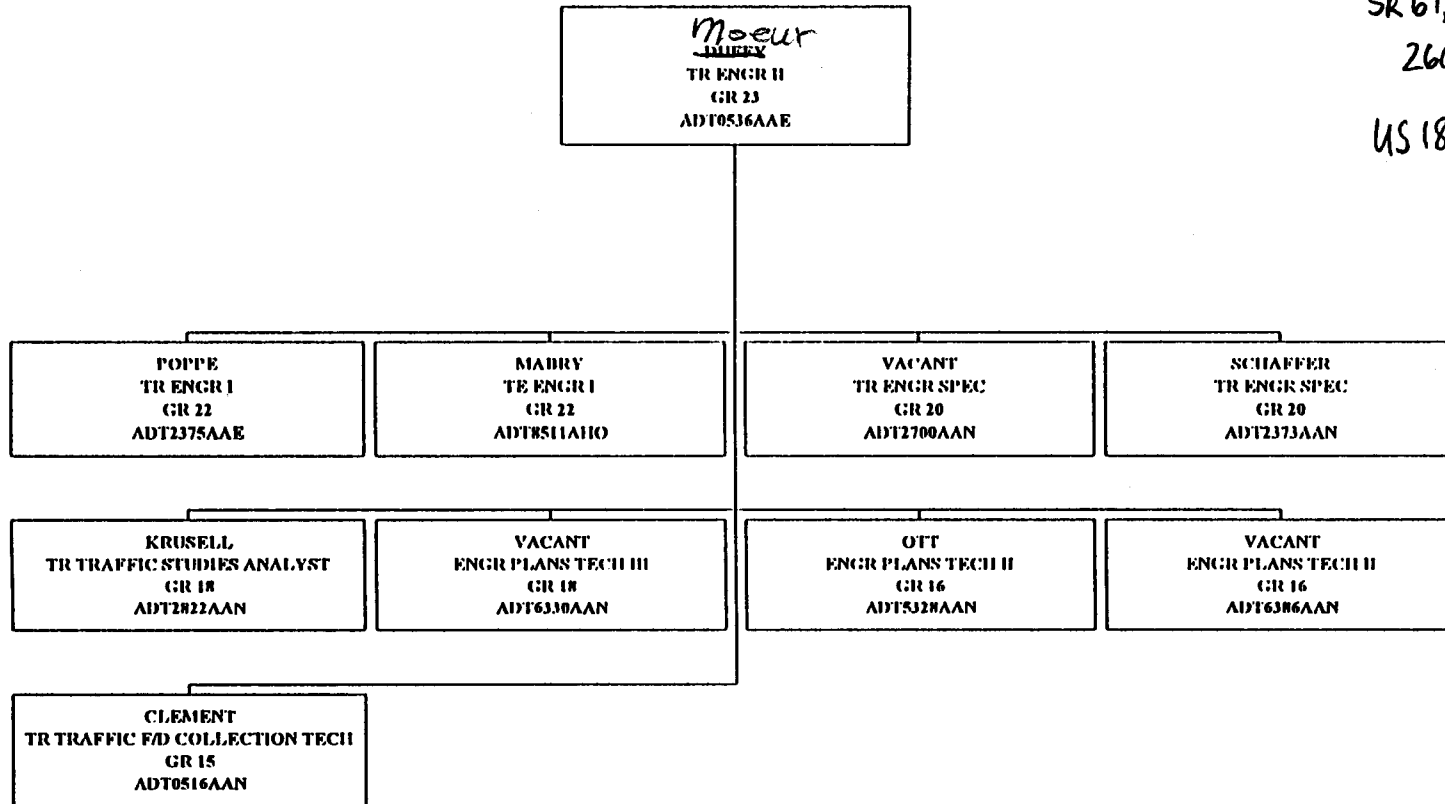
Kingman District
Prescott District
Yuma District



TEAM 4

Flagstaff District
Holbrook District
Globe District
(Northern Half)

US191
US60 From MP289
SR 61, 73, 273, 261
260, 277, 77, 473, 373
US 180, 180A



PROJECT ASSESSMENT
PROCEDURE BULLETIN

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03/30/00

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: SHOULDER BUILD-UP

If milled AC is being used for shoulder build-up, then to avoid controversy about how it is placed, etc. the following statement shall be placed in Section D. Development Considerations of the Project Assessment:

Shoulder build-up will be placed in accordance with the 1996 Roadway Design Guidelines; Appendices; March 14, 1996 Shoulder Build-Up Design Guidelines.

PROCEDURE BULLETIN

HEADING: GENERAL

**SUBJECT: REVISED GUIDELINES FOR SCOPING PAVEMENT PRESERVATION PROJECTS (4/99)
TRAFFIC ENGINEERING HES SECTION**

Reference is made to page 2, paragraph 2 of the March 30, 1999 Guidelines For Scoping Pavement Preservation Projects - April 1999 concerning involvement with Traffic Engineering HES Section. ***"The Project Team, in coordination with the Traffic HES Section, will evaluate the locations identified and determine any remedial treatment to be included with the project"***.

The Traffic Engineering HES Section will review accident history to determine if there are specific locations within the project limits that may warrant an improvement. This needs to be completed prior to the project field review so that it may be evaluated by all team members in the field. A request for review of the accident history within the project limits should be sent to Reed Henry / Traffic Engineering HES Section / 065 R.

Note that Page 2; paragraph 3 of the "Guidelines For Scoping Pavement Preservation Projects - April 1999" states, "The guidelines for safety enhancements are ***not to be utilized within major sections of rural routes where design speeds or posted speed limits are 45 mph or less***. Additionally, they ***should not be utilized on urban or suburban sections having outside curb and gutter***". If your project has a section which meets the aforementioned criteria ***do not include it in your accident history request to Traffic Engineering HES Section***. A sample request is shown below.

The limits for the accident history request will be based upon the project problem statement and consultation with Material's Section. This accident evaluation request should be sent to Reed as soon as the project is assigned and your background investigation is sufficiently complete for you to determine if there are urban areas which need to be exempted from the request.(i.e. Initial AASHTO Control Design Criteria Report has been completed or a review of the CD ROM VIDEO LOG has been completed for identification of urban areas).

SAMPLE REQUEST**NO URBAN AREAS (ALL RURAL)**

Please perform an accident history review of this project from MP () to MP () to determine if any remedial spot safety improvements should be included in the scope of work for this pavement preservation project.

SOME URBAN AREAS (RURAL & URBAN)

Please perform an accident history review of this project from MP () to MP () to determine if any remedial spot safety improvement should be included in the scope of work for this pavement preservation project. No accident history review is required for the urban area located project from MP () to MP () per the "Guidelines For Scoping Pavement Preservation Projects - April 1999" since this area [has a posted speed limit of 45 mph or less] or [is located within an urban section and contains a curb and gutter section].

ALL URBAN (NO RURAL)

No accident history review needs to be completed by Traffic Engineering HES Section, therefore, no accident history review request is to be sent to Traffic Engineering HES Section.

Note: URBAN AREAS: Remember the Guide is ***not*** to be utilized on urban or suburban roadway sections having outside curb and gutter and it is also ***not*** to be utilized on rural routes where design speed or posted speed limits are 45 mph or less.

HEADING: PROJECT ASSESSMENT - TEXT

**SUBJECT: FY 02 & FY 03 PAVEMENT PRESERVATION PROJECTS /
THE 2001 TENTATIVE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM**

Note that this Bulletin pertains to only FY 02 & FY 03 pavement preservation projects which are listed or budgeted in the 2001 Tentative ADOT Five-Year Highway Construction Program.

FY 2000 ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

Pavement preservation projects for FY 2002 are listed toward the back of the Five-Year Highway Construction Program (There is no page number but you can find the list just before Section II, MAG Life Cycle Program). Although those pavement preservation projects are listed in the program, they are not yet programmed. Note there is no programmed amount shown, however, if you look at page 50, Items 72502, 72602 and 72702; you will see the lump sum funding that will be used to fund these projects. Transportation Planning Section uses the estimated cost shown in the Final Project Assessment to fund these projects. This amount will then be shown as the programmed amount when the 2001 ADOT Five-Year Highway Construction Program is published.

FY 2001 TENTATIVE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

FY 02 Pavement Preservation Projects

Pavement preservation projects for FY 2002 are not listed in the 2001 Tentative ADOT Five-Year Highway Construction Program. It is anticipated these projects will be funded from Statewide Pavement Preservation Funds(STP) as shown on page 41 of the 2001 Tentative ADOT Five-Year Highway Construction Program.

FY 03 Pavement Preservation Projects

Pavement preservation projects for FY 2003 are listed on page 8 of the 2001 Tentative ADOT Five-Year Highway Construction Program. Although these pavement preservation projects are listed in the 2001 Tentative ADOT Five-Year Highway Construction Program, they are not yet programmed. Note there is no programmed amount shown, however, if you look at page 42, under Statewide Pavement Preservation Funds you will see the lump sum amount which will be used to fund these projects. Transportation Planning Section uses the estimated cost shown in the Final Project Assessment to fund these projects. This amount will then be shown as the programmed amount when the 2002 ADOT Five-Year Highway Construction Program is published.

As expected, some of the text in Sections A, E, G and the Involvement Sheet will need to be modified to accommodate this new procedure. Listed below are the suggested modifications:

SECTION A. INTRODUCTION

The following statements should be placed in Section A - INTRODUCTION of the Project Assessment as appropriate.

FY 02 Pavement Preservation Projects:

This project is not yet programmed, however, it is listed in the 2000 ADOT Five-Year Highway Construction under the Pavement Preservation Section for Fiscal Year 2002. Upon completion of the Final Project Assessment Report it is anticipated that this project will be programmed using funds from Item #(Number). Although this project is not listed in the 2001 Tentative ADOT Five-Year Highway Construction Program, it is anticipated that this project will be funded from Statewide Pavement Preservation Funds(STP) as shown on page 41 of the 2001 Tentative ADOT Five-Year Highway Construction Program. The estimated Construction Cost is \$(Amount) (assume (STP)Federal Funds).

FY 03 Pavement Preservation Projects:

This project is not yet programmed, however, it is listed in the 2001 Tentative ADOT Five-Year Highway Construction under the Pavement Preservation Section for Fiscal Year 2003 on page eight. It is anticipated that this project will be funded from Statewide Pavement Preservation Funds(STP) as shown on page 42 of the 2001 Tentative ADOT Five-Year Highway Construction Program. The estimated Construction Cost is \$(Amount) (assume Federal Funds).

SECTION E. OTHER REQUIREMENTS

It is assumed this project will be built with Federal Funds and will be administered under the ADOT/FHWA Operating Partnership Agreement under Category P.

SECTION G. REQUIRED ACTION BY PRIORITY PLANNING COMMITTEE (PPC)/ PROJECT REVIEW BOARD (PRB)

FY 02 Pavement Preservation Projects:

It is assumed this project will be submitted as part of the 2001 ADOT Five-Year Highway Construction Program. Upon approval of the 2001 ADOT Five-Year Highway Construction Program by the State Transportation Board, this project will be programmed and funded. Therefore, no action will be required by the Priority Planning Committee (PPC) and/or Project Review Board (PRB).

FY 03 Pavement Preservation Projects:

It is assumed this project will be submitted as part of the 2002 ADOT Five-Year Highway Construction Program. Upon approval of the 2002 ADOT Five-Year Highway Construction Program by the State Transportation Board, this project will be programmed and funded. Therefore, no action will be required by the Priority Planning Committee (PPC) and/or Project Review Board (PRB).

INVOLVEMENT SHEET

FHWA: Minimum involvement. Under Comment: Assumed Federal Funding and ADOT/FHWA Operating Partnership Agreement.

PROJECT ASSESSMENT
PROCEDURE BULLETIN

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07/05/00

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HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: Project Schedule

Project bid advertisement date, construction start date and estimated time for completion of construction is to be included in Section E, Other Requirements. This is now part of the standard PA format.

Suggested sentence structure for a programmed project is as follows:

This project's CPSID is "XXXX". Desired construction start date is (Month, Year) and (-----) District estimates project completion (---) calendar days after construction start.

If the project is not programmed, then the suggested format is as follows:

This project's CPSID is "XXXX". This project has not been programmed nor has a construction start date been determined. However, (-----) District prefers a (Month) construction start date and estimates (---) calendar days for construction completion after construction start.

Let District give you the estimated completion time because they are in a better position at estimating (guessestimating?) this than you. Also, this format should cover most projects but may have to be modified from time to time to fit situations that are unique to a specific project.

Any A + B Incentives and Design Build issues should be discussed with District and mentioned in Section E, Other Requirements and if these issues affect the estimate, they also have to be mentioned in Section F, Estimated Cost.

PROJECT ASSESSMENT
PROCEDURE BULLETIN

BULLETIN 00-004

REVISED 07/27/10

PAGE 1 OF 1

HEADING: GENERAL

SUBJECT: MATERIALS/PAVEMENT SMOOTHNESS INCENTIVE AND MATERIALS QUALITY INCENTIVE

Most projects with pavement will require Pavement Smoothness and Materials Quality Incentive costs. The Pavement Smoothness Incentive cost will be based upon the mainline lane miles of roadway within the project (ramps, cross road, shoulder etc. excluded). Not all projects with pavement will receive these additional costs, but during the scoping phase the Materials representative will determine if the project should utilize these Incentives. Once determined that the project will use any or both of these Incentives, the cost(s) will be added to the Pavement Preservation Items of the Itemized Estimated Cost as follows:

MATERIALS QUALITY INCENTIVE

1. Asphalt Pavement: \$3.00 / Ton of AC (406 / 416 / 417)
2. PCCP: \$1.50 / Square Yard

SMOOTHNESS INCENTIVE

1. Asphalt pavement over existing base material:
\$7000 / lane mile (overlay by one leveling operation only)
\$9,000 / lane mile (mill and replace, or overlay by multiple leveling operations)
2. Asphalt pavement over new base material:
\$11,000 / lane mile (new construction)
3. New friction course laid over new PCCP:
\$11,000 / lane mile
4. New PCCP overlaid by new friction course:
\$3,500 / lane mile (for PCCP only; additional to friction course)
5. New PCCP not to be overlaid by a friction course:
\$7,000 / lane mile.

Arizona Department of Transportation

Estimated Engineering Construction Cost

Itemized Estimate

Project Number: 87 NA 364.0 / H786101C

Page 1

Location: NAVAJO NATION BOUNDARY-DRAW WASH

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Alternative: 1

PAVEMENT PRESERVATION

Item No	Item Description	Unit	Quantity	Unit Price	Amount
4040074	EMULSIFIED ASPHALT (CRS-2)	TON	108	\$600.00	\$64,800
4040111	BITUMINOUS TACK COAT	TON	23	\$450.00	\$10,350
4040116	APPLY BITUMINOUS TACK COAT	HOUR	43	\$160.00	\$6,880
4040125	FOG COAT	TON	37	\$600.00	\$22,200
4040162	COVER MATERIAL	CU.YD.	693	\$75.00	\$51,975
4040163	BLOTTER MATERIAL	TON	233	\$60.00	\$13,980
4040264	ASPHALT BINDER (PG 64-22)	TON	630	\$500.00	\$315,000
4160002	ASPHALTIC CONCRETE (3/4" MIX) (END PRODUCT)	TON	9,600	\$45.00	\$432,000
4160031	MINERAL ADMIXTURE	TON	121	\$90.00	\$10,890
924X003	MISCELLANEOUS WORK (PROFILE LEVELING)	L.SUM	1	\$71,925.00	\$71,925
PAVEMENT PRESERVATION SUBTOTAL					\$1,000,000
934XX01	MISCELLANEOUS WORK	COST	10%		\$100,000
SUBTOTAL					\$1,100,000
206XX01	FURNISH WATER SUPPLY	COST	1%		\$11,000
207XX01	DUST PALLIATIVE	COST	1%		\$11,000
701XX01	MAINTENANCE AND PROTECTION OF TRAFFIC	COST	10%		\$110,000
810XX01	EROSION CONTROL AND POLLUTION PREVENTION	COST	1%		\$11,000
924XX02	CONTRACTOR QUALITY CONTROL	COST	2%		\$22,000
SUBTOTAL					\$1,265,000
901XX01	MOBILIZATION	COST	10%		\$126,500
SUBTOTAL					\$1,391,500
414X001	AR-ACFC SMOOTHNESS INCENTIVE	LANE MILE	8	\$7,000.00	\$57,400
416X002	ASPHALTIC CONCRETE (END PRODUCT) MATERIALS QUALITY INCENTIVE	TON	9,600	\$3.00	\$28,800
951X001	CONSTRUCTION ENGINEERING	COST	15%		\$208,725
951X002	CONTINGENCY	COST	5%		\$69,575
951X009	TERO TRIBAL TAX	COST	5%		\$69,575
951X010	INDIRECT COST ALLOCATION	COST	5.19%		\$72,219
PAVEMENT PRESERVATION					\$1,897,794

SAFETY AND MISCELLANEOUS ITEMS

2020057	REMOVE AND SALVAGE (GUARDRAIL END TERMINALS)	EACH	2	\$400.00	\$800
2020058	REMOVE AND SALVAGE (GUARDRAIL)	L.FT.	790	\$7.00	\$5,530
2030113	SHOULDER BUILD-UP (COMPACTION)	HOUR	29	\$80.00	\$2,320
6080101	MISCELLANEOUS WORK (SIGNS)	L.SUM	1	\$10,000.00	\$10,000
706X002	PAVEMENT MARKER, RECESSED	EACH	542	\$10.50	\$5,691
7090001	DUAL COMPONENT PAVEMENT MARKING (WHITE EPOXY)	L.FT.	43,296	\$0.57	\$24,679
7090002	DUAL COMPONENT PAVEMENT MARKING (YELLOW EPOXY)	L.FT.	10,824	\$0.65	\$7,036
7350040	LOOP DETECTOR (1 SYSTEM, TYPE C, T.S.7-2(2009))	EACH	1	\$1,000.00	\$1,000
7350041	LOOP DETECTOR (1 SYSTEM, TYPE S, T.S. 7-3(2008))	EACH	1	\$10,000.00	\$10,000

Arizona Department of Transportation

Estimated Engineering Construction Cost

Itemized Estimate

Project Number: 87 NA 364.0 / H786101C

Page 2

Location: NAVAJO NATION BOUNDARY-DRAW WASH

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SAFETY AND MISCELLANEOUS ITEMS

805X003	SEEDING	ACRE	1	\$2,245.00	\$2,245
9050001	GUARD RAIL, W-BEAM, SINGLE FACE	L.FT.	790	\$30.00	\$23,700
9050040	GUARD RAIL, END TERMINAL ASSEMBLY	EACH	2	\$3,500.00	\$7,000
SAFETY AND MISCELLANEOUS ITEMS SUBTOTAL					\$100,000
934XX01	MISCELLANEOUS WORK	COST	15%		\$15,000
SUBTOTAL					\$115,000
207XX01	DUST PALLIATIVE	COST	1%		\$1,150
209XX01	FURNISH WATER	COST	1%		\$1,150
701XX01	MAINTENANCE AND PROTECTION OF TRAFFIC	COST	10%		\$11,500
810XX01	EROSION CONTROL AND POLLUTION PREVENTION	COST	1%		\$1,150
925XX01	CONSTRUCTION SURVEYING AND LAYOUT	COST	2%		\$2,300
SUBTOTAL					\$132,250
901XX01	MOBILIZATION	COST	10%		\$13,225
SUBTOTAL					\$145,475
951X001	CONSTRUCTION ENGINEERING	COST	15%		\$21,821
951X002	CONTINGENCY	COST	5%		\$7,274
951X009	TERO TRIBAL TAX	COST	5%		\$7,274
951X010	INDIRECT COST ALLOCATION	COST	5.19%		\$7,550
SAFETY AND MISCELLANEOUS ITEMS					\$189,395

Summary		
	Section	Total
	PAVEMENT PRESERVATION	\$1,898,000
	SAFETY AND MISCELLANEOUS ITEMS	\$189,000
Total Project Cost		\$2,087,000

PROCEDURE BULLETIN

HEADING: GENERAL

SUBJECT: SECTION G – DISTRICT MINOR PROJECTS
NEW REQUIRED ACTION BY PRIORITY PLANNING ACTION COMMITTEE (PPAC) / PROJECT
REVIEW BOARD

The standard text in Section G has changed only for District Minor Projects as follows:

Upon approval of the Final Project Assessment, Transportation and Planning Group will submit this project for funding and programming in coordination with _____ District.

Transportation and Planning Group is now tracking the availability of District Minor Funds and will submit the Requested Project Change to the Project Review Board.

PROCEDURE BULLETIN

HEADING: GENERAL

SUBJECT: SECTION G – DISTRICT MINOR PROJECTS
NEW REQUIRED ACTION BY PRIORITY PLANNING ADVISORY COMMITTEE (PPAC) / PROJECT
REVIEW BOARD

The standard text in Section G has changed only for District Minor Projects as follows:

Upon approval of this Final Project Assessment, the Project Manager in coordination with _____ District and Transportation Planning Division will submit this project for programming and funding.

The reason for this change is that Transportation Planning Division is now tracking the availability of District Minor Funds. The Project Manager will coordinate with Transportation Planning Division, obtain approval by the District and submit the PRB Request Form to the Project Review Board.

HEADING: GENERAL

SUBJECT: OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE

Changes in FHWA's Fiscal Management Information System (FMIS), have made it now necessary to change the Suffix Codes we (ADOT and FHWA) have been using to denote and delineate the three levels of FHWA oversight of Federal-aid projects.

The three different categories under the Operating Partnership Agreement that were previously used are listed as follows:

- Category A - Full FHWA Administration
- Category B - Partial FHWA Administration
- Category P - Full ADOT Administration

Effective immediately the following new Suffix Codes should be used to delineate and denote the level of FHWA Oversight for Federal-aid projects:

- Category A - Limited FHWA Administration (formally P)
- Category B - Partial FHWA Administration
- Category N – Full FHWA Administration (formally A)
- Category X – Full FHWA Administration for projects not located on the National Highway System

Remember, the Operating Partnership Agreement and these changes only apply to Federal-aid projects.

PROJECT ASSESSMENT
PROCEDURE BULLETIN

BULLETIN 02-002

02/22/02

PAGE 1 OF 1

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: SWPPP & NPDES

This Bulletin applies only to projects going to construction on or after March 10, 2003. See Project Assessment Procedure Bulletin # 96-014 for projects going to construction prior to March 10, 2003. When referring to the National Pollutant Discharge Elimination System (NPDES) Permit and/or the Storm Water Pollution Prevention Plan (SWPPP) the following language should be included in the Project Assessment (Section D - DEVELOPMENT CONSIDERATIONS) as appropriate:

STATE FUNDED PROJECTS:

LESS THAN ONE ACRE OF LAND IS DISTURBED:

Because less than one acre of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will not be required; however, this project will be reviewed, during design, by the Roadside Development Section to determine if a Storm Water Pollution Prevention Plan (SWPPP) is required.

GREATER THAN OR EQUAL TO ONE ACRE OF LAND IS DISTURBED:

Because more than one acre of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will be required and a Storm Water Pollution Prevention Plan (SWPPP) will be required.

FEDERALLY FUNDED PROJECTS:

LESS THAN ONE ACRE OF LAND IS DISTURBED:

Because less than one acre of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will not be required; however, in accordance with Federal Regulation 23 CFR Part 650, Subpart B, construction projects that are federally funded shall provide design features to reduce erosion and minimize sedimentation during and after construction when applicable. This project will be reviewed during design by the Roadside Development Section to determine if a Storm Water Erosion/ Sedimentation Plan will be required as part of the project plans.

GREATER THAN OR EQUAL TO ONE ACRE OF LAND IS DISTURBED:

Because more than one acre of land will be disturbed, a NPDES (National Pollutant Discharge Elimination System) Permit will be required and a Storm Water Pollution Prevention Plan (SWPPP) will be required.

PROCEDURE BULLETIN

HEADING: PROJECT ASSESSMENT - TEXT

SUBJECT: SWPPP & NPDES

When referring to the National Pollutant Discharge Elimination System (NPDES) Permit and/or the Storm Water Pollution Prevention Plan (SWPPP) the following language should be included in the Project Assessment (Section D - DEVELOPMENT CONSIDERATIONS) as appropriate:

STATE FUNDED PROJECTS:

LESS THAN ONE ACRE OF LAND IS DISTURBED:

Because less than one acre of land will be disturbed, [a NPDES (National Pollutant Discharge Elimination System) General Permit]¹ or [an AZPDES (Arizona Pollutant Discharge Elimination System) General Permit]² will not be required; however, this project will be reviewed, during design, by the Roadside Development Section to determine if a Storm Water Pollution Prevention Plan (SWPPP) is required.

GREATER THAN OR EQUAL TO ONE ACRE OF LAND IS DISTURBED:

Because more than one acre of land will be disturbed, [a NPDES (National Pollutant Discharge Elimination System) General Permit]¹ or [an AZPDES (Arizona Pollutant Discharge Elimination System) General Permit]² will be required and a Storm Water Pollution Prevention Plan (SWPPP) will be required.

FEDERALLY FUNDED PROJECTS:

LESS THAN ONE ACRE OF LAND IS DISTURBED:

Because less than one acre of land will be disturbed, [a NPDES (National Pollutant Discharge Elimination System) General Permit]¹ or [an AZPDES (Arizona Pollutant Discharge Elimination System) General Permit]² will not be required; however, in accordance with Federal Regulation 23 CFR Part 650, Subpart B, construction projects that are federally funded shall provide design features to reduce erosion and minimize sedimentation during and after construction when applicable. This project will be reviewed during design by the Roadside Development Section to determine if a Storm Water Erosion/Sedimentation Plan will be required as part of the project plans.

GREATER THAN OR EQUAL TO ONE ACRE OF LAND IS DISTURBED:

Because more than one acre of land will be disturbed, [a NPDES (National Pollutant Discharge Elimination System) General Permit]¹ or [an AZPDES (Arizona Pollutant Discharge Elimination System) General Permit]² will be required and a Storm Water Pollution Prevention Plan (SWPPP) will be required.

¹ Project is located on Tribal lands

² Project is located on land other than Tribal lands

PROCEDURE BULLETIN

HEADING: GENERAL

SUBJECT: 2008 GUIDELINES FOR SCOPING PAVEMENT PRESERVATION PROJECTS
TRAFFIC SAFETY SECTION

The Traffic Engineering HES Section has recently revised their name to Traffic Safety Section (TSS).

Reference is made to page 3, paragraph 2 of the 2008 Guidelines For Scoping Pavement Preservation Projects - concerning involvement with Traffic Safety Section. *"The Project Team, in coordination with the Traffic Safety Section, will evaluate the locations identified and determine any remedial treatment to be included with the project"*.

The TSS will review crash history to determine if there are specific locations within the project limits that may warrant an improvement. This needs to be completed prior to the project field review so that it may be evaluated by all team members in the field. A request for review of the crash history within the project limits should be sent to Jerry Ott / Traffic Safety Section / 065 R.

The limits for the accident history request will be based upon the project problem statement and consultation with Material's Section. This accident history request should be sent to TSS as soon as the project is assigned and your background investigation is sufficiently complete.

SAMPLE REQUEST

Please perform an accident history review of this project from MP () to MP () to determine if any remedial spot safety improvements should be included in the scope of work for this pavement preservation project.



Arizona Department of Transportation

XXX GROUP

MEMORANDUM

To: Jerry Ott, 065 R
Traffic Safety Section
Traffic Engineering Group

Date: April 8, 2009

From: _____, 605E
Project Manager
XX Section
XX Group

Subject: Crash History Request
Project No.
XX – XX Highway

Project No. _____ is a (Pavement Preservation Project, District Minor Project, etc.) which is described as _____.

The project is located on _____, in _____ County, approximately _____ miles (N, E, W, or S) of _____. This project begins at Milepost XX.XX and extends (N, E, W, or S) for xx.xx miles.

Please perform a crash history review of this project from MP () to MP () to determine if any remedial spot safety improvements should be included in the scope of work for this (Pavement Preservation Project, District Minor Project, etc.) project.

If you have any questions, I can be reached at (XXX)-XXX-XXXX.

PROCEDURE BULLETIN

HEADING: AASHTO

SUBJECT: EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION

The attached is an example of a Design Exception Request Memorandum where there are requested design exceptions for horizontal curve superelevation. Also attached is the EXISTING HORIZONTAL CURVE SUPERELEVATION NOT MEETING AASHTO METHOD 5 DESIGN EXCEPTION SCREENING PROCESS flow chart.

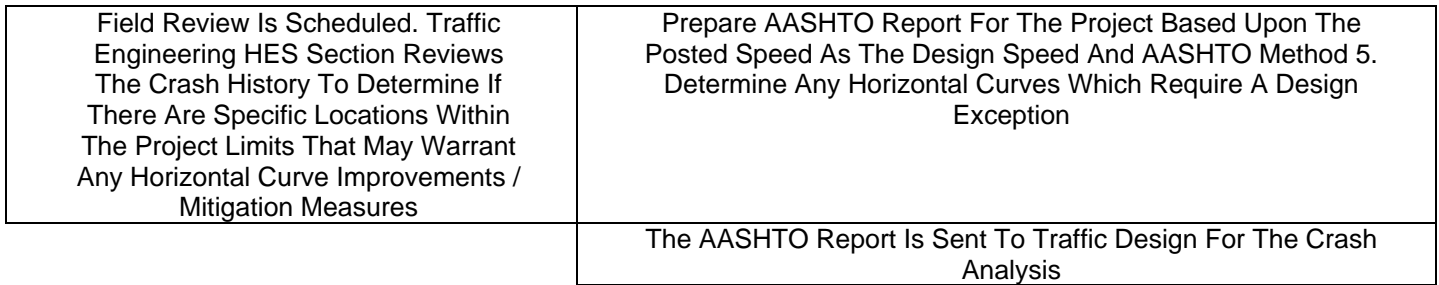
A design exception for superelevation is requested when the existing superelevation (or improved superelevation after construction) of a horizontal curve does not meet AASHTO recommended minimum requirements based upon AASHTO Method 5 for distributing e and f.

If a design exception for superelevation is required, then the superelevation of the existing horizontal curve is compared to the AASHTO recommended minimum based upon AASHTO Method 2 for distributing e and f. If there appears to be 1) no correlation between the superelevation of the existing curve and the Crash History and 2) the Method 2 calculated speed is greater than or equal to the posted speed, then superelevation improvements will not be recommended for inclusion in the project. However, Design Exceptions are required for *all* horizontal curves that will not meet AASHTO Method 5 for recommended minimum superelevation after construction of the project is complete.

If the superelevation of the existing horizontal curve does not meet AASHTO recommended minimum requirements based upon AASHTO Method 5 and Method 2 for distributing e and f, then a mitigation strategy needs to be evaluated. This is noted by curves 3, 5 and 6 in the attached example. Please refer to the U S Department of Transportation Federal Highway Administration publication "Mitigation Strategies for Design Exceptions - July 2007". <http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/> Mitigation measures could include such items as rumble strips, wide pavement markings, shoulder widening or special pavement treatments. Differential milling and overlay will need to be evaluated in coordination with the Design Project Manager to determine what is practical and the availability of additional funding sources. The Predesign Project Manager and Supervisor should discuss engineering aspects of the curves and other data provided by Traffic to determine recommendations of mitigation measures to be included in the project scope of work and the Design Exception Request Memorandum.

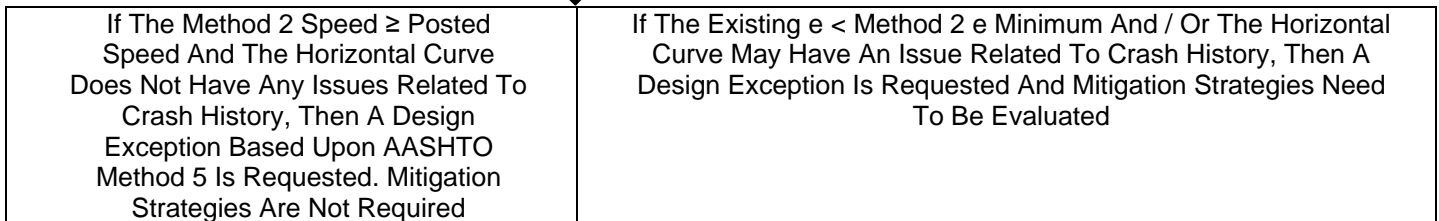
The Design Exception Request Memorandum is attached to the Design Exception Request Letter which is signed by the Assistant State Engineer with Roadway Engineering Group. The approval and distribution of AASHTO Design Exceptions will be as outlined in Project Assessment Bulletin 96-002. An example design exception request providing the rationale for other AASHTO features is provided in Project Assessment Bulletin 10-001.

**EXISTING HORIZONTAL CURVE SUPERELEVATION NOT MEETING AASHTO METHOD 5
DESIGN EXCEPTION SCREENING PROCESS**



Review Information Provided By Traffic Engineering HES Section And List Horizontal Curves Which May Require A Design Exception For Horizontal Curve Superelevation Not Meeting AASHTO Method 5

For Each Horizontal Curve Evaluate The Curve Speed and e Minimum Based Upon AASHTO Method 2 for the DE



Project Manager and Supervisor should discuss engineering aspects of the curves and other data provided by Traffic to determine recommendations of mitigation measures to be included in project scope of work and the Design Exception Request.

Superelevation Mitigation Measure		
Low Cost	Medium Cost	High Cost
Proposed $e <$ Method 2 e	Proposed $e =$ Method 2 e	Method 2 $e <$ Proposed $e \leq$ Method 5 e
Incremental Superelevation Improvement Which Can Be Constructed Under Traffic	Improvement To Method 2 e Should Not Trigger "Reconstruction Of The Roadway"	If The Horizontal Curve Needs To Be Reconstructed, It Should Be Improved To The Method 5 e

Other Mitigation Measures Which Can Be Implemented To Reduce The Potential Impact Of The Existing Feature To Remain
 These measures could include: additional signing, rumble strips, chevrons, shoulder widening, pavement treatment to increase the friction and using wide pavement markings. See USDOT FHHA Mitigation Strategies for Design Exceptions - July 2007.
<http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/>



Arizona Department of Transportation

ROADWAY ENGINEERING GROUP

MEMORANDUM

To: Mary Viparina, 611E
Assistant State Engineer
Roadway Engineering Group

Date: April 7, 2010

From: Paul O'Brien, 605E
Manager
Roadway Predesign Section

Subject: Design Exception Request
Project xxx YV xx Hxxxx 01C
X – Y
A – Z Highway
I-xx

The project is not yet programmed; however it is listed in the 2010 – 2014 ADOT Five Year Transportation Facilities Construction Program. It is anticipated that the pavement rehabilitation part of the project will use federal (IM) funds. The intent of this project is to extend the usable life of the roadway pavement and to address safety issues, which can be accomplished within the scope of a Pavement Preservation Project.

Design Exceptions are requested for minimum superelevation rate not met at four locations as per the attached AASHTO Controlling Design Criteria Report. A Crash Analysis Report has been prepared for this project and is also attached.

The reasons for requesting the Design Exceptions are as follows:

Superelevation Rate

Four horizontal curves within the project limits require a design exception for superelevation since they do not meet the recommended AASHTO minimum for a posted speed of 75 mph:

1. Beginning MP 299.32 (HPI Sta 5226+58.07)
e existing = 0.034 ft/ft (0.044 ft/ft less than the recommended minimum of 0.078 ft/ft)
e minimum Method 2 = 0.058 ft/ft Method 2 Speed = 71 mph
2. Beginning MP 300.17 (HPI Sta 5262+57.19)
e existing = 0.024 ft/ft (0.049 ft/ft less than the recommended minimum of 0.073 ft/ft)
e minimum Method 2 = 0.041 ft/ft Method 2 Speed = 72 mph
3. Beginning MP 300.51 (HPI Sta 5283+59.37)
e existing = 0.046 ft/ft (0.034 ft/ft less than the recommended minimum of 0.080 ft/ft)
e minimum Method 2 = 0.074 ft/ft Method 2 Speed = 71 mph
4. Beginning MP 300.84 (HPI Sta 5296+61.07)
e existing = 0.015 ft/ft (0.042 ft/ft less than the recommended minimum of 0.057 ft/ft)
e minimum Method 2 = 0.008 ft/ft Method 2 Speed = 77 mph

Improving the superelevation rates to the AASHTO recommended rates would require reconstruction of the existing roadway within the limits of each of the horizontal curves. The existing calculated speeds at three of the four horizontal curves listed above, range from 71 to 72 mph. Utilizing the ADOT methodology for reviewing superelevation, based upon Method 2, these three horizontal curves (those curves beginning at MP 299.32,

MP 300.17 and MP 300.51) were further analyzed to determine if mitigation strategies would be appropriate. Existing superelevation rates at these three curves will be increased by one percent and therefore increase the calculated speed of those curves.

The one percent increase in the superelevation rates would be accomplished as part of the pavement preservation project by holding the elevation of the edge of paved shoulder on the inside of each circular curve as the elevation of the finished pavement, and applying the increased superelevation rates across the width of the paved roadway. This incremental improvement will allow maintenance of traffic on adjacent travel lanes during construction, and will avoid the need to detour traffic to the opposing roadway.

Recommended Remedial Action:

The superelevation rate will be increased by one percent for the horizontal curves where the existing superelevation is less than the AASHTO Method 5 for recommended minimum superelevation and AASHTO Method 2 speed is lower than the posted speed for the following curves listed as follows:

Curve 1 beginning at MP 299.32 (HPI Sta 5226+58.07)
Existing e = 0.034 ft/ft Existing speed = 71 mph
Proposed e = 0.044 ft/ft. Proposed speed = 73 mph

Curve 2 beginning at MP 300.17 (HPI Sta 5262+57.19)
Existing e = 0.024 ft/ft Existing speed = 72 mph
Proposed e = 0.034 ft/ft. Proposed speed = 73 mph

Curve 3 beginning at MP 300.51 (HPI Sta 5283+59.37)
Existing e = 0.046 ft/ft Existing speed = 71 mph
Proposed e = 0.056 ft/ft. Proposed speed = 73 mph

No superelevation improvements are recommended for horizontal curves where the existing superelevation is less than the AASHTO Method 5 minimum superelevation and the Method 2 speed is greater than the posted speed. (Note any other mitigation measures such as post mount delineators that are included in the project.)

Summary:

Design Exceptions are required for all four horizontal curves since all four curves will not meet AASHTO Method 5 for recommended minimum superelevation after construction of this project is complete. The Crash Analysis showed there appears to be no indication the superelevation rates of horizontal curves within the project limits contributed to reported crashes on the roadway. The superelevation of horizontal curves on the roadway will provide an acceptable level of safety for the travelling public.

Concur: _____
Mary Viparina

_____ Date

PROCEDURE BULLETIN

HEADING: AASHTO

SUBJECT: DESIGN EXCEPTION REQUEST MEMORANDUM WITH RATIONALE FOR EXCEPTIONS -
GRADE AND STRUCTURAL CAPACITY/BRIDGE BARRIER EXAMPLE

A design exception request must provide a rationale for the exceptions and describe what measures would be required to bring the features up to AASHTO criteria.

The attached is an example of a Design Exception Request Memorandum where there are design exceptions for grade and structural capacity. Other features requiring design exceptions could also be addressed in a similar manner.

Any remedial actions or mitigation strategies implemented shall be noted in the Memorandum. Refer to the U S Department of Transportation Federal Highway Administration publication "Mitigation Strategies for Design Exceptions - July 2007". <http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/>. The Predesign Project Manager and Supervisor should discuss engineering aspects of the features that do not meet AASHTO criteria to determine recommendations of mitigation measures to be included in the project scope of work and the Design Exception Request Memorandum.

The cover letter to FHWA should note any features that are being improved with the project and thereby eliminate the need for any design exceptions.

The Design Exception Request Memorandum is attached to the Design Exception Request Letter which is signed by the Assistant State Engineer with Roadway Engineering Group for approval by FHWA. The approval and distribution of AASHTO Design Exceptions will be as outlined in Project Assessment Bulletin 96-002. An example design exception request for horizontal curve superelevation is provided in Project Assessment Bulletin 09-002.



Arizona Department of Transportation

ROADWAY ENGINEERING GROUP

MEMORANDUM

To: Mary Viparina, 611E
Assistant State Engineer
Roadway Engineering Group

Date: April 26, 2010

From: Paul O'Brien, 605E
Manager
Roadway Predesign Section

Subject: Design Exception Request
Project 0xx YV xxx H XXXX XXC
XX XX TI – XX XX TI (SB)
A – Z Highway
I-xx

This project is not programmed nor listed in the 20xx ADOT Five-Year Transportation Facilities Construction Program. It is anticipated that the pavement rehabilitation part of the project will use federal (IM) funds. The intent of this project is to extend the usable life of the roadway pavement and to address safety issues, which can be accomplished within the scope of a Pavement Preservation Project.

Design Exceptions are requested for maximum allowable grade exceeded at one location, for vertical curve stopping sight distance not met at two locations and for minimum structural capacity not met at one location as per the attached AASHTO Controlling Design Criteria Report. A Crash Analysis Report has been prepared for this project and is also attached.

The reasons for requesting the Design Exceptions are as follows:

Grade

I-17 within the project limits is classified as a rural interstate with rolling terrain. The natural terrain dictates the profile of the Interstate. Traveling in the southbound direction the profile grade between the McGuireville TI and the Verde River Bridge is almost continuous downhill. The Verde River Bridge (MP 287.93, Elev. 3,108') is the low point from where the profile grade changes to one long ascending grade that continually increases before reaching the top of Copper Canyon (MP 281.0±, Elev. 4,700'). The terrain classification for I-17 through Copper Canyon would be considered mountainous. This section of I-17 between MP 286.00 and MP 286.65 (3,432') for which the design exception is being requested is in the transitional area between rolling to mountainous terrain. The posted speed limit in this section changes to 65 mph, which is indicative of a mountainous terrain classification. The natural ascending terrain as well as the General Crook Trail TI OP (located 2,600± south of the begin project limit) dictates the profile grade of the Interstate.

To achieve the 4.0% grade would require lowering of the existing roadway profile grade. This would require reconstruction of the southbound roadway (and most likely the northbound roadway), which would have to continue through the Copper Canyon Section, which is outside of project limits. In all probability the entire Copper Canyon Section of I-17 would either have to be reconstructed or relocated to new alignment. Also the General Crook Trail TI OP would have to be reconstructed / relocated.

Reconstructing/relocating 5.65± miles of interstate highway as well as reconstructing the General Crook Trail TI OP would be classified as major reconstruction, require a Design Concept Report with an extensive evaluation of alternate routes, public involvement and would be far beyond the scope, intent and funding limits of a Pavement Preservation Project.

Vertical Curve Stopping Sight Distance

The calculated speeds on the set of vertical curves over Yucca RR OP WB (Begin MP 26.73 end MP 26.98) are only 7 mph and 6 mph below the posted speed limit of 75 mph. The Crash Analysis states there is no indication that the existing roadway geometry contributed to reported crashes on this segment of I-40.

Attaining full standards for this design exception would require reconstruction of Yucca RR OP WB #381 at a program level estimate of \$5,000,000. This expense does not seem justifiable as part of a pavement preservation project.

Structural Capacity

The Greenes Wash Bridge EB, Structure No. 1138 (MP 166.90) and Greenes Wash Bridge WB, Structure No. 1139 (MP 166.90) both have a structural rating of HS 16.11 which does not meet the structural requirements of the recommended HS 20. The bridges are carrying normal traffic without showing any signs of distress.

These bridges are not listed in the ADOT 2010 to 2014 Five Year Transportation Facilities Construction Program for rehabilitation and the Bridge Group is not recommending any modifications. It is estimated that approximately \$ 3.2 million would be required to replace each bridge. Since the structures are not deemed deficient or functionally obsolete, spending \$3.2 million to replace each bridge at this time does not appear to be justified.

Recommended Remedial Action:

(Mitigation measures for the project are noted here)

Summary:

The intent of this project is to extent the usable life of the roadway pavement and address safety issues which can be accomplished within the scope of a pavement preservation project. In conclusion granting these design exceptions is justified because upgrading the existing features to meet current standards would require major reconstruction or replacement of the bridges which is far beyond the original scope, intent and funding for this project.

Concur: _____
Bridge Group Manager

Date

Concur: _____
Roadway Group Manager

Date

HEADING: PROJECT RESEARCH

SUBJECT: BRIDGE REPAIR LISTING

A separate form for communicating cost items between Bridge Management and the Predesign Project Manager is available. It is called the "Bridge Repair Listing". This form is to be routinely used on pavement preservation projects but can be used on any project where the cost for any structure work noted by Bridge Management Section on the Bridge Evaluation Request Form is desired. A Bridge Evaluation Request Form and a Bridge Repair Listing should be sent to Bridge Management Section for cost evaluation of structures within the project limits of the scoping document. The Bridge Evaluation Form as standard policy will be attached to the AASHTO Controlling Design Criteria Report. The Bridge Repair Listing is simply a tool for Bridge Group to identify cots of items they wish included in the project scope of work and as detailed on the Bridge Evaluation Form. The Bridge Repair Listing is not to be attached to the AASHTO Report and is also not to be attached to the scoping document. It should be kept in the project file as back up for the items and costs selected in the E2C2 Itemized Cost Estimate.

A Bridge Repair Listing spread sheet (blank) is now available on the Predesign Web page on the Design Memos tab as a drop down box selection. http://www.azdot.gov/Highways/Roadway_Engineering/Roadway_Predesign/index.asp

The Bridge Evaluation Form and the Bridge Repair Listing use the same format template to allow the user options when inputting the structural information. As a reminder the Arizona State Highway Bridge Inventory is online and is available: <http://www.azdot.gov/Highways/bridge/BridgeInventory/index.asp>

**ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION**

DATE: 10/27/2010

TO: Sunil Athalye
Bridge Group
Bridge Mangement Section

FEDERAL REFERENCE NO: _____ TRACS NO: 180NA407H812801C
HIGHWAY: US 180
LOCATION: Springerville- Alpine - St Ln Hwy
MP LIMITS: 407.00 TO: 411.80
PROJECT DESCRIPTION: Pavement Preservation, RR 3" Ac + Chip AR -ACFC

FROM: Sirous Naghshineh
Roadway Predesign

SUBJECT: **BRIDGE REPAIR LISTING**

Please evaluate the following structures for recommended repairs to be included within the project scope of work:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE REPAIR RECOMMENDATIONS
			Comments
SR 264	451.30	1015 Fish Wash Bridge	1. Replace Bridge rail over concrete curb by Concrete Barrier / Thrie- beam transition / W-beam. Cost = 243 ft X \$150/ft+ 4 dados@\$5000.00 + 4 Corners Thrie-beam @2000.00 = \$64,450.00
I 40	294.55	931 Sun Valley Road	Replace Concrete parapet with H 1-1 rails by Concrete Barrier / Thrie- beam transition / W-beam. Cost = 584 ft X \$150/ft+ 4 dados@\$5000.00 + 4 Corners Thrie-beam @2000.00 = \$115,600.00

Evaluation Completed by: Chayan Bhattacharyya, P.E.

Date: 09/09/2010

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	PROJECT REVIEW BOARD	96-020	REVISED	03/30/00
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-013	REVISED	06/10/96
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**PROJECT ASSESSMENT
PROCEDURE BULLETIN**

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96-019	06/10/96	PROJECT ASSESSMENT - INVOLVEMENT SHEET	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-020	REVISED 03/30/00	GENERAL	PROJECT REVIEW BOARD
96-021	07/30/96	PROJECT ASSESSMENT - TEXT	FIVE-YEAR PROGRAM
96-022	DELETED 04/24/97	GENERAL	METRIC SCOPING DOCUMENTS
96-023	08/12/96	FIELD REVIEW	CUT DITCHES
96-024	REVISED 02/22/02	GENERAL	DISTRICT MINOR PROJECTS
96-025	10/02/96	AASHTO	DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT
96-026	10/21/96	FEILD REVIEW	CHECKLISTS
97-001	04/01/97	GENERAL	DESIGN SPEED
97-002	04/24/97	GENERAL	ENGLISH SCOPING DOCUMENTS
97-003	12/16/97	SUMMARY OF COMMENTS	STANDARD FORMAT
98-001	09/18/98	GENERAL	OPERATING PARTNERSHIP AGREEMENT
99-001	REVISED 02/22/02	INVOLVEMENT SHEET	TRAFFIC GROUP REORGANIZATION
99-002	04/15/99	INVOLVEMENT SHEET	PRECONSTRUCTION ENGINEERING "PC" MODEL
99-003	REVISED 08/02/99	GENERAL	TRAFFIC ENGINEERING HES SECTION
99-004	08/16/99	PROJECT ASSESSMENT - TEXT	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

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	DISTRICT MINOR PROJECTS	96-024	REVISED 02/22/02
	ROADWAY DESIGN SECTION REVIEWERS	96-017	REVISED 02/22/02
	PROJECT REVIEW BOARD	96-020	REVISED 03/30/00
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-013	REVISED 06/10/96
	PAVEMENT PRESERVATION FUNDS	96-010	REVISED 02/12/96
	DESIGN SPEED	97-001	04/01/97
	ENGLISH SCOPING DOCUMENTS	97-002	04/24/97
	OPERATING PARTNERSHIP AGREEMENT	98-001	09/18/98
	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE	02-001	02/01/02
	TRAFFIC ENGINEERING HES SECTION	99-003	REVISED 08/02/99
	MATERIALS / PAVEMENT SMOOTHNESS AWARD	00-004	11/30/00
	SECTION G – DISTRICT MINOR PROJECTS	00-005	REVISED 07/08/04
PROJECT RESEARCH			
FIELD REVIEW			
	CHECKLISTS	96-026	10/21/96
	ROADSIDE DEVELOPMENT	96-008	REVISED 02/12/96
	PROJECTS INVOLVING STATE LAND	96-001	02/06/96
	CUT DITCHES	96-023	08/12/96
PROJECT ASSESSMENT			
GENERAL			
	LOOP DETECTORS	96-006	REVISED 02/22/02
TEXT			
	FIVE-YEAR PROGRAM	96-021	07/30/96
	CURRENT AND PROJECTED TRAFFIC	96-012	03/12/96
	MAJOR AND MINOR STRUCTURES	96-003	REVISED 07/08/04
	ACCIDENT COUNTS AND EVALUATIONS	96-018	06/10/96
	ENVIRONMENTAL PLANNING	96-009	02/07/96
	SWPPP & NPDES(CONSTRUCTION < 3/10/03)	96-014	REVISED 02/22/02
	SWPPP & NPDES(CONSTRUCTION = 3/10/03)	02-002	REVISED 07/08/04
	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM	99-004	08/16/99
	SHOULDER BUILD-UP	00-001	03/30/00
	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001	00-002	03/30/00
	TENTATIVE ADOT FIVE YEAR HIGHWAY CONSTRUCTION PROGRAM PROJECT SCHEDULE	00-003	07/05/00
INVOLVEMENT SHEET			
	SWPPP	96-015	REVISED 02/22/02
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-019	06/10/96
	TRAFFIC GROUP REORGANIZATION	99-001	REVISED 02/22/02
	PRECONSTRUCTION ENGINEERING "PC" MODEL	99-002	04/15/99
ESTIMATE			
	SAFETY AND MISCELLANEOUS ITEMS	96-005	02/06/96
	EROSION CONTROL	96-004	02/06/96
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	CONSTRUCTION ENGINEERING AND CONTINGENCIES (%)	96-011	02/29/96

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	DESIGN EXCEPTION APPROVAL AND DISTRIBUTION	96-002	REVISED 07/08/04
PROJECT SCOPING LETTER			
PROJECT ASSESSMENT/FEASIBILITY REPORT			
MISCELLANEOUS			
OFFICE PROCEDURES			
	VEHICLE STORAGE GATE LOCK	96-007	02/07/96
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96-003	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	MAJOR AND MINOR STRUCTURES
96-004	02/06/96	PROJECT ASSESSMENT - ESTIMATE	EROSION CONTROL
96-005	02/06/96	PROJECT ASSESSMENT - ESTIMATE	SAFETY AND MISCELLANEOUS ITEMS
96-006	REVISED 02/22/02	PROJECT ASSESSMENT - GENERAL	LOOP DETECTORS
96-007	02/07/96	OFFICE PROCEDURES	VEHICLE STORAGE GATE LOCK
96-008	REVISED 02/12/96	FIELD REVIEW	ROADSIDE DEVELOPMENT
96-009	02/07/96	PROJECT ASSESSMENT - TEXT	ENVIRONMENTAL PLANNING
96-010	REVISED 02/12/96	GENERAL	PAVEMENT PRESERVATION FUNDS
96-011	02/29/96	SUMMARY OF COMMENTS	CONSTRUCTION ENGINEERING AND CONTINGENCIES
96-012	03/12/96	PROJECT ASSESSMENT - TEXT	CURRENT AND PROJECTED TRAFFIC
96-013	REVISED 06/10/96	GENERAL	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-014	REVISED 02/22/02	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION < 3/10/03)
96-015	REVISED 02/22/02	PROJECT ASSESSMENT - INVOLVEMENT SHEET	SWPPP
96-016	REVISED 02/22/02	GENERAL	PROJECT MANAGEMENT IDENTIFICATION
96-017	REVISED 02/22/02	GENERAL	ROADWAY DESIGN SECTION REVIEWERS
96-018	06/10/96	PROJECT ASSESSMENT - TEXT	ACCIDENT COUNTS AND EVALUATIONS
96-019	06/10/96	PROJECT ASSESSMENT - INVOLVEMENT SHEET	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-020	REVISED 03/30/00	GENERAL	PROJECT REVIEW BOARD
96-021	07/30/96	PROJECT ASSESSMENT - TEXT	FIVE-YEAR PROGRAM
96-022	DELETED 04/24/97	GENERAL	METRIC SCOPING DOCUMENTS
96-023	08/12/96	FIELD REVIEW	CUT DITCHES
96-024	REVISED 02/22/02	GENERAL	DISTRICT MINOR PROJECTS
96-025	REVISED 07/08/04	AASHTO	DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT
96-026	10/21/96	FIELD REVIEW	CHECKLISTS
97-001	04/01/97	GENERAL	DESIGN SPEED
97-002	04/24/97	GENERAL	ENGLISH SCOPING DOCUMENTS
97-003	12/16/97	SUMMARY OF COMMENTS	STANDARD FORMAT
98-001	09/18/98	GENERAL	OPERATING PARTNERSHIP AGREEMENT
99-001	REVISED 02/22/02	INVOLVEMENT SHEET	TRAFFIC GROUP REORGANIZATION
99-002	04/15/99	INVOLVEMENT SHEET	PRECONSTRUCTION ENGINEERING "PC" MODEL
99-003	REVISED 08/02/99	GENERAL	TRAFFIC ENGINEERING HES SECTION
99-004	08/16/99	PROJECT ASSESSMENT - TEXT	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

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00-002	03/30/00	PROJECT ASSESSMENT - TEXT	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001 TENTATIVE ADOT FIVE YEAR HIGHWAY CONSTRUCTION PROGRAM
00-003	07/05/00	PROJECT ASSESSMENT - TEXT	PROJECT SCHEDULE
00-004	11/30/00	GENERAL	MATERIALS/PAVEMENT SMOOTHNESS AWARD
00-005	REVISED 07/08/04	GENERAL	SECTION G – DISTRICT MINOR PROJECTS
02-001	02/01/02	GENERAL	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE
02-002	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION = 3/10/03)

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	DESIGN EXCEPTION APPROVAL AND DISTRIBUTION	96-002	REVISIED 02/25/01
PROJECT SCOPING LETTER			
PROJECT ASSESSMENT/FEASIBILITY REPORT			
MISCELLANEOUS			
OFFICE PROCEDURES			
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00-002	03/30/00	PROJECT ASSESSMENT - TEXT	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001 TENTATIVE ADOT FIVE YEAR HIGHWAY CONSTRUCTION PROGRAM
00-003	07/05/00	PROJECT ASSESSMENT - TEXT	PROJECT SCHEDULE
00-004	11/30/00	GENERAL	MATERIALS/PAVEMENT SMOOTHNESS AWARD
00-005	12/06/00	GENERAL	SECTION G – DISTRICT MINOR PROJECTS
02-001	02/01/02	GENERAL	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE
02-002	02/22/02	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)

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HEADING	SUBJECT	NUMBER		DATE
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	DISTRICT MINOR PROJECTS	96-024	REVISED	02/22/02
	ROADWAY DESIGN SECTION REVIEWERS	96-017	REVISED	02/22/02
	PROJECT REVIEW BOARD	96-020	REVISED	03/30/00
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-013	REVISED	06/10/96
	PAVEMENT PRESERVATION FUNDS	96-010	REVISED	02/12/96
	DESIGN SPEED	97-001		04/01/97
	ENGLISH SCOPING DOCUMENTS	97-002		04/24/97
	OPERATING PARTNERSHIP AGREEMENT	98-001		09/18/98
	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE	02-001		02/01/02
	TRAFFIC ENGINEERING HES SECTION	99-003	REVISED	08/02/99
	MATERIALS / PAVEMENT SMOOTHNESS AWARD	00-004		11/30/00
	SECTION G – DISTRICT MINOR PROJECTS	00-005	REVISED	07/08/04
	2008 PPP GUIDELINES / TRAFFIC ENGINEERING HES SECTION	09-001		04/08/09
PROJECT RESEARCH				
FIELD REVIEW				
	CHECKLISTS	96-026		10/21/96
	ROADSIDE DEVELOPMENT	96-008	REVISED	02/12/96
	PROJECTS INVOLVING STATE LAND	96-001		02/06/96
	CUT DITCHES	96-023		08/12/96
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	LOOP DETECTORS	96-006	REVISED	02/22/02
TEXT				
	FIVE-YEAR PROGRAM	96-021		07/30/96
	CURRENT AND PROJECTED TRAFFIC	96-012		03/12/96
	MAJOR AND MINOR STRUCTURES	96-003	REVISED	07/08/04
	ACCIDENT COUNTS AND EVALUATIONS	96-018		06/10/96
	ENVIRONMENTAL PLANNING	96-009		02/07/96
	SWPPP & NPDES(CONSTRUCTION < 3/10/03)	96-014	REVISED	02/22/02
	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)	02-002	REVISED	07/08/04
	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM	99-004		08/16/99
	SHOULDER BUILD-UP	00-001		03/30/00
	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001	00-002		03/30/00
	TENTATIVE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM			
	PROJECT SCHEDULE	00-003		07/05/00
INVOLVEMENT SHEET				
	SWPPP	96-015	REVISED	02/22/02
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-019		06/10/96
	TRAFFIC GROUP REORGANIZATION	99-001	REVISED	02/22/02
	PRECONSTRUCTION ENGINEERING "PC" MODEL	99-002		04/15/99
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	SAFETY AND MISCELLANEOUS ITEMS	96-005		02/06/96
	EROSION CONTROL	96-004		02/06/96
LOCATION MAP				
SUMMARY OF COMMENTS				
	CONSTRUCTION ENGINEERING AND CONTINGENCIES (%)	96-011		02/29/96
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PROJECT ASSESSMENT/FEASIBILITY REPORT			
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OFFICE PROCEDURES			
	VEHICLE STORAGE GATE LOCK	96-007	02/07/96
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96-003	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	MAJOR AND MINOR STRUCTURES
96-004	02/06/96	PROJECT ASSESSMENT - ESTIMATE	EROSION CONTROL
96-005	02/06/96	PROJECT ASSESSMENT - ESTIMATE	SAFETY AND MISCELLANEOUS ITEMS
96-006	REVISED 02/22/02	PROJECT ASSESSMENT - GENERAL	LOOP DETECTORS
96-007	02/07/96	OFFICE PROCEDURES	VEHICLE STORAGE GATE LOCK
96-008	REVISED 02/12/96	FIELD REVIEW	ROADSIDE DEVELOPMENT
96-009	02/07/96	PROJECT ASSESSMENT - TEXT	ENVIRONMENTAL PLANNING
96-010	REVISED 02/12/96	GENERAL	PAVEMENT PRESERVATION FUNDS
96-011	02/29/96	SUMMARY OF COMMENTS	CONSTRUCTION ENGINEERING AND CONTINGENCIES
96-012	03/12/96	PROJECT ASSESSMENT - TEXT	CURRENT AND PROJECTED TRAFFIC
96-013	REVISED 06/10/96	GENERAL	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-014	REVISED 02/22/02	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION < 3/10/03)
96-015	REVISED 02/22/02	PROJECT ASSESSMENT - INVOLVEMENT SHEET	SWPPP
96-016	REVISED 02/22/02	GENERAL	PROJECT MANAGEMENT IDENTIFICATION
96-017	REVISED 02/22/02	GENERAL	ROADWAY DESIGN SECTION REVIEWERS
96-018	06/10/96	PROJECT ASSESSMENT - TEXT	ACCIDENT COUNTS AND EVALUATIONS
96-019	06/10/96	PROJECT ASSESSMENT - INVOLVEMENT SHEET	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-020	REVISED 03/30/00	GENERAL	PROJECT REVIEW BOARD
96-021	07/30/96	PROJECT ASSESSMENT - TEXT	FIVE-YEAR PROGRAM
96-022	DELETED 04/24/97	GENERAL	METRIC SCOPING DOCUMENTS
96-023	08/12/96	FIELD REVIEW	CUT DITCHES
96-024	REVISED 02/22/02	GENERAL	DISTRICT MINOR PROJECTS
96-025	REVISED 07/08/04	AASHTO	DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT
96-026	10/21/96	FIELD REVIEW	CHECKLISTS
97-001	04/01/97	GENERAL	DESIGN SPEED
97-002	04/24/97	GENERAL	ENGLISH SCOPING DOCUMENTS
97-003	12/16/97	SUMMARY OF COMMENTS	STANDARD FORMAT
98-001	09/18/98	GENERAL	OPERATING PARTNERSHIP AGREEMENT
99-001	REVISED 02/22/02	INVOLVEMENT SHEET	TRAFFIC GROUP REORGANIZATION
99-002	04/15/99	INVOLVEMENT SHEET	PRECONSTRUCTION ENGINEERING "PC" MODEL
99-003	REVISED 08/02/99	GENERAL	TRAFFIC ENGINEERING HES SECTION
99-004	08/16/99	PROJECT ASSESSMENT - TEXT	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

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00-002	03/30/00	PROJECT ASSESSMENT - TEXT	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001 TENTATIVE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM
00-003	07/05/00	PROJECT ASSESSMENT - TEXT	PROJECT SCHEDULE
00-004	11/30/00	GENERAL	MATERIALS/PAVEMENT SMOOTHNESS AWARD
00-005	REVISED 07/08/04	GENERAL	SECTION G – DISTRICT MINOR PROJECTS
02-001	02/01/02	GENERAL	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE
02-002	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)
09-001	06/11/09	GENERAL	2008 PPP GUIDELINES / TRAFFIC ENGINEERING HES SECTION

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	PROJECT REVIEW BOARD	96-020	REVISIED 03/30/00
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-013	REVISIED 06/10/96
	PAVEMENT PRESERVATION FUNDS	96-010	REVISIED 02/12/96
	DESIGN SPEED	97-001	04/01/97
	ENGLISH SCOPING DOCUMENTS	97-002	04/24/97
	OPERATING PARTNERSHIP AGREEMENT	98-001	09/18/98
	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE	02-001	02/01/02
	TRAFFIC ENGINEERING HES SECTION	99-003	REVISIED 08/02/99
	MATERIALS / PAVEMENT SMOOTHNESS AWARD	00-004	11/30/00
	SECTION G – DISTRICT MINOR PROJECTS	00-005	REVISIED 07/08/04
	2008 PPP GUIDELINES / TRAFFIC ENGINEERING HES SECTION	09-001	04/08/09
PROJECT RESEARCH			
FIELD REVIEW			
	CHECKLISTS	96-026	10/21/96
	ROADSIDE DEVELOPMENT	96-008	REVISIED 02/12/96
	PROJECTS INVOLVING STATE LAND	96-001	02/06/96
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	LOOP DETECTORS	96-006	REVISIED 02/22/02
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	CURRENT AND PROJECTED TRAFFIC	96-012	03/12/96
	MAJOR AND MINOR STRUCTURES	96-003	REVISIED 07/08/04
	ACCIDENT COUNTS AND EVALUATIONS	96-018	06/10/96
	ENVIRONMENTAL PLANNING	96-009	02/07/96
	SWPPP & NPDES(CONSTRUCTION < 3/10/03)	96-014	REVISIED 02/22/02
	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)	02-002	REVISIED 07/08/04
	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM	99-004	08/16/99
	SHOULDER BUILD-UP	00-001	03/30/00
	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001 TENTATIVE ADOT FIVE YEAR HIGHWAY CONSTRUCTION PROGRAM	00-002	03/30/00
	PROJECT SCHEDULE	00-003	07/05/00
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	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-019	06/10/96
	TRAFFIC GROUP REORGANIZATION	99-001	REVISIED 02/22/02
	PRECONSTRUCTION ENGINEERING "PC" MODEL	99-002	04/15/99
ESTIMATE			
	SAFETY AND MISCELLANEOUS ITEMS	96-005	02/06/96
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LOCATION MAP			
SUMMARY OF COMMENTS			
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	EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION	09-002	11/16/09
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PROJECT ASSESSMENT/FEASIBILITY REPORT			
MISCELLANEOUS			
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	VEHICLE STORAGE GATE LOCK	96-007	02/07/96
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96-003	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	MAJOR AND MINOR STRUCTURES
96-004	02/06/96	PROJECT ASSESSMENT - ESTIMATE	EROSION CONTROL
96-005	02/06/96	PROJECT ASSESSMENT - ESTIMATE	SAFETY AND MISCELLANEOUS ITEMS
96-006	REVISED 02/22/02	PROJECT ASSESSMENT - GENERAL	LOOP DETECTORS
96-007	02/07/96	OFFICE PROCEDURES	VEHICLE STORAGE GATE LOCK
96-008	REVISED 02/12/96	FIELD REVIEW	ROADSIDE DEVELOPMENT
96-009	02/07/96	PROJECT ASSESSMENT - TEXT	ENVIRONMENTAL PLANNING
96-010	REVISED 02/12/96	GENERAL	PAVEMENT PRESERVATION FUNDS
96-011	02/29/96	SUMMARY OF COMMENTS	CONSTRUCTION ENGINEERING AND CONTINGENCIES
96-012	03/12/96	PROJECT ASSESSMENT - TEXT	CURRENT AND PROJECTED TRAFFIC
96-013	REVISED 06/10/96	GENERAL	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-014	REVISED 02/22/02	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION < 3/10/03)
96-015	REVISED 02/22/02	PROJECT ASSESSMENT - INVOLVEMENT SHEET	SWPPP
96-016	REVISED 02/22/02	GENERAL	PROJECT MANAGEMENT IDENTIFICATION
96-017	REVISED 02/22/02	GENERAL	ROADWAY DESIGN SECTION REVIEWERS
96-018	06/10/96	PROJECT ASSESSMENT - TEXT	ACCIDENT COUNTS AND EVALUATIONS
96-019	06/10/96	PROJECT ASSESSMENT - INVOLVEMENT SHEET	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-020	REVISED 03/30/00	GENERAL	PROJECT REVIEW BOARD
96-021	07/30/96	PROJECT ASSESSMENT - TEXT	FIVE-YEAR PROGRAM
96-022	DELETED 04/24/97	GENERAL	METRIC SCOPING DOCUMENTS
96-023	08/12/96	FIELD REVIEW	CUT DITCHES
96-024	REVISED 02/22/02	GENERAL	DISTRICT MINOR PROJECTS
96-025	REVISED 07/08/04	AASHTO	DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT
96-026	10/21/96	FIELD REVIEW	CHECKLISTS
97-001	04/01/97	GENERAL	DESIGN SPEED
97-002	04/24/97	GENERAL	ENGLISH SCOPING DOCUMENTS
97-003	12/16/97	SUMMARY OF COMMENTS	STANDARD FORMAT
98-001	09/18/98	GENERAL	OPERATING PARTNERSHIP AGREEMENT
99-001	REVISED 02/22/02	INVOLVEMENT SHEET	TRAFFIC GROUP REORGANIZATION
99-002	04/15/99	INVOLVEMENT SHEET	PRECONSTRUCTION ENGINEERING "PC" MODEL
99-003	REVISED 08/02/99	GENERAL	TRAFFIC ENGINEERING HES SECTION
99-004	08/16/99	PROJECT ASSESSMENT - TEXT	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

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00-002	03/30/00	PROJECT ASSESSMENT - TEXT	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001 TENTATIVE ADOT FIVE YEAR HIGHWAY CONSTRUCTION PROGRAM
00-003	07/05/00	PROJECT ASSESSMENT - TEXT	PROJECT SCHEDULE
00-004	11/30/00	GENERAL	MATERIALS/PAVEMENT SMOOTHNESS AWARD
00-005	REVISED 07/08/04	GENERAL	SECTION G – DISTRICT MINOR PROJECTS
02-001	02/01/02	GENERAL	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE
02-002	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)
09-001	06/11/09	GENERAL	2008 PPP GUIDELINES / TRAFFIC ENGINEERING HES SECTION
09-002	11/16/09	AASHTO	EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION

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	ROADWAY DESIGN SECTION REVIEWERS	96-017	REVISED 02/22/02
	PROJECT REVIEW BOARD	96-020	REVISED 03/30/00
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-013	REVISED 06/10/96
	PAVEMENT PRESERVATION FUNDS	96-010	REVISED 02/12/96
	DESIGN SPEED	97-001	04/01/97
	ENGLISH SCOPING DOCUMENTS	97-002	04/24/97
	OPERATING PARTNERSHIP AGREEMENT	98-001	09/18/98
	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE	02-001	02/01/02
	TRAFFIC ENGINEERING HES SECTION	99-003	REVISED 08/02/99
	MATERIALS / PAVEMENT SMOOTHNESS AWARD	00-004	11/30/00
	SECTION G – DISTRICT MINOR PROJECTS	00-005	REVISED 07/08/04
	2008 PPP GUIDELINES / TRAFFIC ENGINEERING HES SECTION	09-001	04/08/09
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FIELD REVIEW			
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	ROADSIDE DEVELOPMENT	96-008	REVISED 02/12/96
	PROJECTS INVOLVING STATE LAND	96-001	02/06/96
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	LOOP DETECTORS	96-006	REVISED 02/22/02
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	FIVE-YEAR PROGRAM	96-021	07/30/96
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	MAJOR AND MINOR STRUCTURES	96-003	REVISED 07/08/04
	ACCIDENT COUNTS AND EVALUATIONS	96-018	06/10/96
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	SWPPP & NPDES(CONSTRUCTION < 3/10/03)	96-014	REVISED 02/22/02
	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)	02-002	REVISED 07/08/04
	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM	99-004	08/16/99
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	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001 TENTATIVE ADOT FIVE YEAR HIGHWAY CONSTRUCTION PROGRAM	00-002	03/30/00
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	SWPPP	96-015	REVISED 02/22/02
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-019	06/10/96
	TRAFFIC GROUP REORGANIZATION	99-001	REVISED 02/22/02
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	SAFETY AND MISCELLANEOUS ITEMS	96-005	02/06/96
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	EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION	09-002	REVISED	04/30/10
	DESIGN EXCEPTION REQUEST MEMORANDUM WITH RATIONALE FOR EXCEPTIONS – GRADE AND STRUCTURAL CAPACITY / BRIDGE BARRIER EXAMPLE	10-001		04/30/10
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96-003	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	MAJOR AND MINOR STRUCTURES
96-004	02/06/96	PROJECT ASSESSMENT - ESTIMATE	EROSION CONTROL
96-005	02/06/96	PROJECT ASSESSMENT - ESTIMATE	SAFETY AND MISCELLANEOUS ITEMS
96-006	REVISED 02/22/02	PROJECT ASSESSMENT - GENERAL	LOOP DETECTORS
96-007	02/07/96	OFFICE PROCEDURES	VEHICLE STORAGE GATE LOCK
96-008	REVISED 02/12/96	FIELD REVIEW	ROADSIDE DEVELOPMENT
96-009	02/07/96	PROJECT ASSESSMENT - TEXT	ENVIRONMENTAL PLANNING
96-010	REVISED 02/12/96	GENERAL	PAVEMENT PRESERVATION FUNDS
96-011	02/29/96	SUMMARY OF COMMENTS	CONSTRUCTION ENGINEERING AND CONTINGENCIES
96-012	03/12/96	PROJECT ASSESSMENT - TEXT	CURRENT AND PROJECTED TRAFFIC
96-013	REVISED 06/10/96	GENERAL	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-014	REVISED 02/22/02	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION < 3/10/03)
96-015	REVISED 02/22/02	PROJECT ASSESSMENT - INVOLVEMENT SHEET	SWPPP
96-016	REVISED 02/22/02	GENERAL	PROJECT MANAGEMENT IDENTIFICATION
96-017	REVISED 02/22/02	GENERAL	ROADWAY DESIGN SECTION REVIEWERS
96-018	06/10/96	PROJECT ASSESSMENT - TEXT	ACCIDENT COUNTS AND EVALUATIONS
96-019	06/10/96	PROJECT ASSESSMENT - INVOLVEMENT SHEET	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-020	REVISED 03/30/00	GENERAL	PROJECT REVIEW BOARD
96-021	07/30/96	PROJECT ASSESSMENT - TEXT	FIVE-YEAR PROGRAM
96-022	DELETED 04/24/97	GENERAL	METRIC SCOPING DOCUMENTS
96-023	08/12/96	FIELD REVIEW	CUT DITCHES
96-024	REVISED 02/22/02	GENERAL	DISTRICT MINOR PROJECTS
96-025	DELETED 04/30/10	AASHTO	DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT
96-026	10/21/96	FIELD REVIEW	CHECKLISTS
97-001	04/01/97	GENERAL	DESIGN SPEED
97-002	04/24/97	GENERAL	ENGLISH SCOPING DOCUMENTS
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98-001	09/18/98	GENERAL	OPERATING PARTNERSHIP AGREEMENT
99-001	REVISED 02/22/02	INVOLVEMENT SHEET	TRAFFIC GROUP REORGANIZATION
99-002	04/15/99	INVOLVEMENT SHEET	PRECONSTRUCTION ENGINEERING "PC" MODEL
99-003	REVISED 08/02/99	GENERAL	TRAFFIC ENGINEERING HES SECTION
99-004	08/16/99	PROJECT ASSESSMENT - TEXT	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

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00-003	07/05/00	PROJECT ASSESSMENT - TEXT	PROJECT SCHEDULE
00-004	11/30/00	GENERAL	MATERIALS/PAVEMENT SMOOTHNESS AWARD
00-005	REVISED 07/08/04	GENERAL	SECTION G – DISTRICT MINOR PROJECTS
02-001	02/01/02	GENERAL	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE
02-002	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)
09-001	06/11/09	GENERAL	2008 PPP GUIDELINES / TRAFFIC ENGINEERING HES SECTION
09-002	REVISED 04/30/10	AASHTO	EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION
10-001	04/30/10	AASHTO	DESIGN EXCEPTION REQUEST MEMORANDUM WITH RATIONALE FOR EXCEPTIONS – GRADE AND STRUCTURAL CAPACITY / BRIDGE BARRER EXAMPLE

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	PROJECT REVIEW BOARD	96-020	REVISED 03/30/00
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-013	REVISED 06/10/96
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	ACCIDENT COUNTS AND EVALUATIONS	96-018	06/10/96
	ENVIRONMENTAL PLANNING	96-009	02/07/96
	SWPPP & NPDES(CONSTRUCTION < 3/10/03)	96-014	REVISED 02/22/02
	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)	02-002	REVISED 07/08/04
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	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-019	06/10/96
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	EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION	09-002	REVISED 04/30/10
	DESIGN EXCEPTION REQUEST MEMORANDUM WITH RATIONALE FOR EXCEPTIONS – GRADE AND STRUCTURAL CAPACITY/ BRIDGE BARRIER EXAMPLE	10-001	04/30/10
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96-004	02/06/96	PROJECT ASSESSMENT - ESTIMATE	EROSION CONTROL
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96-008	REVISED 02/12/96	FIELD REVIEW	ROADSIDE DEVELOPMENT
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96-011	02/29/96	SUMMARY OF COMMENTS	CONSTRUCTION ENGINEERING AND CONTINGENCIES
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96-013	REVISED 06/10/96	GENERAL	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
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96-018	06/10/96	PROJECT ASSESSMENT - TEXT	ACCIDENT COUNTS AND EVALUATIONS
96-019	06/10/96	PROJECT ASSESSMENT - INVOLVEMENT SHEET	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
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96-021	07/30/96	PROJECT ASSESSMENT - TEXT	FIVE-YEAR PROGRAM
96-022	DELETED 04/24/97	GENERAL	METRIC SCOPING DOCUMENTS
96-023	08/12/96	FIELD REVIEW	CUT DITCHES
96-024	REVISED 02/22/02	GENERAL	DISTRICT MINOR PROJECTS
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98-001	09/18/98	GENERAL	OPERATING PARTNERSHIP AGREEMENT
99-001	REVISED 02/22/02	INVOLVEMENT SHEET	TRAFFIC GROUP REORGANIZATION
99-002	04/15/99	INVOLVEMENT SHEET	PRECONSTRUCTION ENGINEERING "PC" MODEL
99-003	REVISED 08/02/99	GENERAL	TRAFFIC ENGINEERING HES SECTION
99-004	08/16/99	PROJECT ASSESSMENT - TEXT	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

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00-004	REVISED 07/27/10	GENERAL	MATERIALS/PAVEMENT SMOOTHNESS AWARD
00-005	REVISED 07/08/04	GENERAL	SECTION G – DISTRICT MINOR PROJECTS
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09-002	04/30/10	AASHTO	EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION
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	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-013	REVISED 06/10/96
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	OPERATING PARTNERSHIP AGREEMENT	98-001	09/18/98
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	SWPPP & NPDES(CONSTRUCTION < 3/10/03)	96-014	REVISED 02/22/02
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	SWPPP	96-015	REVISED 02/22/02
	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS	96-019	06/10/96
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	SAFETY AND MISCELLANEOUS ITEMS	96-005	02/06/96
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96-005	02/06/96	PROJECT ASSESSMENT - ESTIMATE	SAFETY AND MISCELLANEOUS ITEMS
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96-007	02/07/96	OFFICE PROCEDURES	VEHICLE STORAGE GATE LOCK
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96-011	02/29/96	SUMMARY OF COMMENTS	CONSTRUCTION ENGINEERING AND CONTINGENCIES
96-012	03/12/96	PROJECT ASSESSMENT - TEXT	CURRENT AND PROJECTED TRAFFIC
96-013	REVISED 06/10/96	GENERAL	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-014	REVISED 02/22/02	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES (CONSTRUCTION < 3/10/03)
96-015	REVISED 02/22/02	PROJECT ASSESSMENT - INVOLVEMENT SHEET	SWPPP
96-016	REVISED 02/22/02	GENERAL	PROJECT MANAGEMENT IDENTIFICATION
96-017	REVISED 02/22/02	GENERAL	ROADWAY DESIGN SECTION REVIEWERS
96-018	06/10/96	PROJECT ASSESSMENT - TEXT	ACCIDENT COUNTS AND EVALUATIONS
96-019	06/10/96	PROJECT ASSESSMENT - INVOLVEMENT SHEET	AGENCIES WITH LAND ADJACENT TO ADOT PROJECTS
96-020	REVISED 03/30/00	GENERAL	PROJECT REVIEW BOARD
96-021	07/30/96	PROJECT ASSESSMENT - TEXT	FIVE-YEAR PROGRAM
96-022	DELETED 04/24/97	GENERAL	METRIC SCOPING DOCUMENTS
96-023	08/12/96	FIELD REVIEW	CUT DITCHES
96-024	REVISED 02/22/02	GENERAL	DISTRICT MINOR PROJECTS
96-025	DELETED 04/30/10	AASHTO	DISTRIBUTION OF INITIAL AND FINAL AASHTO REPORT
96-026	10/21/96	FIELD REVIEW	CHECKLISTS
97-001	04/01/97	GENERAL	DESIGN SPEED
97-002	04/24/97	GENERAL	ENGLISH SCOPING DOCUMENTS
97-003	12/16/97	SUMMARY OF COMMENTS	STANDARD FORMAT
98-001	09/18/98	GENERAL	OPERATING PARTNERSHIP AGREEMENT
99-001	REVISED 02/22/02	INVOLVEMENT SHEET	TRAFFIC GROUP REORGANIZATION
99-002	04/15/99	INVOLVEMENT SHEET	PRECONSTRUCTION ENGINEERING "PC" MODEL
99-003	REVISED 08/02/99	GENERAL	TRAFFIC ENGINEERING HES SECTION
99-004	08/16/99	PROJECT ASSESSMENT - TEXT	PAVEMENT PRESERVATION PROJECTS IN THE THIRD YEAR OF THE ADOT FIVE-YEAR HIGHWAY CONSTRUCTION PROGRAM

PROJECT ASSESSMENT
PROCEDURE BULLETIN

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00-001	03/30/00	PROJECT ASSESSMENT - TEXT	SHOULDER BUILD-UP
00-002	03/30/00	PROJECT ASSESSMENT - TEXT	FY 02 & FY03 PAVEMENT PRESERVATION PROJECTS/2001 TENTATIVE ADOT FIVE YEAR HIGHWAY CONSTRUCTION PROGRAM
00-003	07/05/00	PROJECT ASSESSMENT - TEXT	PROJECT SCHEDULE
00-004	REVISED 07/27/10	GENERAL	MATERIALS/PAVEMENT SMOOTHNESS AWARD
00-005	REVISED 07/08/04	GENERAL	SECTION G – DISTRICT MINOR PROJECTS
02-001	02/01/02	GENERAL	OPERATING PARTNERSHIP AGREEMENT SUFFIX CHANGE
02-002	REVISED 07/08/04	PROJECT ASSESSMENT - TEXT	SWPPP & NPDES(CONSTRUCTION ≥ 3/10/03)
09-001	REVISED 10/27/10	GENERAL	2008 PPP GUIDELINES / TRAFFIC SAFETY SECTION
09-002	04/30/10	AASHTO	EXAMPLE DESIGN EXCEPTION REQUEST MEMORANDUM RELATED TO HORIZONTAL CURVE SUPERELEVATION
10-001	04/30/10	AASHTO	DESIGN EXCEPTION REQUEST MEMORANDUM WITH RATIONALE FOR EXCEPTIONS – GRADE AND STRUCTURAL CAPACITY / BRIDGE BARRIER EXAMPLE
10-002	10/27/10	PROJECT RESEARCH	BRIDGE REPAIR LISTING