

# Summary of Comments Form

TT0600: Northern Parkway, Agua Fria to 99th Avenue

<b>Submittal</b>	Conceptual Alternatives	<b>Project Name</b>	Northern Parkway: Agua Fria River to 99th Avenue Scoping
<b>Return Date</b>	9/13/2019	<b>Project Number</b>	MCDOT TT0600   ADOT TRACS NO. T0188 01L
<b>Reviewed By</b>	Multiple	<b>Contract Number</b>	2018-036
<b>Agency</b>	Maricopa County Department of Transportation	<b>Consultant / Designer</b>	Burgess & Niple, Inc.
<b>Discipline/Office</b>	Multiple	<b>Project Manager</b>	Ben Markert, PE

A = WILL COMPLY, B = CONSULTANT / DESIGNER TO EVALUATE, C = MCDOT TEAM TO EVALUATE, D = DESIGN TEAM RECOMMENDS NO FURTHER ACTION

No	Discipline	Original No.	Item* / Dgn / Sht / Pg. #	Comment By	Comment	Disposition		Comment Addressed By	Response / Comment
						Initial	Final		
1		1		Glendale (PA/PK)	Alternative 2 provides the option to add a 4th lane in each direction at the lowest cost. This protects the ability for the roadway to serve as a high capacity corridor in the future.	A	A	DCL	<i>Noted. Conceptual Alternative 2 was not advanced as a Candidate Alternative.</i>
2		2		Glendale (PA/PK)	Additional local access roads should be added to Alternative 3 to provide better neighborhood circulation.	B/C	A	DCL	<i>Noted. Conceptual Alternative 3 was not advanced as a Candidate Alternative.</i>
3		3		Glendale (PA/PK)	The local access roadway from Orangewood to Glen Harbor connects a neighborhood to an industrial areas. The residents may be oposed to this.	A	A	DCL	<i>Noted.</i>
4		4		Glendale (PA/PK)	Alternative 5 has u-turns that are not pedestrian friendly, extended crossing time. U-turns could be designed for a lesser design vehicle to reduce their impact on pedestrians and adjacent homes.	B/C	A	DCL	<i>Design criteria was updated.</i>
5		5		Glendale (PA/PK)	On several of the alternatives, the widths of sidewalks, bike lanes and landscape buffers can be reduced to reduce the impact on adjacent homes.	A	A	DCL	<i>Design will be optimized throughout alternative development.</i>
6	Peoria	1	T Overview (pg 1)	Peoria (CL)	Why are we using 2018 as existing when it is almost the end of 2019?	A	A	RA	<i>Our analysis is for 2019 counts and the text will be updated accordingly.</i>
7	Peoria	2	T Overview (pg 13)	Peoria (CL)	Do the turning movement volumes at 99th Avenue/Northern reflect the potential development on the SEC?	C	D	RA	<i>The volumes for 99th are taken from TT0573, which included the forecasts based on the MAG model and were not modified to account specifically for a given TIA.</i>
8	Peoria	3	T Overview (pg 23)	Peoria (CL)	99th Ave and Northern is shown in the NO Build option, but not with the build option. 99th Avenue needs to be shown here, it is part of the corridor.	A	A	RA	<i>99th and Northern Ave intersection analysis was included in TT0573. We will update this report to include that analysis.</i>
9	Peoria	4	T Overview (pg 34)	Peoria (CL)	Why are these counts over 1.5 years old? These counts were collected prior to the award of contract for this Scoping Project.	C	A	RA	<i>We utilized the counts performed as part of TT0573. If it is determined that updated counts should be gathered, we will get them for those intersections.</i>
10	Peoria	5	T Overview (pg 41)	Peoria (CL)	There are turning movement counts collected in April 2019 and other counts in January 2018. Why should the project team accept data that is over 1.5 years old?	C	A	RA	<i>We utilized the counts performed as part of TT0573. If it is determined that updated counts should be gathered, we will get them for those intersections.</i>
11	Peoria	6	C. A. Overview (pg 1)	Peoria (CL)	The City will require the bridge over New River to contain aesthetic treatments, which the city will pay for as part of the project. The city will also request a City of Peoria entry monument sign for EB traffic.	A	A	DCL	<i>Noted.</i>
12	Peoria	7	C. A. Overview (pg 25)	Peoria (CL)	This is my preferred alternative because of minimizing impacts to existing properties between 111th Ave and 107th Ave. (B&N Note: comment is referencing Alt 5)	A	A	DCL	<i>Noted.</i>

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13	Peoria	8	C. A. Overview (pg 25)	Peoria (CL)	This U-turn does not need to accommodate a WB-50, which will require acquiring two existing homes. The majority of the U-turns will be passenger vehicles. This is no different than any other intersection in the city, which allows U-turns with 3 receiving lanes without a loon.	A	A	DCL	<i>If alternative is advanced, design criteria change concurrence will be requested from the Project Partners.</i>
14	TSM	1	C. A. Overview	MCDOT (NS)	Do we show a left turn lane for EB at 115 <sup>th</sup> Ave for the alternatives.	A	A	DCL	<i>Alternatives 2-6 include an EB left turn and pocket at the intersection of 115th.</i>
15	Env	1	C A Overview -	MCDOT (MPK)	Replace TRACS no in the project footnote with T0188 01L	A	A	DCL	<i>Will update on all future documents.</i>
16	Env	2	C . A. Overview 200.1.6 pg 4 / 29	MCDOT (MPK)	Revise with: The EA completed on 2010 for the Northern Parkway corridor and approved on 05/11/2010 indicates that the No Build Alternative is predicted to increase existing noise levels and future peak traffic-hour noise levels are predicted to exceed the NAC for Category B land uses due to the predicted growth in traffic on existing surface streets. Add information how the no build will impact other environmental resources, i.e. natural resources, socioeconomic conditions, etc.	A	A	AZTEC	<i>All environmental impacts will continue to be evaluated as the alternatives are developed. An EIM TM will be completed during the scoping process.</i>
17	Env	3	C . A. Overview 200.2.6 pg 6 / 29	MCDOT (MPK)	Replace the entry with relevant information from the final EA as it relates to the environmental design mitigations for the DCR concept.	A	A	AZTEC	<i>Will update on all future documents.</i>
18	Env	4	C . A. Overview 200.3.6 pg 10/29	MCDOT (MPK)	2nd sentence - How will the alternatives 2-6 impact the socioeconomic conditions, existing and planned land uses, etc.? Refer to the Table 4-8 of the 2010 EA for a list of resources. 3rd sentence: The 2010 DCR/EA indicated that additional residential development will occur for this portion of the study area, potentially increasing the noise receptors that might be impacted. Indicate the 2019 existing conditions of the noise receptors and if different from the DCR/EA baseline.  Traffic noise analysis is required for all Build alternatives under the National Environmental Policy Act (NEPA) process.	A	A	AZTEC	<i>All environmental impacts will continue to be evaluated as the alternatives are developed. An EIM TM will be completed during the scoping process.</i>
19	Env	5	C . A. Overview 200.4.6 pg15/29	MCDOT (MPK)	Revise with relevant information as discussed in comment No 4.	A	A	AZTEC	<i>All environmental impacts will continue to be evaluated as the alternatives are developed. An EIM TM will be completed during the scoping process.</i>
20	Env	6	C . A. Overview 200.5.6 Pg.20/29	MCDOT (MPK)	Revise with relevant information as discussed in comment No 4.	A	A	AZTEC	<i>All environmental impacts will continue to be evaluated as the alternatives are developed. An EIM TM will be completed during the scoping process.</i>

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21	Env	7	C . A. Overview 200.6.6 Pg. 25/29	MCDOT (MPK)	Revise with relevant information as discussed in comment No 4.	A	A	AZTEC	<i>All environmental impacts will continue to be evaluated as the alternatives are developed. An EIM TM will be completed during the scoping process.</i>
22	Env	8	C . A. Overview 200.2.10	MCDOT (MPK)	The DCR/EA included provisions of noise abatement measures. Please confirm that the estimated approx cost of the noise abatement is included in the overall project cost estimate.	A	A	AZTEC	<i>Noise abatement costs were not itemized. Costs for noise abatement is assumed to be covered in the 30% unidentified item contingency.</i>
23	Env	9	C . A. Overview 200.3.10; 200.4.10; 200.5.10; 200.6.10	MCDOT (MPK)	Please clarify if the cost estimate for noise abatement is part of the 1% environmental surcharge for each alternative or part of the design cost. Will the cost estimate for noise abatement vary between alternatives 2-6?	B/C	B/C	DCL	<i>Noise abatement costs were not itemized at this time. Costs for noise abatement is assumed to be covered in the 30% unidentified item contingency.</i>  <i>It is anticipated that noise abatement construction costs will be similar for alternatives 2-6. ROW and maintenance costs may differ depending on design of noise abatement solutions.</i>  <i>The need for noise abatement will be determined after the candidate alternative submittal.</i>
24	Engineering	1	Alt 2 & 5 Roll Plots	MCDOT (AEJ)	Clarify what access is being provided at 108th Ave for the Country Meadows Condominiums.	A	A	DCL	<i>Access to the apartment complexes would be converted to right-in, right-out.</i>
25	Engineering	2	Alt 2 & 5 Roll Plots	MCDOT (AEJ)	The cross section shows attached sidewalk on both sides of Northern Parkway, but the plan view shows detached sidewalk for a large part of the project. Please clarify or add an additional typical section.	A	A	EPC	<i>Sidewalk will be detached where ROW permits. Additional detail to typical sections will be added as part of the SDR submittals.</i>
26	Engineering	3	Conceptual Alts Overview	MCDOT (AEJ)	Correct text errors as shown in attached redlines.	A	A	CPA	<i>Text will be updated in future submittal documents.</i>
27	Engineering	1	Cost Estimate	MCDOT (KAA)	Alternative 1 cost estimate is absent.	A	A	EPC	<i>An itemized cost estimate was not developed for Alternative 1. The cost estimate was based on the DCR cost estimate for the same geographic sections and then inflated. Text will be added in future documents to show how the cost was calculated for Conceptual Alternative 1.</i>
28	Engineering	2	Report Page 8/29	MCDOT (KAA)	Paragraph 7: Avoid vague phrases that will require further explanation to be understood. ...."The proposed structure concept matches the concept used along Happy Valley Road".... What concept? Where on Happy Valley Road? Happy Valley Road is nowhere near this project. Please clarify.	A	A	CPA	<i>Text will be updated in future documents.</i>
29	Engineering	3	Report Page 8/29 (Typ.)	MCDOT (KAA)	Concept plans show a north sidewalk between 111th and 112th Avenues, contrary to the statement in paragraph 5.	A	A	DCL	<i>The sidewalk shown on the north side is a 12' wide, two-way multi-use path.</i>
30	Engineering	4	Concept Plan	MCDOT (KAA)	Concept Plan: Can't see where 110th Ave. intersects Northern Ave.	A	A	CPA	<i>The 110th Avenue referenced in the text is 110th Avenue south of Northern (110th north of Northern does not intersect). Text will be clarified.</i>

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31	Engineering	5	Page 10/29 Typical	MCDOT (KAA)	The report needs to distinguish when it is discussing offsite flow mitigation from when it is discussing on-site flow. Not sure when the use of sewer trunk lines is for the purposes of capturing and conveying offsite, or onsite, or both. Not sure if in-field basins are being considered for capturing all offsite flows for delivering in the trunk lines, etc.. If solely, would they be effective for offsite flow mitigation? Please clarify.	A	A	J2	<b><i>A Drainage TM will be completed and will discuss off-site vs. on-site.</i></b>
32	Engineering	6	Page 10/12 (Typical)	MCDOT (KAA)	Agua Fria to 112th Ave: Storm water will pond along the northside and be routed to the river.....; is a length of open channel necessary to capture this flow and prevent any ponding against the roadway, in the first place? Protection of the north side of roadway would therefore, not be needed as presented. What kind of protection is being considered? Clarify if enough R/W will be on hand for it.	B	A	J2	<b><i>A Drainage TM will be completed and will discuss conveyance.</i></b>
33	Engineering	7	Page 10/12 (Typ.)	MCDOT (KAA)	Agua Fria to 112th Ave: Bullet 3, did you intend to mean northeast corner of Agua Fria.....as oppose to NW corner?	A	A	J2	<b><i>Yes it is the NE corner.</i></b>
34	Engineering	8	Page 10/12	MCDOT (KAA)	112th to 108th: Same comment as No. 3 above. It is important to factor this concern in, so the right approach and the right amount of R/W is considered from the start for an effective offsite drainage mitigation.	B	A	J2	<b><i>A Drainage TM will be completed and will discuss conveyance.</i></b>
35	Engineering	9	General	MCDOT (KAA)	This report is lacking a conclusion to this study; please provide.	D	D	DCL	<b><i>Overview is for information only. Conclusion will be added on future documents.</i></b>
36	Engineering	10	General	MCDOT (KAA)	Present the findings in a table so the comparisons between the alternatives could be seen side-by-side.	A	A	CPA	<b><i>Information will be added or relocated for future submittals.</i></b>
37	Engineering	1	Add	MCDOT (TG)	Project Location and Description - Check with PDM to include the information required by this subsection such as a location map with vicinity map , limits of study in comparison to adjacent streets, highways, or other unique features.	A	A	CPA	<b><i>Information will be added or relocated for future submittals.</i></b>
38	Engineering	2	Page 2 of 29	MCDOT (TG)	Will these segments TT0500, TT0501, and TT0502 be developed separately in the future or still be developed and listed under TT0600?	B/C	B/C	DCL	<b><i>It is the design team's understanding that the determination of project phasing/sequencing of final design and construction project TT0500, TT0501, and TT0502 will be made as part of the scoping process.</i></b>
39	Engineering	3	Page 2 of 29	MCDOT (TG)	100.2 Project Purpose - Third Bullet and fifth Bullets: The project shall provide or keep same accesses to all commercials and industrial companies regardless of the proposed raised median and as well to the local residential areas by improving the traffic connection system that allows the ingress and egress from private properties to Northern Parkway.	B/C	B/C	DCL	<b><i>Project purpose text will be coordinated with environmental staff and project partners.</i></b>
40	Engineering	4	Page 3 of 29	MCDOT (TG)	200.1 No-Build - Why is this alternative introduced at this level? This is usually part of the Recommended Alternative unless it is included as part the scope of work? Better to call it out as 'Existing Features' per PDM.	A	A	DCL	<b><i>Information relocated in AATM to candidate alternative section.</i></b>

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41	Engineering	5	General	MCDOT (TG)	Conceptual Alternatives - This best described by following TM Alternative Analysis with certain subsections to be ignored (Candidate alternatives and Recommended Alternative) and hence keeping the report within the scope of the PDM outlines.	A	A	DCL	<i>Noted for future submittals.</i>
42	Engineering	6	Page 3 of 29	MCDOT (TG)	200.1.1 Roadway Overview - Provide information about the surrounding areas, R/W, Roadway Classification etc.	A	A		<i>Information will be added or relocated for future submittals.</i>
43	Engineering	7	Page 14 of 29	MCDOT (TG)	200.4.3 ITS Overview - Could you provide the size of trunk and whether this trunk requires a new sleeve to be attached to the bridge if non does not exist?	A	A	CPA	<i>Information will be added or relocated for future submittals.</i>
44	Engineering	8	Page 15 of 29	MCDOT (TG)	200.4.7 Drainage Overview - Aqua Fria River (AFR) to 112th Avenue - Second Bullet, what type of drainage facility (channel, ditch, storm sewer etc.) will be used to divert the storm water to AFR? Also define the type of protection to the north side of the road.	A	A	J2	<i>Information will be added or relocated for future submittals.</i>
45	Engineering	9	General	MCDOT (TG)	It is recommended to have a Matrix of Evaluation listing the main issues of all the conceptual alternatives. This will help facilitate the comparison and provide a summary of the main factors or parameters that dictate the design.	A	A	DCL	<i>An evaluation matrix is provided with the candidate alternatives.</i>
46	Engineering	10	Page 29 of 29	MCDOT (TG)	300 Structural Alternatives - An Evaluation Matrix may help resolve the dilemma of choosing one option of these three alternatives. The second alternative tends to provide a feasible choice regardless of the existing crown; since the centerline will be shifted one lane to the south and hence a correction (lane width x crown slope, and the widening could utilize the existing concrete shoulder with additional lane widths (1-1.5)	A	A	DCL	<i>Information will be added or relocated for future submittals.</i>
47	Engineering	11	Page 1 of 2	MCDOT (TG)	Bike Lane width: Check 2019 RDM for bike lane width as set at 5.5' (and not 6') from face of curb.	D	D	DCL	<i>Design criteria is shown as approved by the Partner Agencies specifically for this project.</i>
48	Engineering	12		MCDOT (TG)	All pay items shall be identified in a similar manner as shown in the Bid Item Master List (BIML). Unknown items listings or descriptions shall be prepared according to the sections or chapters as indicated in MAG, MCDOT Supplement to MAG, RDM etc. For example, Item 340.013xx, this concrete curb ramp shall be identified by MCDOT Supplement Detail(s) sheet or MAG Detail Sheet etc. <b>Typical all</b>	A	A	EPC	<i>Cost estimate will be refined throughout the alternative development process.</i>
49	FCD	1	General	FCD	This project will need a FCD ROW permit, as FCD owns land at the New River bridge area.	A	A	DCL	<i>We will identify this in the SDR.</i>

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<b>Return Date</b>	2/4/2020	<b>Project Number</b>	MCDOT TT0600   ADOT TRACS NO. T0188 01L
<b>Reviewed By</b>	Multiple	<b>Contract Number</b>	2018-036
<b>Agency</b>	Maricopa County Department of Transportation	<b>Consultant / Designer</b>	Burgess & Niple
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1	Traffic	1		Peoria (CL)	Signal costs seem low for all alternatives. Revisit.	A	A	ARC	<b>Signal costs were updated.</b>
2	Environmental	2		Peoria (CL)	Include reconstruction of all privacy walls to 8' per Peoria standards for all alternatives.	B/C	A	DCL	<b>Construction of all privacy walls to 8' is included in the recommended alternative cost and implementation. Discussion of wall options is included in the SDR.</b>
3	Roadway	3		Peoria (CL)	Change sidewalk width west of 111th to match width east of 111th for all alternatives.	A	A	EEI	<b>Sidewalk width will be revised to match width East of 111th.</b>
4	Roadway	4		Peoria (CL)	Peoria recommends reconfiguring the narrow median cross section as follows: A. eliminate the bike lanes west of the New River bridge. B. keep curb line in the same location as currently proposed and add the bike lane width to the median. C. The resulting design should make sure that cyclists on the road can still access the New River Trail D. Do not change the sidewalk width between 111th and 99th from what is currently proposed.	A	A	DCL	<b>A new alternative has been created that reflects these comments.</b>
5	Roadway	7	General	Glendale (PA)	115th/Northern intersection (under all three candidate alternatives) should reflect the south leg that is being implemented under the current construction project.	A	A	EEI	<b>The south leg of the intersection is now included.</b>
6	Report	8	Memo Pages 64,65,66	Glendale (PA)	Need clarification on candidate alternatives on whether the Country Meadows Condominium access will work. When a large delivery vehicle approaching the driveway from the west is expected to pull into the driveway and stop. The memo does not clarify how this will work under these candidate alternatives.	B/C	B/C	CPA	<b>Coordination is on-going with the HOA to determine what the access configuration will be for Country Meadows Condominiums. Text was added to the AATM to indicate ongoing coordination and options being investigated.</b>

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7	Report	1	58	Glendale (Dibble Engineering)	Candidate Alternative 3 - Please add a discussion for how left turn lanes are accommodated in the future 8-lane section as a 12' raised median is too narrow unless the single curb is omitted.	D	A	EEI	<i>Language was added.</i>
8	Report	2	60	Glendale (Dibble Engineering)	Candidate Alternative 3 - What is the limit of encroachment onto the City of Glendale Landfill parcel. If the bike lane is omitted between 111th and 112th Avenue, there is approximately 25-feet of clearance to the face of screen wall. Can the roadway be shifted south at least 20-feet to avoid the site wall of the City of Peoria Lift Station L102? Can lower speed reversing curves be utilized to be back online by 111th Avenue? Could there be flexibility with the median width of the future 8-lane facility at this location to help accommodate the shift?	D	D	EEI	<b><i>Candidate Alternative 3 was not advanced. The Recommended Alternative is a 6-lane section with a 14' median and no bike lanes.</i></b>
9	Roadway	3	60	Glendale (Dibble Engineering)	Is it possible to retain the El Paso Natural Gas line access at the existing site without a full blown relocation? If this is possible this could make Alternative 3 even more competitive. Perhaps the access at this location can be reworked so it will work on a smaller foot print and/or placed below grade to fit it in based on what space is available?	D	D	EPNG	<b><i>EPNG investigated and determined it is not feasible to place the station below grade.</i></b>
10	Right-of-Way	4	Appendix D	Glendale (Dibble Engineering)	For ROW costs, has consideration been given to costs-to-cure or professional service fees (attorney, appraiser, title reports, litigation reports, staff time)?	A	A	EEI	<b><i>Cost to cure considerations were included in the right-of-way costs. We will continue to coordinate with MCRED to update the numbers as needed.</i></b>
11	Roadway	5	General	Glendale (Dibble Engineering)	Believe that all the alternatives should include all 4 of the new local streets that supplement neighborhood access parallel to Northern Avenue.	A	A	EEI	<b><i>Noted.</i></b>
12	Roadway	6	General	Glendale (Dibble Engineering)	Northern Parkway will be a major vehicle pipe that is very much needed in this area. Considering the growth potential in this area Alternative 3 offers the most advantage as it allows that 4 lane to be added in the future in the most cost effective manner.	A	A	EEI	<b><i>Noted.</i></b>

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13	Right-of-Way	1	18	MCRED (TD)	The ROW costs for acquisition, relocation and the purchase of the EPNG facility are estimated at \$16,200,000 in 2009. Was consideration given to the rising market costs along with the expense of the relocation of the pig launcher? Was an estimate for the relocation of the pig launcher ever obtained?	A	A	EEI	<i>A revised relocation estimate was provided by EPNG based off of proposed location.</i>
14	Right-of-Way	2	39	MCRED (TD)	The \$14,000,000 ROW costs associated with Alternative 6 which includes the total acquisition of the PIG launcher along with the 49 total takes is on the low end. Please provide breakdown.	A	A	EEI	<i>We coordinated with EPNG to secure updated PIG launcher relocation costs which are reflected in the ROW estimate. The AATM lists the ROW needs by area type (e.g. residential, commercial, etc.). The unit prices matched those of TT0573. We will coordinate with you to update the numbers as needed for the Recommended Alternative.</i>
15	Right-of-Way	3	Engineer Estimate page 2	MCRED (TD)	Alternative Analysis 1 says \$16.2 million for ROW.	A	A	EEI	<i>The \$16.2 million estimate is for the Conceptual Alternative 1 (the DCR alternative from 2009). This is different from Candidate Alternative 1.</i>
16	Right-of-Way	4	Engineer Estimate page 2	MCRED (TD)	Alt Analysis does not specify ROW costs.	A	A	EEI	<i>ROW costs were provided as item (M) in the Candidate Alternatives estimate. The breakdown of land being acquired is found in the AATM.</i>
17	Right-of-Way	5	Engineer Estimate page 3	MCRED (TD)	Alt Analysis does not specify ROW costs.	A	A	EEI	<i>ROW costs were provided as item (M) in the Candidate Alternatives estimate. The breakdown of land being acquired is found in the AATM.</i>
18	Bridge	1		MCDOT (JC)	No comment	A	A	CPA	<i>Thank you for your review.</i>
19	Eng	1	2, 13, & Appx	MCDOT (AEJ)	On page 2, it is stated that the terrain is rolling, but on page 13 and in the design criteria appendix it is identified as level. Revise to eliminate contradiction.	A	A	CPA	<i>Language has been revised to clarify terrain is rolling.</i>
20	Utilities	2	36, 53	MCDOT (AEJ)	In the utility overview sections, the alternative being discussed is described as being the smallest/most cost effective. However, the previous alternative was also described the same way. Clarify which has smallest footprint/is most cost effective or explain that they have equal footprints/cost impacts.	A	A	CPA	<i>Language has been revised.</i>
21	Report	3	General	MCDOT (AEJ)	See PDF of redlines for text edits. Revise as necessary.	A	A	EEI	<i>Text has been revised.</i>



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22	Report	1	Report/ Roll Plot	MCDOT (KAA)	Candidate Alternative 1: Alternative name on roll plot is not recognizable - "Narrow Median". Should match name in report and Evaluation Matrix.	A	A	CPA	<i>Name will be revised.</i>
23	Report	2	Report page 43 & 44/ Roll Plot	MCDOT (KAA)	Alternative 1 Typical Section: Is the Typical Section current? The statements in these pages speak to six -12' lanes between 115th Avenue and 103rd Avenue, which is the majority length segment, and also speak to section east of 103rd Avenue, at the bridge, which is comprised of 22' median, 2' buffers, 12' lane and two 11' lanes , etc., on each side. The configurations don't seem reflected exactly in the typical section. Please review.	A	A	EEI	<i>The median lane widths are 12'. The other through lane widths are 11'. The text will be updated.</i>
24	Report	3	General and Lane Widths	MCDOT (KAA)	Between the three candidate alternatives, only Alternative 1 is proposed with six 12 feet travel lanes for the majority project length, whereas the other two alternatives utilized four 11 feet lanes and two 12 feet lanes for a total of six lanes . Please add discussion as to the trade-off. What is the comparative advantage between the choices; Safety? Economy?	A	A	EEI	<i>The candidate alternatives utilize the same lane widths. The text will be updated to reflect this.</i>
25	Report	4	Alternatives Analysis	MCDOT (KAA)	Similar to above comment: Is lane width a necessary factor in the alternatives analysis, under some category?	A	A	EEI	<i>The candidate alternatives utilize the same lane widths. The text will be updated to reflect this. The project partners directed the use of the lane widths to minimize R/W impacts and provide consistency with the TT0372 section.</i>
26	DTMAA	1	Face Page	MCDOT (TG)	Delete the sentence (Scoping Assessment) from the title in order to avoid confusion between the previous March 2013 PDM and the current November 2019 PDM, where Scoping Assessment Chapter has been deleted.	B/C	A	DCL	<i>The phrase "Scoping Assessment" has been removed from the Face Page of the Traffic TM.</i>

# Summary of Comments Form

TT0600: Northern Parkway, Agua Fria to 99th Avenue

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27	Report	2	General	MCDOT (TG)	Refer to 2019 November PDM to prepare a systemic and organize report(s) that reflect only on the 4-3.7 TM-Alternative Analysis (Draft) and 4-4 Design Plans - Scoping Phase, including their sections and subsection. For example, R/W, Utilities, Structures, Drainage etc. shall not be part of this TM-Alternative Analysis but part of the complimentary section 4.4 Design Plans - Scoping Phase with all its subsection.	A	A	EEl	<b>Information contained within the AATM was included to aid the Project Partners (El Mirage, Glendale and Peoria) in selecting the Recommended Alternative.</b>
28	Roadway	3	Page 66	MCDOT (TG)	The layout shows the ingress has the option RI and left turn from Northern to Country Meadows Condominiums II. Is it possible to modify the median to create a left turn to the Egress to go west on Northern Avenue?	A	D	EEl	<b>Per Project Partner direction and parcel owner discussions, non-emergency access from Northern Avenue will be eliminated. Additional access and site changes are under consideration.</b>
29	Evaluation of Alternatives Matrix	4	General	MCDOT (TG)	It is Recommended to use November 2019 PDM Appendix 4-A when preparing this matrix. Note: use Criteria Rating listed from 1 to 5 for the Net Effect to account for the Recommended Alternative.	D	D	EEl	<b>Evaluation criteria was provided in a format as directed by Project Partners.</b>
30	Evaluation of Alternatives Matrix	5	Page 2 of 4	MCDOT (TG)	Project Costs - Provide a score for this item which might effect the candidate alternative choice.	D	D	EEl	<b>Evaluation criteria was provided in a format as directed by Project Partners.</b>
31	Engineer's Estimate	6	General	MCDOT (TG)	Replace all xxxx's by certain number that reflect MAG or MCDOT Supplement main sections and their corresponding subsections or interpolate with the BIML. For example, 205.01xxx, can be numbered as 205.01150, Roadway Excavation (See BIML). BIML top paragraph gives a good hint how to establish a new item number and description	A	A	EPC	<b>Cost estimate will be refined throughout the alternative development process.</b>
32	env	1	Sec 500	mpk	Env comments 2-7 provided for the Conceptual Alternatives on 09/17/2019 have not been addressed. Please revise the Environmental Overview on pg 17, 21, 26, 31, 36, of the TT0600 Technical Memorandum Alternatives Analysis based on these comments.	A	A	JH	<b>Text updated.</b>

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33	env	2	Sec 200 pg 9/80	mpk	Environmental section. Delete the entire text and replace with: A Final Environmental Assessment Evaluation (NEPA document) was prepared for the Northern Parkway and approved in April 2010. The NEPA decision of Finding of No Significant Impact (FONSI) was signed in May 2010. The NEPA decision (FONSI) will be reevaluated during the design phase of this project to determine the validity of the previously approved NEPA document. The reevaluation will consider the entire project analyzed in the original NEPA document. All environmental sections will be reevaluated to review whether impacts have changed as compared with the previous NEPA document and whether any impact changes result in new or significant impacts, and considering whether the changes would cause impacts that are different in type or intensity compared with the original NEPA document.	A	A	EEI	<i>Will update text.</i>
34	env	3	Sec 700 pg 42/80	mpk	Environmental Overview: Add info how the no build alternative will impact (or not) other environmental resources, i.e. natural resources, socioeconomic conditions, etc. Refer to the 2010 EA for the identified resources.	A	A	JH	<i>Text updated.</i>
35	env	4	Appendix D	mpk	The MCDOT PDM indicates the following Criteria Rating: 1 - No positive impact/value 2 - Limited positive impact/value 3 - Minimal positive impact/value 4 - Positive impact/value 5 - Significant positive impact/value What is the source of the rating criteria (weight) used on the Evaluation of Alternatives Matrix? Can you provide the list? The matrix shows that given the significant impact of residential relocation, the effect on the environmental criteria remains the same for the no-build alternative and the candidate alternatives. Is this overlooked?	D	D	EEI	<i>Evaluation criteria was provided in a format as directed by Project Partners.</i>

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36	env	5	Sec 700.2 Sec 700.3 Sec 700.4	mpk	Environmental Overview: Revise thoroughly the terminology used to reflect the NEPA analysis completed. Indicate if the resources identified in the 2010 EA are anticipated to be impacted by the respective Candidate Alternatives. Indicate if new resources might be present (or no) in the area and the source of this information.	A	A	JH	<i>Text updated.</i>

# Summary of Comments Form

TT0600: Northern Parkway, Agua Fria to 99th Avenue

<b>Submittal</b>	Draft Scoping Report and Plans	<b>Project Name</b>	Northern Parkway: Agua Fria River to 99th Avenue Scoping
<b>Return Date</b>	9/11/2020	<b>Project Number</b>	MCDOT TT0600   ADOT TRACS NO. T0188 01L
<b>Reviewed By</b>	Multiple	<b>Contract Number</b>	2018-036
<b>Agency</b>	Maricopa County Department of Transportation	<b>Consultant / Designer</b>	Burgess & Niple
<b>Discipline/Office</b>	Multiple	<b>Project Manager</b>	Ben Markert, PE

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1	Striping	1	IG02	COP (BF)	Curb ramps are required for all legs of all intersections unless physically restricted. Ramps needed for N/S crossings on NE and SE corners of 111th Ave and Northern Ave.	A	A	EPC	<b><i>Crossing and ramps to be added on east side of 111th</i></b>
2	Striping	2	IG03	COP (BF)	Several of the curb ramps at 107th Ave and Northern appear inadequate. Make sure there is a minimum of 4' for the pedestrian access route for every ramp (ref NW corner).	A	A	EPC	<b><i>Ramp will be updated.</i></b>
3	Striping	3	IG03	COP (BF)	Consider revising design of curb ramps to reduce ramp lengths and decrease the size of the outer flares.	A	A	EPC	<b><i>Curb Ramps will be adjusted</i></b>
4	Striping	4	IG03	COP (BF)	What radii are being used for these corners? Larger radii make directional curb ramps more difficult to construct. Recommend using radius guidelines from Peoria Engineering Standards (PESM).	A	A	EPC	<b><i>Radii will be reduced</i></b>
5	Striping	5	IG03	COP (BF)	Why aren't directional ramps being constructed on the NE corner? If there are significant constraints, can MAG 236-4 be used instead? The proposed MAG 236-5 ramps should only be used as a last resort because they are prone to ponding and debris collection.	A	A	EPC	<b><i>Significant right of way constraints impacting private parking prevent directional ramps, will modify ramps to be MAG 236-4</i></b>
6	Striping	6	IG04	COP (BF)	Same comments about minimum pedestrian access routes, ramp alignments, radii and ramp design as for IG03.	A	A	EPC	<b><i>Existing privacy wall prevent directional ramps in NW corner, will modify ramps to be MAG 236-4. Other ramps will be updated</i></b>
7	Striping	7	IG04	COP (BF)	Pull back median bullnoses 50' to provide opportunity to provide slight positive offset through striping for opposing left turns.	A	A	EPC	<b><i>Will revise bullnoses</i></b>
8	Striping	8	IG04	COP (BF)	All curb ramps should align.	A	A	EPC	<b><i>Will confirm alignment</i></b>

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9	Striping	9	IG01	COP (BF)	Curb ramps are missing for all legs of 115th ave and Northern Ave	D	D	EPC	<i>No pedestrian facilities to be provided at 115th per MCDOT direction (response confirmed with BF on call)</i>
10	Striping	10	General	COP (BF)	Any existing curb ramps/intersections must be evaluated for ADA compliance. Every leg of every intersection should have ramps unless crossings are physically restricted.	A	A	EPC	<i>Will evaluate and adjust ramps to provide buffers where feasible. SDR will document locations where this is not feasible</i>
11	Striping	11	PO10	COP (BF)	Align ramps perpendicularly and detach the sidewalk on the NE corner to match the design of the ramp on the NW concern to indicate there is no N/S crossing at the intersection.	A	A	EPC	<i>Will detach sidewalk and improve skew</i>
12	Striping	12	PO10	COP (BF)	Reduce radii on NE and NW corners of 112th Ave and Northern from 30' to 20' per Peoria Engineering Standard Manual (PESM) Table 6-9. Do not exceed minimum radius without justification.	A	A	EPC	<i>Will update radii</i>
13	Striping	13	PO12	COP (BF)	Reduce radii on NE and NW corners of 111th Ave and Northern from 40' to 30' per PESM Table 6-9.	A	A	EPC	<i>Will update radii</i>
14	Striping	14	PO12	COP (BF)	Provide ramp on NE and SE corners for N/S crossing on E leg.	A	A	EPC	<i>Crossing and ramps to be added on east side of 111th</i>
15	Striping	15	PO13	COP (BF)	Align ramps perpendicularly and detach the sidewalk on the NE corner to match the design of the ramp on the NW concern to indicate there is no N/S crossing at the intersection.	A	A	EPC	<i>Will detach sidewalk and improve skew</i>
16	Striping	16	PO13	COP (BF)	Reduce radii on NE and NW corners of 110th Ave and Northern from 30' to 20' per PESM Table 6-9.	A	A	EPC	<i>Will update radii</i>
17	Striping	17	PO14	COP (BF)	There are no curb ramps for N/S ped crossings. All legs of all intersections are required to have curb ramps unless physically restricted (detaching sidewalk from curb is easiest way to achieve this).	A	A	EPC	<i>The south side of Northern has significant ROW restrictions preventing detached sidewalks, will add text to SDR indicating this.</i>
18	Striping	18	PO14	COP (BF)	Why is the radial ramp design being used on the NE corner of 109th Ave and Northern? If there are significant constraints, can MAG 236-4 be used instead?	A	A	EPC	<i>Existing EPNG facility prevents directional ramp from being utilized, will update type to MAG 236-4</i>

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19	Striping	19	PO14	COP (BF)	Curb ramps should be perpendicular to the road, not angles, if possible. Slide the ramp along the radius to better align.	A	A	EPC	<i>Will work to improve skew</i>
20	Striping	20	PO14	COP (BF)	Reduce radii on NE and NW corners of 109th Ave and the SE and SW corners of 110th Ave from 30' to 20' per PESM Table 6-9.	A	A	EPC	<i>Will update radii</i>
21	Striping	21	PO14	COP (BF)	Why is the radial ramp design being used on the SE and SW corners of 110th Ave and Northern? If there are significant constraints, can MAG 236-4 be used instead?	A	A	EPC	<i>Significant RW constraints prevent MAG 236-4 from being utilized, will evaluate other ramp types</i>
22	Striping	22	PO15-16	COP (BF)	Reduce radii on NE and NW corners of 108th Dr from and the SE and SW concerns of 109th Ave and Northern 30' to 20' per PESM Table 6-9.	A	A	EPC	<i>Will update radii</i>
23	Striping	23	PO15-16	COP (BF)	Why is the radial ramp design being used on the SE and SW corners of 108th Dr and Northern and the SE and SW concerns of 109th Ave and Northern? If there are significant constraints, can MAG 236-4 be used instead?	A	A	EPC	<i>Significant RW constraints prevent MAG 236-4 from being utilized, will evaluate other ramp types</i>
24	Striping	24	PO15-16	COP (BF)	There are no curb ramps for N/S ped crossings. All legs of all intersections are required to have curb ramps unless physically restricted (detaching sidewalk from curb is easiest way to achieve this.	A	A	EPC	<i>Will evaluate and adjust ramps to provide buffers where feasible. SDR will document locations where this is not feasible</i>
25	Striping	25	PO17	COP (BF)	Repeat concerns about curb ramp design at 107th Ave and Northern from comments 2-4	A	A	EPC	<i>Will address previous comments</i>
26	Striping	26	PO17	COP (BF)	Reduce radii on all corners of 107th Ave and Northern from 40' to 35' per PESM Table 6-9.	A	A	EPC	<i>Will update radii</i>
27	Striping	27	PO18	COP (BF)	Same comments for 106th Avenue and Northern Ave about ramp type, N/S crossings, and radii as for other arterial/local intersections.	A	A	EPC	<i>Will evaluate and adjust ramps to provide buffers where feasible. SDR will document locations where this is not feasible</i>
28	Striping	28	PO21	COP (BF)	Same comments for 104th Dr and Northern ave about ramp type, N/S crossings, and radii as for other arterial/local intersections.	A	A	EPC	<i>Will evaluate and adjust ramps to provide buffers where feasible. SDR will document locations where this is not feasible</i>
29	Striping	29	PO23	COP (BF)	Same comments about ramp design, alignment and radius as for 107th ave and Northern.	A	A	EPC	<i>Will address previous comments</i>

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30	Striping	30	PO23	COP (BF)	Pull back median bullnoses 50' on E and W legs of 103rd ave and Northern to provide opportunity to provide slight positive offset through striping for opposing left turns.	A	A	EPC	<i>Will revise bullnoses</i>
31	Striping	31	PO23	COP (BF)	Why is the radial ramp design being used on the NW corner of 103rd Ave and Northern? If there are significant constraints, can MAG 236-4 be used instead?	A	A	EPC	<i>Existing privacy wall prevent directional ramps in NW corner, will modify ramps to be MAG 236-4. Other ramps will be updated</i>
32	Striping	32	PO27	COP (BF)	Detach sidewalk at maintenance driveway.	A	A	EPC	<i>Will detach sidewalk</i>
33	Striping	33	PO27	COP (BF)	Typical radii on NE and NW concerns of maintenance driveway would be 20', but does Public Works want larger radii? Larger might be helpful, but is 40' too large?	D	D	EPC	<i>Radii match existing condition to accommodate large maintenance vehicles (response confirmed with BF on call)</i>
34	Striping	34	PMO all	COP (BF)	Show jurisdiction boundaries to indicate where signing and striping standards change.	A	A	WWS	<i>Jurisdictional boundaries will be added.</i>
35	Striping	35	PM all	COP (BF)	Show all existing and future streetlight poles in Peoria's right-of-way. Signs should be mounted to streetlight poles where possible to minimize new posts, using Peoria standard detail PE-061 for mounting and brackets.	A	A	WWS	<i>While the corridor will be lighted, the lighting design is not part of the scoping process. Including posts for all signs will result in a conservative estimate. A note will be made in the SDR stating that signs shall be placed on streetlight poles where possible during final design.</i>
36	Striping	36	PM all	COP (BF)	All signs mounted on posts in Peoria's right-of-way should be using PE-060 for the proper post and mounting (no concrete foundations)	A	A	WWS	<i>Sign posts and mounting will be updated within Peoria's right-of-way on the sign summary sheets. Note 23 on the signing and striping notes sheet references PE-060.</i>



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37	Striping	37	PM all	COP (BF)	Several signs are shown as existing that do not appear to be existing today. Please verify all existing signs in the field.	B	A	WWS	<i>There are current projects (TT0347 and TT0499) whose improvement limits overlap with TT0600. Proposed signage for those projects was treated as existing, since they will be in place when TT0600 is constructed. Similarly there are signs that are existing in our survey that are not being called out on the sheets because other projects plan to remove them.</i>
38	Striping	38	PM03	COP (BF)	Install new R3-7R 36" x 36" (not R3-5R and R3-5RF) at STA 407+58 for WB.	A	A	WWS	<i>New R3-7R sign will be added per Peoria Det PE-023-2.</i>
39	Striping	39	PM03 and all	COP (BF)	Install final right turn pavement arrow in a right turn lane with its base 28' from the STOP bar per PE-023-1 (TYP)	A	A	WWS	<i>Right turn arrow will follow PE-023-1 within COP jurisdiction.</i>
40	Striping	40	PM03 and all	COP (BF)	Install second left turn pavement arrow in a left turn lane with its base 28' from the STOP bar per PE-024-1 (TYP)	A	A	WWS	<i>Left turn arrow will follow PE-024-1 within COP jurisdiction.</i>
41	Striping	41	PM03	COP (BF)	Install standard left turn pavement arrows in U-turn lanes. Do not install U-turn arrows for east leg of 115th Ave and Northern Ave.	A	A	WWS	<i>Left turn arrow will be installed in U-turn lanes.</i>
42	Striping	42	PM03	COP (BF)	Install R4-7c and OM-3L in median bullnose at approx STA 406+50 for EB	A	A	WWS	<i>Signs will be added.</i>
43	Striping	43	PM03	COP (BF)	Install 40 MPH pavement legends in 3M Stamark tape in each lane approximately at the location of the EB R2-1(40). Legends should be broken between "40" and "MPH"	A	A	WWS	<i>40MPH pavement markings will be added near Sta 407+61</i>
44	Striping	44	PM03-04	COP (BF)	Provide a 150' taper/gap for the left turn lane (TYP)	A	A	WWS	<i>The left turn lanes in Peoria will be updated to have a 150' gap.</i>

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45	Striping	45	PM04	COP (BF)	Set final right turn pavement arrow 28' from termination of 8SW for WN right turn lane per PE-023-1 (TYP).	A	A	WWS	<b>Right turn arrow will follow PE-023-1 within COP jurisdiction. Right turn lane from Sta 406 to Sta 414 will have right turn pavement markings every 150' as discussed with Chris Lemka and Brandon Forrey.</b>
46	Striping	46	PM04	COP (BF)	Increase R6-1R at STA 414+67 from 36" x 12" to 54" x 18" per MUTCD based on multilane street.	A	A	WWS	<b>R6-1R size will be updated.</b>
47	Striping	47	PM04	COP (BF)	Please verify existing W6-1 and W15-4a shown. If existing, it should be removed or possibly relocated further west, as the median starts at approx. STA 399+00.	A	A	WWS	<b>Sign will be removed.</b>
48	Striping	48	PM05	COP (BF)	Add 8SW20 for left turn pocket from 418+85 to median bullnose for EB. Add two left turn pavement arrows - one at the beginning of the 8SW20 and one 28' back from the bullnose.	A	A	WWS	<b>Left turn pavement markings will be added.</b>
49	Striping	49	PM05	COP (BF)	Install OM3-c 12" x 36" for EB in bullnose at approx. STA 420+20	A	A	WWS	<b>Signs will be added.</b>
50	Striping	50	PM05	COP (BF)	Install OM3-L 12" x 36" for WB in bullnose at approx. STA 419+85	A	A	WWS	<b>Signs will be added.</b>
51	Striping	51	PM05	COP (BF)	Shorten 8SW for right turn lane to 100' to provide longer taper/gap and eliminate second right turn pavement arrow. Second pavement arrow is typically not needed for turn lanes shorter than 150', unless specifically requested or for trap turn lanes.	A	A	WWS	<b>We will shorten the stripe, eliminate the 2nd right turn pavement arrow, and lengthen the reverse curve taper to account for the shortened turn lane pocket as discussed with Brandon Forrey.</b>
52	Striping	52	PM05	COP (BF)	Verify R5-10a (NO PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES at STA 423-01. With Northern Parkway as a 40mph parkway and not a true freeway, this sign is not appropriate and should be removed (if existing).	A	A	WWS	<b>Sign will be removed.</b>

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53	Striping	53	PM05	COP (BF)	Shorten right turn lane to unnamed driveway west of 112th Ave to 100' and Install R3-7R 36" x 36" at start of 8SW20. Delete second right turn pavement arrow (less than 150').	A	A	WWS	<i>We will shorten the stripe, eliminate the 2nd right turn pavement arrow, and lengthen the reverse curve taper to account for the shortened turn lane pocket as discussed with Brandon Forrey.</i>
54	Striping	54	PM05	COP (BF)	Shorten right turn lane to unnamed driveway at STA 420 to provide 150' taper/gap and Install R3-7R 36" x 36" at start of 8SW20 if not existing.	A	A	WWS	<i>We will shorten the stripe, eliminate the 2nd right turn pavement arrow, and lengthen the reverse curve taper to account for the shortened turn lane pocket as discussed with Brandon Forrey.</i>
55	Striping	55	PM05	COP (BF)	Increase R6-1R at STA 425+27 from 36" x 12" to 54" x 18" per MUTCD based on multilane street.	A	A	WWS	<i>R6-1R size will be updated.</i>
56	Striping	56	PM06	COP (BF)	Shorten left turn lane on west leg 111th Ave and Northern Ave to provide 150' taper/gap. This will shorten the left turn lane to less than 150', so there is no need for the second pavement arrow.	A	A	WWS	<i>We will shorten the stripe and eliminate the 2nd left turn pavement arrow.</i>
57	Striping	57	PM06	COP (BF)	Show left turn lane widths at 10' at end of positive offset carrots on E and W legs of 111th Ave and Northern Ave.	A	A	WWS	<i>Lane width and median configuration will be updated.</i>
58	Striping	58	PM06	COP (BF)	Install standard left turn pavement arrows in U-turn lanes. Do not install U-turn arrows for east leg of 111th Ave and Northern Ave.	A	A	WWS	<i>U-turn arrows will be replaced with standard left turn arrows.</i>
59	Striping	59	PM06	COP (BF)	Install R4-7c and OM3-L in median bullnose on E and W legs of 111th Ave and Northern Ave.	A	A	WWS	<i>Signs will be added.</i>
60	Striping	60	PM06	COP (BF)	Shorten right turn lane to provide 150' taper/gap and install R3-7r 36" x 36" not R3-5R and R3-5F at beginning of right turn lane for westbound on E leg of 111th Ave and Northern Ave. Delete second pavement arrow.	A	A	WWS	<i>We will shorten the stripe, eliminate the 2nd right turn pavement arrow, and lengthen the reverse curve taper to account for the shortened turn lane pocket as discussed with Brandon Forrey.</i>

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61	Striping	61	PM06	COP (BF)	Shorten right turn lane to provide 150' taper/gap and install R3-7r 36" x 36" not R3-5R and R3-5F at beginning of right turn lane for westbound on E leg of 112th Ave and Northern Ave. Delete second pavement arrow.	A	A	WWS	<i>We will shorten the stripe, eliminate the 2nd right turn pavement arrow, and lengthen the reverse curve taper to account for the shortened turn lane pocket as discussed with Brandon Forrey.</i>
62	Striping	62	PM07	COP (BF)	Increase R6-1R at STA 439+00 from 36" x 12" to 54" x 18" per MUTCD based on multilane street.	A	A	WWS	<i>R6-1R size will be updated.</i>
63	Striping	63	PM07	COP (BF)	Shorten right turn lane to provide 150' taper/gap and install R3-7r 36" x 36" not R3-5R and R3-5F at beginning of right turn lane for eastbound on W leg of 110th Ave and Northern Ave. Delete second pavement arrow.	B/C	A	WWS	<i>The stripe was shortened and the 2nd right turn pavement arrow was removed. Signs R3-5-R and R3-5F are proposed as requested by City of Glendale within their jurisdictional limits.</i>
64	Striping	64	PM07	COP (BF)	Increase R6-1R at STA 443+76 from 36" x 12" to 54" x 18" per MUTCD based on multilane street.	A	A	WWS	<i>R6-1R size will be updated.</i>
65	Striping	65	PM07	COP (BF)	Install OM3-c 12" x 36" for EB in bullnose at approx. STA 444+3-	A	A	WWS	<i>Signs will be added.</i>
66	Striping	66	PM07	COP (BF)	Install OM3-L 12" x 36" for WB in bullnose at approx. STA 443+95	A	A	WWS	<i>Signs will be added.</i>
67	Striping	67	PM07	COP (BF)	Shorten right turn lane to provide 150' taper/gap and install R3-7r 36" x 36" at beginning of right turn lane for westbound on E leg of 110th Ave and Northern Ave. Delete second pavement arrow.	A	A	WWS	<i>We will shorten the stripe, eliminate the 2nd right turn pavement arrow, and lengthen the reverse curve taper to account for the shortened turn lane pocket as discussed with Brandon Foray.</i>
68	Striping	68	PM07	COP (BF)	Show lane width of right turn lane for westbound on E leg of 110th Ave and Northern Ave.	A	A	WWS	<i>Lane dimension will be added.</i>
69	Striping	69	PM07	COP (BF)	Install R4-7 and OM-3L on bullnose on north leg of 110th Ave and Northern Ave.	A	A	WWS	<i>Signs will be added.</i>
70	Striping	70	PM08	COP (BF)	Delete second right turn pavement arrow at STA 445+83	A	A	WWS	<i>Second right turn arrow will be removed.</i>

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71	Striping	71	PM08	COP (BF)	Install R3-7r 36" x 36" not R3-5R and R3-5F at STA 445+17.	B/C	D	WWS	<b>Signs R3-5-R and R3-5F are proposed as requested by City of Glendale within their jurisdictional limits.</b>
72	Striping	72	PM08	COP (BF)	Install R6-1R 54" x 18" for NB at approx. STA 449+25..	A	A	WWS	<b>R6-1R sign will be added.</b>
73	Striping	73	PM08-9	COP (BF)	Shorten left and right turn lanes to provide 150' taper/gap and install R3-7r 36" x 36" at beginning of right turn lane for eastbound on W leg of 107th Ave and Northern Ave.	A	A	WWS	<b>We will shorten the stripe, eliminate the 2nd right/left turn pavement arrow, and lengthen the reverse curve taper to account for the shortened right turn lane pocket as discussed with Brandon Foray. Signs R3-5-R and R3-5F are proposed as requested by City of Glendale within their jurisdictional limits.</b>
74	Striping	74	PM09	COP (BF)	Install R4-7c and OM3-L in median bullnose on E and W legs of 107th Ave and Northern Ave.	A	A	WWS	<b>Signs will be added.</b>
75	Striping	75	PM08	COP (BF)	Replace existing R2-1(40) 24" x 30" at STA 452+66 with R2-1(40) 30" x 36" per MUTCD for multi-lane street. All existing Speed Limit signs within the corridor should be replaced with the larger signs.	A	A	WWS	<b>All existing signs not in compliance with MUTCD sizing standards will be replaced.</b>
76	Striping	76	PM08	COP (BF)	Increase R6-1R at STA 449+71 from 36" x 12" to 54" x 18" per MUTCD based on multilane street.	A	A	WWS	<b>R6-1R size will be updated.</b>
77	Striping	77	PM08	COP (BF)	Increase R6-1R at STA 446+42 from 36" x 12" to 54" x 18" per MUTCD based on multilane street.	A	A	WWS	<b>R6-1R size will be updated.</b>
78	Striping	78	PM08	COP (BF)	Delete callouts for 8SW20 and 4DY40 pointing to median between STA 446+00 and 447+00.	A	A	WWS	<b>Callouts will be removed.</b>
79	Striping	79	PM09	COP (BF)	Shorten left and right turn lanes to provide 150' taper/gap and install R3-7r 36" x 36" at beginning of right turn lane for westbound on E leg of 107th Ave and Northern Ave.	A	A	WWS	<b>We will shorten the stripe, eliminate the 2nd right/left turn pavement arrow, and lengthen the reverse curve taper to account for the shortened right turn lane pocket as discussed with Brandon Forrey.</b>

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80	Striping	80	PM09	COP (BF)	Replace existing R2-1(40) 24" x 30" at STA 462+78 with R2-1(40) 30" x 36" per MUTCD for multi-lane street.	A	A	WWS	<i>All existing R2-1(40) 24" x 30" will be replaced with R2-1(40) 30" x 36"</i>
81	Striping	81	PM07	COP (BF)	Replace existing R2-1(40) 24" x 30" at STA 436+05 with R2-1(40) 30" x 36" per MUTCD for multi-lane street.	A	A	WWS	<i>All existing R2-1(40) 24" x 30" will be replaced with R2-1(40) 30" x 36"</i>
82	Striping	82	PM09	COP (BF)	Do not use option arrow with bike lane symbols and do not install RPMs on the 8SW abutting a bike lane (107th Ave north of Northern Ave)	A	A	WWS	<i>Option arrow will be removed in locations without green paint. The 8SW20 abutting the bike lane will be changed to 8SW.</i>
83	Striping	83	PM011-12	COP (BF)	Shorten left and right turn lanes to provide 150' taper/gap and install R3-7r 36" x 36" at beginning of right turn lane for eastbound and westbound on W and E leg of 103rd Ave and Northern Ave.	A	A	WWS	<i>We will shorten the stripes to provide 150' gap and lengthen the reverse curve taper to account for the shortened right turn lane pocket as discussed with Brandon Forrey. For the EB direction, signs R3-5-R and R3-5F are proposed as requested by City of Glendale within their jurisdictional limits.</i>
84	Striping	84	PM011-12	COP (BF)	Provide simple carrot (one angle) w/ chevrons for left turn lanes on E and W legs of 103rd Ave and Northern Ave. Start chevrons as STOP bar and space at 40' intervals only where the carrot is 10+' wide.	A	A	WWS	<i>Chevrons will be updated.</i>
85	Striping	85	PM012	COP (BF)	Indicate lane width of right turn lane for westbound on E leg of 103rd Ave and Northern Ave.	A	A	WWS	<i>Lane width will be added.</i>
86	Striping	86	PM012-13	COP (BF)	Where does the 12' number 1 westbound lane taper from 12' to 11'? A 710' tape is difficult to accomplish in the field for the striping crew, especially with two variable width lanes. I believe lane # 1 should remain at 12', as is also 12' west of 103rd Ave.	A	A	WWS	<i>The gore area will be reduced in width so that the number 1 lane will stay 12' instead of tapering down to 11'.</i>

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87	Striping	87	PM013	COP (BF)	Change 6SY callouts to 4SY neat STA 500+00	A	A	WWS	<b>Striping width will be modified.</b>
88	Striping	88	PM012-14	COP (BF)	What is the design speed for this roadway and what was used to calculate the taper distance for the lane drop? The combination of the warning distance and a design speed of what looks like 55mph creates an excessively long distance. Can this be reduced while still providing adequate warning and taper?	D	D	WWS	<b>The design speed for this project is 60 mph. 55 mph was used to calculate the taper and cannot be reduced.</b>
89	Striping	89	PM014	COP (BF)	Delete floating lane widths below NORTHERN AVE label near STA 503+00.	A	A	WWS	<b>Lane widths will be rotated to label the eastbound lanes.</b>
90	Striping	90	PM014	COP (BF)	Where did the request for the diamond pavement come from on the multi-use path? I see it is connected to the bollard, but did this direction come from Peoria Parks and Rec? Checking for standardization.	A	A	WWS	<b>There is an existing diamond pavement marking in place around the existing bollard, no official request was made.</b>
91	Striping	91	PM014	COP (BF)	Install Bike Lane pavement symbol and R3-17 at start of bike lane at approx. STA 505+00. This will likely require a relocation for the existing Hospital guide sign,	A	A	WWS	<b>Bike lane sign and pavement marking will be added.</b>
92	Striping	92	PM014	COP (BF)	Why is the bike lane shown in grey from STA 138+25 to STA 508+14	A	A	WWS	<b>The bike lane will be updated with the green bike paint configuration shown between the dashes from 83rd Ave and Ludlow Dr.</b>
93	Striping	93	PM014	COP (BF)	Shorten left and right turn lanes to provide 150' taper/gap and install R3-7r 36" x 36" at beginning of right turn lane for eastbound on W leg of 99th Ave and Northern Ave.	A	A	WWS	<b>The stripe was shortened and the 2nd right turn pavement arrow was removed. Signs R3-5-R and R3-5F are proposed as requested by City of Glendale. Dual left turn lanes gap will be 200' as discussed with Brandon Errey.</b>

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94	Striping	94	PM014	COP (BF)	These plans should show a match line to the next phase of the project, as well as several hundred feet of the adjacent phase to provide context.	A	A	WWS	<b>Match line and the proposed improvements will be displayed.</b>
95	Striping	95	PM014	COP (BF)	Provide D11-1 BIKE ROUTE and arrow supplemental sign to guide cyclists to the bike ramp the multi-use path. Use same sign configuration as Happy Valley Parkway project at Agua Fria River.	A	A	WWS	<b>Sign will be added.</b>
96	Striping	96	PM014	COP (BF)	R3-17 and R3-17bP is required in advance of the bike lane drop for westbound	A	A	WWS	<b>Signs will be added.</b>
97	Striping	97	PM015	COP (BF)	Does any of the striping on 111th Ave even need to be changed? Oblit will likely require a microseal following striping removal. It looks like the only change is to slightly lengthen the right and left turn lanes, but this is not actually adding extra capacity.	A	A	WWS	<b>The sheet will be updated to only propose updated striping within the sawcut area. The 8SW and 4DY beyond the sawcut will be refreshed. No oblit will occur at this location.</b>
98	Striping	98	PM017	COP (BF)	Why is 107th Ave north of Northern Ave included in these plans?	A	A	WWS	<b>107th Avenue storage lengths are impacted by the widening of Northern Avenue and the NWC of the intersection is anticipated to be developed, requiring an update to the existing striping. Obliteration and microseal will be used in three areas: the two green areas and on a strip of edge stripe in the NB direction.</b>
99	Striping	99	PM017	COP (BF)	No not install RPMs in the 8SW abutting the bike lane	A	A	WWS	<b>Striping will be updated.</b>
100	Striping	100	PM017	COP (BF)	Start 6SW for bike lane 30' north of PT for northbound 107th Ave north of Northern Ave.	A	A	WWS	<b>Striping will be updated.</b>
101	Striping	101	PM017	COP (BF)	Do not use optional arrow w/ bike lane symbol in Peoria (except when using green bike lane markings).	A	A	WWS	<b>Arrow will be removed from bike lane symbol when not using green markings.</b>
102	Striping	102	PM017	COP (BF)	Set second right and left turn arrows 28' back from STOP bar.	A	A	WWS	<b>Turn arrow locations will be revised.</b>



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103	Striping	103	PM017	COP (BF)	Use green bike lanes for bike symbols (with aaprtional arrow) at STA 67+43 and STA 65+33. Preferred material MMA or preformed thermoplastic.	A	A	WWS	<i>The bike lane will be updated with the green bike paint configuration shown between the dashes from 83rd Ave and Ludlow Dr.</i>
104	Striping	104	PM017	COP (BF)	Incorrect lane widths indicated at STA 68+82. Should be 5'-11'-11'-12'-11'-12'-5'	D	D	WWS	<i>New striping is no longer being proposed in this area.</i>
105	Striping	105	PM07	COP (BF)	Make median at 109th Ave more restrictive to discourage prohibited movements.	A	A	WWS	<i>Will update median</i>
106	Striping	106	PM012	COP (BF)	Angle the carrot for the EB and WB left turn lane at the end of the median bullnose (comment made earlier to pull back 50 from intersection) to create a positive offset	A	A	WWS	<i>Carrot at 103rd Avenue will be updated.</i>
106a	Striping	1	PM	COP (BF)	Break striping at all intersections of Northern with public streets	A	A	WWS	<i>Striping will be updated.</i>
107	ITS	1	165	COP (Jodi, Sean, Steve)	Signals within Peoria need to reflect Peoria standards. Revise all intersections to include Peoria signal and equipment notes. More detailed comments can be provided once Peoria standards are being shown	A	A	ARC	<i>Signal equipment and notes will be updated to reflect City of Peoria Standards.</i>
108	ITS	2	165	COP (Jodi, Sean, Steve)	update the legend - remove all unnecessary items	A	A	ARC	<i>All unnecessary items have been removed from the legend for all City of Peoria O&amp;M signals.</i>
109	ITS	3	165	COP (Jodi, Sean, Steve)	update the legend - callout poles per the new Peoria details	A	A	ARC	<i>The legend will be updated to reflect City of Peoria Standard Details.</i>
110	ITS	4	165	COP (Jodi, Sean, Steve)	stationing text is upside down	A	D	ARC	<i>Stationing Text will not be rotated as it is used on all plan sheets.</i>
111	ITS	5	165	COP (Jodi, Sean, Steve)	revise cabinet and conduit layouts to be per Peoria standards	A	A	ARC	<i>Cabinet and conduit layouts will be updated to reflect City of Peoria Standards.</i>
112	ITS	6	165	COP (Jodi, Sean, Steve)	Phasing is incorrect - revise per Peoria standards	A	A	ARC	<i>Phasing will be updated to reflect City of Peoria Standards.</i>
113	ITS	7	165	COP (Jodi, Sean, Steve)	Provide a G head for the WB u turns; will need a second head for this movement as well	A	A	ARC	<i>A Type G head will be provided for the WB u turn. A second head will be provided as well.</i>

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114	ITS	8	165	COP (Jodi, Sean, Steve)	missing the conduit between the BBU and the control cabinet	A	A	ARC	<i>We will confirm that conduit is provided between all traffic signal equipment.</i>
115	ITS	9	165	COP (Jodi, Sean, Steve)	Provide separate BBU and service cabinets, not combined	A	A	ARC	<i>Will provide separate battery backup system and service cabinet for all City of Peoria O&amp;M signals.</i>
116	ITS	10	165	COP (Jodi, Sean, Steve)	Remove the phase diagrams from the signal plans	A	A	ARC	<i>Phase Diagrams will be removed for all City of Peoria O&amp;M signals.</i>
117	ITS	11	165	COP (Jodi, Sean, Steve)	Video detection to be placed on the luminaire masts	A	A	ARC	<i>Video detection will be moved to the luminaire masts for all City of Peoria O&amp;M signals.</i>
118	ITS	12	165	COP (Jodi, Sean, Steve)	Provide separate CCTV (not the same as the video detection) at each intersection - provide symbol in legend and call out on equipment	A	A	ARC	<i>Will add CCTV camera to the plans and legend for all City of Peoria O&amp;M signals.</i>
119	ITS	13	165	COP (Jodi, Sean, Steve)	Cabinet will be Peoria R77	A	A	ARC	<i>Cabinet will be updated to reflect City of Peoria Standards.</i>
120	ITS	14	165	COP (Jodi, Sean, Steve)	Clean up drafting on pole C - cannot tell these are R heads	A	A	ARC	<i>Drafting on pole C has been cleaned up.</i>
121	ITS	15	165	COP (Jodi, Sean, Steve)	need a second R head for the SB lefts on pole B	A	A	ARC	<i>Will add a side mounted type R signal head to pole B.</i>
122	ITS	16	165	COP (Jodi, Sean, Steve)	pullboxes on each corner will be No 7 with extension	A	A	ARC	<i>Will update all intersections with No 7 pullboxes with extension on each corner for all City of Peoria O&amp;M signals.</i>
123	ITS	17	165	COP (Jodi, Sean, Steve)	remove the quantities box	A	A	ARC	<i>The quantities box will be removed for all City of Peoria O&amp;M signals.</i>

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124	ITS	18	166	COP (Jodi, Sean, Steve)	use the City of Peoria standards for the conductor schedule; also, this will need to be completed with the next submittal and not wait until the final submittal	A	A	ARC	<i>The pole conductor schedule will use the City of Peoria standard format. The conduit run number and conduit size in inches will be complete at the 30% submittal for all City of Peoria O&amp;M signals. All other information will be completed during Final Design.</i>
125	ITS	19	166	COP (Jodi, Sean, Steve)	remove unnecessary line items from the conductor schedule	A	A	ARC	<i>Will remove all unnecessary items from conductor schedule for all City of Peoria O&amp;M signals.</i>
126	ITS	20	166	COP (Jodi, Sean, Steve)	provide all Peoria equipment notes	A	A	ARC	<i>Equipment notes will be updated to City of Peoria Standards for all City of Peoria O&amp;M signals.</i>
127	ITS	21	166	COP (Jodi, Sean, Steve)	end signal heads are tenon mounted; all other mast arm signal heads will utilize sky brackets	A	A	ARC	<i>The traffic signal head mounts will be updated to City of Peoria Standards.</i>
128	ITS	22	166	COP (Jodi, Sean, Steve)	cannot install a luminaire on an A pole	A	A	ARC	<i>Will design a Type A pole with just a pedestrian signal head and pushbutton.</i>
129	ITS	23	166	COP (Jodi, Sean, Steve)	A poles are to be 5.5' (ped button only), 10' (ped heads), 14' (F heads), or 16' (G heads)	A	A	ARC	<i>Poles will be updated to City of Peoria Standards.</i>

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130	ITS	24	166	COP (Jodi, Sean, Steve)	show the correct detail for the ISNS signs at each location	A	A	ARC	<i>Will provide the correct Internally Lighted Street Name Signs (ISNS) to City of Peoria Standard Details.</i>
131	ITS	25	166	COP (Jodi, Sean, Steve)	for the G or R heads, callout just the left turn phase, not the left and through	A	A	ARC	<i>Only the left turn phasing are called out for all City of Peoria O&amp;M signals.</i>
132	ITS	26	167-170	COP (Jodi, Sean, Steve)	refer to all comments for pages 165 and 166 and update accordingly	A	A	ARC	<i>Will apply all comments as typical for the traffic signal plans.</i>
133	ITS	27	167	COP (Jodi, Sean, Steve)	provide a G head, not R head, for phase 1	A	A	ARC	<i>We will provide a G head for phase 1.</i>
134	ITS	28	167-170	COP (Jodi, Sean, Steve)	provide G heads for all four directions at all intersections other than 111th	A	A	ARC	<i>G heads will be provided for left turns at all approaches for 107th Ave and 103rd Ave.</i>
135	ITS	29	167	COP (Jodi, Sean, Steve)	heads are overlapping for the left turns for all four approaches - revise poles and/or mast arms to prevent this	A	A	ARC	<i>Pole locations and/or mast arms will be changed to omit overlap for all City of Peoria O&amp;M signals.</i>
136	ITS	30	168	COP (Jodi, Sean, Steve)	for modified R poles, the luminaires will be 25'	A	A	ARC	<i>Will provide 25' luminaires on Modified R poles, as per City of Peoria Standard Detail - PE-081.</i>
137	ITS	31	171-184	COP (Jodi, Sean, Steve)	for the fiber on the north side, callout Peoria details for all vaults	B/C	A	DCL	<i>Coordinated with the Project Partners on the ITS needs.</i>
138	ITS	32	171-185	COP (Jodi, Sean, Steve)	use No 8 vaults for midrun locations. Use No 9 vaults at the intersections/splice points	B/C	B	DCL	<i>Coordinated with the Project Partners on the ITS needs. City of Peoria standard comm vaults were used.</i>
139	ITS	33	171-186	COP (Jodi, Sean, Steve)	label intersecting streets	A	A	DCL	<i>Will update.</i>

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140	ITS	34	184	COP (Jodi, Sean, Steve)	existing pull box will need to be removed and replaced with a No 9 comm vault; identify that it will also be intercepting the 3" to the west (well site)	B/C	A	DCL	<i>Coordinated with the Project Partners on the ITS needs.</i>
141	ITS	35	184	COP (Jodi, Sean, Steve)	need to clarify what these conduits over the bridge are for - one Peoria conduit and two Peoria spares; also, why are these being separated?	B/C	A	DCL	<i>Coordinated with the Project Partners on the ITS needs.</i>
142	ITS	36	184	COP (Jodi, Sean, Steve)	in addition to the (3) 3" over the bridge, also add (1) 6" and (4) 1.25" inside the 6	B/C	A	DCL	<i>Coordinated with the Project Partners on the ITS needs.</i>
143	ITS	37	general signal / ITS	COP (Jodi, Sean, Steve)	Provide a clearance memo per the City of Peoria's guidelines for each intersection	A	A	ARC	<i>A Clearance Interval Memo will be provided as a Appendix to the Sealed Traffic Memo.</i>
144	ITS	38	general signal / ITS	COP (Jodi, Sean, Steve)	provide a splice diagram for each intersection on the plans	D	A	ARC	<i>A splice diagram will be provided during final design.</i>
145	Plans	1	40	COP	Need to discuss driveway to the 112th Av lift station. The driveway shown on the plans does not allow room for a vehicle to stop, park and open the gate. Thought the driveway was to be located east of the lift station.	B/C	A	DCL	<i>Access configuration was updated.</i>
146	Plans	2	40	COP	The sidewalk located west of 112th Av currently extends to the west boundary of the suncliff subdivision. This page shows the sidewalk being shortened. Why?	A	A	EPC	<i>Proposed sidewalk terminates at existing N/S path within Suncliff division, will update to topo to reflect trail</i>
147	Plans	3	40	COP	Does the sidewalk terminating at Sta 24+42+92 connect to the trail extending to the north?	A	A	EPC	<i>Yes, the sidewalk terminates at the existing trail, will update topo to reflect trail</i>
148	Plans	4	54	COP	Will the screenwall parallel to Northern Pkwy be removed/relocated?	A	A	EPC	<i>Screenwall to remain, PUE to be removed to avoid impact to wall</i>
149	Plans	5	56	COP	Noticed the Townhouse driveway is being closed. No call-outs for removal of the driveway. Will the AC and curb be removed and the curb extended and screenwall extended across the driveway?	A	A	EPC	<i>Driveway added to plans</i>
150	Plans	6	56	COP	With the planned closure of the Townhouse east driveway will any changes to Townhouse internal circulation be required?	A	A	EPC	<i>Driveway added to plans</i>

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151	Plans	7	56-66	COP	106th Av to 103rd Av - Need to discuss the 10' ROW strip through the backyards	B/C	A	DCL	<i>We are coordinating with the Project Partners on ROW needs.</i>
152	Plans	8	76	COP	Need to discuss proposed changes to SRP irrigation at 99th Av and Northern	B/C	D	DCL	<i>The intersection is included in project TT0372/TT0573.</i>
153	Plans	9	76	COP	Sta 508+00 Are you matching an 8' wide sidewalk with an existing 6' sidewalk?	D	D	EPC	<i>The 8' sidewalk proposed on both sides of Northern Avenue east of 103rd Avenue as part of TT0600 ties into the proposed 8' sidewalk as part of project TT0573.</i>
154	Plans	10	91, 92, 93	COP	Identify owner of basin and maintenance responsible party.	B/C	A	EG	<i>Will comply</i>
155	Plans	11	93	COP	What does the catchment at Sta 389+50 discharge into? Is there a channel/swale to be constructed?	D	D	EG	<i>Will outlet to basin currently being constructed</i>
156	Plans	12	94	COP	What does the catchment at Sta 394+50 discharge into? Is there a channel/swale to be constructed?	D	D	EG	<i>Will outlet to basin currently being constructed</i>
157	Plans	13	93,94,05, 96	COP	Can we see cross sections behind the curb from Sta 388+00 to Sta 405+00?	B/C	A	EPC	<i>Updated cross sections provided</i>
158	Plans	14	96	COP	What does catchment at Sta 407+80 discharge into?	D	D	EG	<i>Will outlet to basin currently being constructed</i>
159	Plans	15	98	COP	What does catchment at Sta 413+70 discharge into?	D	D	EG	<i>Will outlet to basin currently being constructed</i>

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160	Plans	16	96,97,98	COP	Can we see cross sections behind the curb from Sta 406+00 to 414+00?	B/C	A	EPC	<b>Updated cross sections provided</b>
161	Plans	17	98,99	COP	Identify owner of basin and maintenance responsible party.	B/C	A	EG	<b>Will comply</b>
162	Plans	18	100	COP	Are the two 24-in SD pipes under 112th Av to be abandoned in place?	D	D	EG	<b>Pipes will be abandoned</b>
163	Plans	19	100,101	COP	Will the retention basin in front of Suncliff 4 be regraded and the volume reduced?	D	D	EG	<b>Insufficient room to regrade basin. Inlet will be added from 111th basin to storm drain system</b>
164	Plans	20	42, 101	COP	Sta 429+10 - The maintenance driveway has been closed. What is the HOA's alternate access for maintenance?	A	A	EPC	<b>Maintenance driveway will be reestablished.</b>
165	Plans	21	40,100	COP	The subdivision sign appears to be in conflict. Are you planning to remove/replace the sign on HOA property?	B	A	EPC	<b>Coordinated with Peoria and new 112th lift station access to develop design that will allow existing sign to remain in place</b>
166	Plans	22	105	COP	Can we add erosion protection to the 108th Dr valley gutter outfall?	D	D	EG	<b>Valley gutter is located beyond project ROW</b>

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167	Plans	23	107	COP	After carefully reviewing the Technical memorandum dated June 26, 2020. We have serious concerns about the implementation of these options and would like to clearly communicate the City's position. Improving a major corridor needs to address all inadequacies. The City cannot be placed in a position where, due to costs, all safety items were not addressed. As an example, The City would not embark on improving a roadway corridor unless it had funding for a warranted signal or has sufficient funding to address ADA requirements. Although drainage comes from 107th Avenue would not alleviate the liability on the City of Peoria. We are specifically discussing the two drainage options that were presented. Option one is not an option the City can agree with, any overtopping of the centerline would pose a serious liability on the City of Peoria. We understand that the overtopping is an existing condition, but City's standards dictate that if we did modify or rebuild the roadway, we would improve it to the City's current standards. Nowhere in the City's standards would we allow this, not for private development and not for Capital Improvement projects. If option NO. 2 follows all City of Peoria standards for analysis and design and does not allow overtopping, then the City would agree to this option. Another option would be if the County would agree to ownership, hence assuming the liability, the City would also find this acceptable. In addition, there may be other solutions that the City could accept as long as existing City of Peoria Standards are adhered to	A	A	EG	<b><i>Flow from 107th Ave will be routed to the east</i></b>
168	Plans	24	113,114, 115,116	COP	Sta 484+75 to Sta 500+00, how will the area north of the sidewalk be regraded? Show cross sections	B/C	A	EPC	<b><i>Updated cross sections provided</i></b>



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169	Plans	25	116	COP	What is plan for drainage in front of the 101st Av lift station. The City's 103rd Av project recommended that the outfall of the drainage culvert in front of the lift station be upsized and required a 408 permit. What is the plan for drainage with this project?	D	D	EG	<b>Collecting all flow in the storm drain system. No need to upsize</b>
170	Plans	26	132	COP	Who owns & maintains this basin?	B/C	A	EG	<b>Will identify</b>
171	Plans	27	133	COP	Who owns & maintains this basin?	B/C	A	EG	<b>Will identify</b>
172	Plans	28	134-162	COP	See Traffic Division comments for Striping and Signage	A	A	WWS	<b>Will comply</b>
173	Plans	29	163-170	COP	See Traffic Division comments for ITS	A	A	DCL	<b>Will evaluate</b>
174	Plans	30	183-184	COP	This plan shows the 3-3" conduits along the north and south side of the bridge. The Tech Memo - Utility does not show 3-3" conduit. Please clarify. Can we include a table in the Tech Memo to show the number/size if each conduit, owner of conduit, purpose of conduit?	A	A	BEP	<b>Will clarify conduit assignments and include a table as requested.</b>
175	Plans	31	185-197	COP	See Parks & Rec Comments for landscape	A	A	AH	<b>Will Review Comments</b>
176	Plans	32	185-197	COP	Ensure landscape does not block sight distance triangles	A	A	AH	<b>Will Comply</b>
177	Plans	33	198-215	COP	Make sure this plan identifies existing landscape irrigation meters, addresses and owner of meter.	A	A	AH	<b>Will Comply</b>
178	Plans	34	198-215	COP	Certain sections of ROW landscape/irrigation are maintained by HOAs, Peoria, Glendale. Please identify which party maintains each section of ROW and is responsible for the water meter and electric meters.	A	A	AH	<b>Will Comply</b>
179	Plans	35	198-215	COP	Make sure private landscape irrigation systems and City irrigation systems are not interconnected	A	A	AH	<b>Will Comply</b>
180	Plans	36		COP	Would like to review the streetlight plans	D	D	DCL	<b>Street light plans will be developed after scoping is complete. Utility typical section includes proposed lighting locations.</b>

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181	Drainage Memo	2	13	COP	The City does not want the sheet flow from 107th Av to overtop Northern Pkwy and flow to the south	A	A	EG	<i>Flow from 107th Ave will be routed to the east</i>
182	Drainage Memo	3		COP	The City considers this proposed solution a hazard and recommends the project team consider the other solutions below. Also see Tech Memo Drainage Comments	A	A	EG	<i>Flow from 107th Ave will be routed to the east</i>
183	Drainage Memo	4		COP	1. The run-off from 107th Av be collected into a storm water management basin at the NWC of 107th Av & Northern Pkwy	A	A	EG	<i>Flow on the roadway will be captured with curb opening catch basins. Overflow from the roadway into the NWC will be directed toward a basin</i>
184	Drainage Memo	5		COP	2. Collect in a storm drain and direct to the east, Option 2	A	A	EG	<i>Will Revise</i>
185	Drainage Memo	6		COP	3. Collect in a storm drain and route under Northern Pkwy and to the south	B/C	D	EG	<i>Flow will be routed either east or west. No flow directed south toward City of Glendale</i>
186	Drainage Memo	7	19	COP	Revise Figure 6:	A	A	EG	<i>Will Revise</i>
187	Drainage Memo	8		COP	Shade all basins, identify owner and responsible party for maintenance	A/B/C	A	EG	<i>Will identify</i>
188	Drainage Memo	9		COP	Revise drainage improvements at 107th Av & Northern Pkwy	A	A	EG	<i>Will Revise</i>
189	Utility Memo	2	6	COP	Table 1 - SRP Keith Pellien has retired	A	A	BEP	<i>Noted. Thank you.</i>
190	Utility Memo	3	6	COP	Table 1 - consider private landscape irrigation	A	A	BEP	<i>Will include discussion on private irrigation.</i>

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191	Utility Memo	4		COP	Table 1 - Zanero shows SRP irrigation at 99th Av & Northern Av	A	A	BEP	<i>There is SRP irrigation at 99th Avenue and Northern with BOR land rights. These will be addressed with the TT0573/TT0372 Project that is anticipated to construct prior to TT0600. Language will be included in the Tech Memo to discuss the timing of the 2 construction projects and these SRP facilities.</i>  <i>See section 600 for this discussion.</i>
192	Utility Memo	5		COP	Table 1 - I don't see any mention of 5G	A	A	BEP	<i>Will review 5G and include information as appropriate.</i>  <i>After review the team did not identify any 5G facilities at this time. Language has been added to bring attention to 5G as it is emerging and should be evaluated further during final design.</i>
193	Utility Memo	6	8	COP	Identify purpose for all conduit: 1-3" conduit and 2-3' conduit, 6-3" conduit.	A	A	BEP	<i>Will Clarify conduit assignments.</i>

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194	Utility Memo	7	8	COP	Install hangers and 3-each empty conduits (2 each) between the girders for future utilities?	A	A	BEP	<i>Will discuss with team and confirm/respond as needed.</i>  <i>There are 2 existing 4-inch conduits on the bridge that are available for future use. There is sufficient capacity under the new bridge for additional conduits as needed.</i>
195	Utility Memo	8	9	COP	Are the 2-3inch conduits on the bridge for streetlights and lighting for the bridge?	A	A	BEP	<i>Will review conduit assignments and include this in the table as described in comment response 1.</i>
196	Utility Memo	9	9	COP	Which company will provide power to the Agua Fria bridge?	A	A	BEP	<i>Team will discuss and provide a response.</i>  <i>APS will provide power to the bridge.</i>
197	Utility Memo	10	9	COP	Placing the overhead power underground on the north side of Northern between New River and 103rd Av may require modifications to the City's lift station.	A	A	BEP	<i>Noted. Will review and provide information in Tech Memo.</i>
198	Utility Memo	11		COP	Will stubouts be provided to undeveloped parcels to prevent future street cuts?	A	A	BEP	<i>Will discuss with team and include language in the Tech Memo.</i>
199	Geotechnical Memo	2	4	COP	Table 2 - 115th Av & Northern Pkwy - Who takes over maintenance after 2029?	A	A	RWF	<i>Will revise. Current agreement in place states that the signal will be in place until 2029. The Project Partners have yet to determine if the signal will remain or by whom it will be maintained after 2029.</i>
200	Geotechnical Memo	3	4	COP	Table 2 - 109th Av & Northern Pkwy - Country Meadows and Secondary access to Country Meadows Condos	A	A	RWF	<i>Will revise.</i>

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201	Geotechnical Memo	4	4	COP	Table 2 - 107th Av North. Should comment section be blank?	A	A	RWF	<b>No, 107th Avenue is sole access for townhomes.</b>
202	Geotechnical Memo	5	5	COP	What is the plan for the MCDOT signal at 115th Av after 2029?	A	A	RWF	<b>Current agreement in place states that the signal will be in place until 2029. The Project Partners have yet to determine if the signal will remain or by whom it will be maintained after 2029.</b>
203	Landscaping & Aesthetics	347		COP (BP & RM)	Comments in marked up pdf	A	A	EG	<b>Will Review Comments</b>
204		1	Sht 17	COG (SC)	Sidewalk Detail off New River Bridge: 8.33% Max grade seems a bit steep. Are you classing this as a ADA ramp (max grade 8.3%) or a route or path (max grade 5%)? What grade is this grade breaking into?	A	A	EPC	<b>Will revise details to provide additional clarity.</b>
205		2	Sheet 38	COG (SC)	Is a left out going to be allowed for this northside driveway?	A	A	EPC	<b>Left outs are not proposed for that driveway.</b>
206		3	Sheet 48	COG (SC)	Access Control: Is a left out going to be allowed for 109th Avenue?	A	A	EPC	<b>Left outs are not proposed for 109th Avenue.</b>
207		4	Sheet 48	COG (SC)	Access Control: Is Left in going to be allowed for 110th Avenue?	A	A	EPC	<b>Left ins are not proposed for 110th Avenue.</b>
208		5	Sheet 85	COG (SC)	Recommend consideration be given to not closing off end of dedicated left turn lane	D	D	EEL	<b>COG confirmed closed median to remain</b>
209		6	Sheet 136	COG (SC)	"D = Diamond Grade Sheeting" Diamond grade is a registered trade mark of 3M. Suggest consider using "ASTM D 4956 Type VIII, IX or XI or equal". This will achieve a high performance prismatic sheeting from at least 4 companies (3M, Avery, ORAFOL or Nippon Carbide).	B	A	WWS	<b>We will change "Diamond Grade" sheeting to "ASTM D 4956 Type XI or equal".</b>
210	Drainage	1		MCDOT (BM)	Add comment to Draft SDR that drainage alternative 1 requires a design exception. Ask Engineering and Peoria/Glendale for input to next steps.	A	A	EG	<b>Will add comment. Alternative is no longer viable</b>

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211	Traffic	1	T01	MCDOT (TP)	On the Signing and Pavement Marking Plan cover sheet the map of Maricopa County is called the 'VICINITY MAP' the map with the scoop of the project and major cross streets is called the "KEY MAP".	A	A	WWS	<i>Will comply with Signing and Pavement Marking Plan cover sheet example provided by Tony Perez.</i>
212	Traffic	2	T01	MCDOT (TP)	On the Pavement Marking Legend there are pavement marking symbols that are not in the MCDOT Pavement Marking Manual.	D	D	WWS	<i>As this is a multiagency project, the pavement marking standards for Peoria and Glendale were used where appropriate.</i>
213	Traffic	3	T01	MCDOT (TP)	The MCDOT General Pavement Marking Notes are not on the plans.	D	D	WWS	<i>The MCDOT general pavement marking notes were modified and added to account for the multiple agencies within the project area. These notes are shown on sheet T02, page 135</i>
214	Traffic	4	General	MCDOT (TP)	See note number 6 under 'General Requirements For Pavement Marking Plans' on how to show the existing pavement markings. Distinguish the new from the existing.	A	A	WWS	<i>The existing markings will be shown 500' past the proposed improvements.</i>
215	Traffic	5	General	MCDOT (TP)	Plans line weights are very light, hard to read.	A	A	WWS	<i>Lineweights on the plan sheets used are per the MCDOT CAD standards. Lineweights on the striping cover sheet that are difficult to see will be increased.</i>
216	Traffic	6	General	MCDOT (TP)	Move the road name up out of the roadway.	A	A	WWS	<i>Will update.</i>
217	Traffic	7	General	MCDOT (TP)	Raised pavement markers shall be installed on the through traffic lanes side, on right and left turn lanes, typical where it applies. Make that correction on these plans.	A	A	WWS	<i>Will show RPM's along the 8SW stripe as being on the side of the thru lanes.</i>

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218	Traffic	8	General	MCDOT (TP)	The openings for the left or right turn lanes where there is vertical curb and gutter shall have an opening of 100 feet. Adjust the 8SW20 holding bars as needed.	D	D	WWS	<i>The openings will be updated within MCDOT jurisdiction. Comment 54 from the city of Peoria requests 150' openings for turn lanes within Peoria jurisdiction</i>
219	Traffic	9	General	MCDOT (TP)	8SW20 holding bars shall be of an even number length for the appropriate layout of the raised pavement markers.	A	A	WWS	<i>The 8SW20 holding bar on PM03 within MCDOT jurisdiction is 160' long and fits this request. All other 8SW20 holding bars in Peoria's jurisdiction are to fit Peoria's requests, such as their request in comment 54.</i>
220	Traffic	10	PM04	MCDOT (TP)	Mandatory right turn lanes shall have 3 right turn arrows see the MCDOT Pavement Marking Manual page 5 - 14.	B	D	WWS	<i>This right turn lane is in Peoria jurisdiction and will follow the response to comment 45: "Right turn arrow will follow PE-023-1 within COP jurisdiction. Right turn lane from Sta 406 to Sta 414 will have right turn pavement markings every 150' as discussed with Chris Lemka and Brandon Ferry."</i>
221	Traffic	11	General	MCDOT (TP)	The left and right turn lanes that are 160 feet long or shorter shall have just one pavement marking arrow.	A	A	WWS	<i>The eastbound left turn lane at 115th Avenue will have just one left turn arrow. Within city of Peoria jurisdictional limits, Peoria has instructed that a "second pavement arrow is typically not needed for turn lanes shorter than 150'."</i>

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222	Traffic	12	General	MCDOT (TP)	Left for right turn lanes that are 200 feet or longer shall have two preformed arrows installed.	D	D	WWS	<i>There are no turn lanes with more than 200' of storage space within MCDOT jurisdictional limits.</i>
223	Traffic	13	General	MCDOT (TP)	The second arrow shall be dimensioned 50 feet back from the 24SW stop bar, typical where it applies.	D	D	WWS	<i>There are no turn lanes with more than 200' of storage space within MCDOT jurisdictional limits, thus no turn lanes within MCDOT jurisdictional limits will have a second pavement marking arrow.</i>
224	Traffic	14	General	MCDOT (TP)	If more than one preformed arrow is used dimension the location.	A	A	WWS	<i>Pavement marking arrows that cannot be located based off of a standard detail will have a dimension added.</i>
225	Traffic	15	General	MCDOT (TP)	What is the length of the small carrot pavement marking at the exit of the left turn lanes, typical where it applies or are they all the same length?	A	A	WWS	<i>Carrot lengths vary and will be dimensioned on the plans. Left turn lanes with a carrot are 10' in width at the stop bar. We will dimension the lane on the plans.</i>
226	Traffic	16	General	MCDOT (TP)	See the MCDOT Pavement Marking Manual for the placement of the crosswalks on the dual ramps.	D	D	WWS	<i>Crosswalk skews relative to roadway are designed to be as minimal as possible given design constraints. We are coordinating with COP on crosswalk striping as all crosswalks are within COP jurisdiction.</i>



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227	Traffic	17	General	MCDOT (TP)	Dimension the crosswalk widths and location of the 24SW stop bars typical where it applies.	D	D	WWS	<i>The crosswalk dimensions are based off of standard details. Callouts have been added to reference these details.</i>
228	Traffic	18	PM09	MCDOT (TP)	On 107TH Avenue show how the new pavement markings are going to tie into the existing pavement markings typical where it applies.	A	A	WWS	<i>The tie in along 107th will be shown on PM017 and PM018.</i>
229	Traffic	19	PM011	MCDOT (TP)	The stationing 480+88 and Sta.481+25 do not tie into anything?	A	A	WWS	<i>The stationing callouts will be relocated.</i>
230	Traffic	20	PM012	MCDOT (TP)	What is the spacing of the chevrons in the painted islands?	A	A	WWS	<i>Chevrons will be spaced at 40' intervals only where the carot is 10+' wide.</i>
231	Traffic	21	PM016	MCDOT (TP)	On 107TH Avenue what is the width of the center left turn lane does it match what is on the north leg?	A	A	WWS	<i>The northbound left turn lane is 11'. A dimension will be added on the south leg. The southbound left turn lane is 10.5' at the stop bar.</i>
232	Traffic	22	PM016	MCDOT (TP)	On 107TH Avenue what is the length of the pavement marking taper. What formula was used to determine the length of the taper?	A	A	WWS	<i>The taper length and overall connection has been revised for Final Scoping and was collaborated on with City of Glendale. The taper length is now 275' long and is derived by <math>T=W*S</math>, where <math>275=5.5*50</math> mph (design speed).</i>
233	Traffic	23	PM018	MCDOT (TP)	On Glen Harbor Boulevard the right turn lane at Sta.30+37 is not going to work.	B/C	A	WWS	<i>Right turn lane design will be adjusted to follow MCDOT Pavement Marking Manual page 5-14, and will tie in to existing pavement markings that will be shown on the plan sheet.</i>

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234	Traffic	24	PMO18	MCDOT (TP)	On Glen Harbor Boulevard what is the spacing of the chevrons in the right turn lane holding bar?	A	A	WWS	<i>Chevrons will be spaced at 40' intervals only where the carrot is 10+ wide.</i>
235	Traffic	25	PMO18	MCDOT (TP)	On Glen Harbor Boulevard the raised pavement markers in the right turn lane holding bar that starts at Sta.30+37 are not installed correctly.	A	A	WWS	<i>RPM configuration will be revised.</i>
236	Traffic	26	PMO18	MCDOT (TP)	On Glen Harbor Boulevard the right turn lane at Sta.30+37 is not going to work.	B/C	A	WWS	<i>Right turn lane design will be adjusted to follow MCDOT Pavement Marking Manual page 5-14, and will tie in to existing pavement markings that will be shown on the plan sheet.</i>
237	Traffic	27	PMO16	MCDOT (TP)	On 107TH Avenue the pavement markings shall need to be broken for the side streets.	A	A	WWS	<i>Pavement markings will be broken at the intersection with Augusta Avenue.</i>
238	Roadway	1	General	MCDOT (KAA)	Set up CADD to print local file path, last user name and print date on the left sheet border, per checklist.	A	D	EEI	<i>Per discussions with Vivian Renthrop there is an error in the checklist and the last user name is not required. The file path and print date are already included.</i>
239	Roadway	2	Sht 2	MCDOT (KAA)	Make space for "Project Disturbed Area" information.	A	A	EPC	<i>Will update and add disturbed area</i>
240	Roadway	3	Sht 7 and General	MCDOT (KAA)	MCDOT plan set follows an order for sheets placement. After summary sheets, Typical Sections follow; not Geometric Control Sheets.	A	A	EPC	<i>Will update plan set order</i>
241	Roadway	4	Sht 7	MCDOT (KAA)	Clear designation between construction centerline and monument line when different, per checklist.	A	A	EEI	<i>Labels will be added.</i>
242	Roadway	5	Sht 7	MCDOT (KAA)	If the construction centerline and monument centerline differ at the beginning or end of the project, dimension bearding and distance tie to each other, per checklist..	A	A	EEI	<i>Dimensions will be added as necessary.</i>
243	Roadway	6	Shts 7 - 9	MCDOT (KAA)	Show and labeled jurisdictional boundaries, per checklist.	A	A	EEI	<i>Labels will be added.</i>
244	Roadway	7	Shts 7 - 10	MCDOT (KAA)	Show intersection equations for mainline and cross roads, per checklist.	A	A	EEI	<i>Intersection equations will be added.</i>

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245	Roadway	8	Sht 8	MCDOT (KAA)	Add 112th Avenue's centerline and label it because it is addressed in this design.	D	D	EEI	<b>No work along 112th Avenue is being performed beyond the curb returns.</b>
246	Roadway	9	Sht 22	MCDOT (KAA)	Dimension pavement width at the beginning of project.	A	A	EEI	<b>Dimensions will be added.</b>
247	Roadway	10	Sht 22	MCDOT (KAA)	Label beginning and ending of tapers with their offsets.	A	A	EEI	<b>Labels will be added.</b>
248	Roadway	11	Sht 23 to 85	MCDOT (KAA)	Show existing ground, pavement and curb on the left side of POB to which new paving is tied.	A	A	EEI	<b>Items will be added.</b>
249	Roadway	12	Sht 23 to 85	MCDOT (KAA)	Show proposed grades at the right end of profile(Match Line).	A	A	EEI	<b>Proposed grades will be added.</b>
250	Roadway	13	Sht 23 to 85	MCDOT (KAA)	Show Low point elevations on vertical curves.	A	A	EPC	<b>Will add low point elevations</b>
251	Roadway	14	Sht 42/Typical Section	MCDOT (KAA)	Typical Sections (Sheet 5) appear not to accurately represent design with detached sidewalk at Sta 429+47.59; check plans.	A	A	RWF	<b>Per Typical Section on Sheet 12 (Bottom), WB Sta 429+47.59 is within the range of detached sidewalk.</b>
252	Roadway	15	Sht 23 to 85	MCDOT (KAA)	Show existing and proposed utilities and drainage crossing centerlines in the profiles.	A	A	EG	<b>Will Show</b>
253	Roadway	16	Sht 23 to 86	MCDOT (KAA)	Paving plans are missing drainage elements in subdue linetype.	A	A	EPC	<b>Will add drainage elements to plan sheets</b>
254	Roadway	17	General	MCDOT (KAA)	Drainage items are missing in summary sheets.	A	A	EPC	<b>Drainage items to be added to summary sheets during final design</b>
255	Eng		E2	MCDOT (AEJ)	Revise statement "raised medians will decrease the amount of head on collisions" to clarify if it decreases from current conditions or in comparison to other candidate alts	D	D	EEI	<b>The sentence before the bulleted list states that the advantages of the Recommended Alternative are compared to the existing condition.</b>
256	Eng	1	80 of 107	MCDOT (AEJ)	Text states Evaluation of Alternatives Matrix is in Appendix D. The SDR Appx D is the 25% Cost Estimate. Revise or clarify if it is Appx D of a different report.	A	A	EEI	<b>Appendix number was updated.</b>
257	Eng	2	83 to 87 of 107	MCDOT (AEJ)	Tables refer to Appx G. Clarify if it is Appx G of a different report. (Typ)	A	A	EEI	<b>Appendix number was updated.</b>
258	Eng	3	89 of 107	MCDOT (AEJ)	Section 100.5.2 Appendices are off by one. Revise to match SDR Appendix list.	A	A	JAB	<b>Appendices numbering will be updated.</b>

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259	Eng	4	94 of 107	MCDOT (AEJ)	Section 1100.8 refers to Table 87, but should be Table 89. Revise.	A	A	EEl	<b>Table reference was updated.</b>
260	Eng	5	General (SDR)	MCDOT (AEJ)	See PDF of redlines for general text edits. Revise as necessary.	A	A	JAB	<b>Text will be updated.</b>
261	Eng	6	General (25% Plans)	MCDOT (AEJ)	See PDF of redlines for general drafting edits. Revise as necessary.	A	A	JAB	<b>Applicable redlines will be addressed</b>
262	Eng	7	P01	MCDOT (AEJ)	Label Sta/Off where curb and gutter ties to existing. (Typ all sheets)	A	A	EPC	<b>Will add labels</b>
263	Eng		P02, P016, PP010	MCDOT (AEJ)	Adjust curve data callout text size	A	A	EEl	<b>Curve data callouts were removed from the plan sheets.</b>
264	Eng	8	PR01	MCDOT (AEJ)	Label Top and G Sta/Off/EI of curb profiles at begin, end, and PC/PT points. (Typ)	A	A	EPC	<b>Curb profiles to be detailed during final design</b>
265	Eng	9	PR01	MCDOT (AEJ)	Vertical curve shows a SSD less than 570', which is listed as the minimum in the Design Criteria table. Revise to meet minimum or provide calcs to show the curve is acceptable. (Typ all curves.)	A	A	EPC	<b>Will update vertical curves</b>
266	Eng	10	PR06	MCDOT (AEJ)	The profile grade is shown as 0.10%, which is less than the minimum 0.15% shown in the Design Criteria table.	A	A	EPC	<b>Will update profile grade</b>
267	Eng	11	Cost Estimate	MCDOT (AEJ)	Adjust unit cost of ARAC to \$110 per Ton.	A	A	EPC	<b>Will update unit cost</b>
268		1	59	MCDOT (BN)	600.3.1: Add offsite stormwater will be under the subgrade in the 50-year storm and will not exceeds 6" in the 100-year storm.	A	A	EG	<b>Will add</b>
269		2	60	MCDOT (BN)	600.4.4: this section 600. be more specific	A	A	EG	<b>Will Expand</b>
270		3	60	MCDOT (BN)	600.4.4: correct meet to met	A	A	EEl	<b>Will update language.</b>
271		4	60	MCDOT (BN)	600.4.4: MCDOT requirement is 50-year under the subgrade. need to show what the 50-year flow is and convey it in the storm drain.	A	A	EG	<b>Will rerun StormCAD model with 50 yr flow</b>
272		5	61	MCDOT (BN)	600.10 Please submit scour calculations to FCD River mechanic branch.	A	A	EG	<b>Have begun coordination with FCD</b>
273		6	60	MCDOT (BN)	600.10: provide correspondences with FCD stating if a CLOMR is required for the bridge? provide approval of the HECRAS model and scour from FCD.	D	D	EG	<b>CLOMR/LOMR to be recommended during final design</b>

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274		7	225	MCDOT (BN)	SDR-C: Typical : show existing, proposed contours on all drainage sheets.	A	A	EG	<i>Will Show</i>
275		8	225	MCDOT (BN)	SDR-C: Typical: where does this pipe outlet to? if there is swale then show it.	D	D	EG	<i>Outlets to a basin currently being constructed</i>
276		9	225	MCDOT (BN)	SDR-C: Typical: show drainage arrows.	A	A	EG	<i>Will Show</i>
277		10	236	MCDOT (BN)	add to section 200.1 cross drainage criteria 50-year under the subgrade, 100-year max depth 6"	A	A	EG	<i>Will add</i>
278		11	200.3	MCDOT (BN)	section 200.3: will there be a design exception for offsite cross drainage?	B	D	EG	<i>No drainage exception is required</i>
279		12	240	MCDOT (BN)	Section 400- Since 2014, did they submit a LOMR, what is the status?	D	D	EG	<i>LOMR was approved and revised floodplain is reflected in updated in FEMA NFHL</i>
280		13	250	MCDOT (BN)	Section 600: how will those 100 cfs will be conveyed, do they meet design standard as outlined in table 6.7 of the Maricopa county drainage policies?	A	A	EG	<i>Will be conveyed in the storm drain system to the east</i>
281		14	254	MCDOT (BN)	section 800 - overtopping requires design exception?	D	D	EG	<i>No overtopping</i>
282		15	258	MCDOT (BN)	Appendix A: Show the project limits on the FEMA maps	A	A	EG	<i>Will Show</i>
283		16	270	MCDOT (BN)	Appendix C show CNR14 crossing Northern Avenue.	C	D	EG	<i>Exhibit is from KHA. Arrow from CNR14 crosses Northern to CNR15 Combination Point</i>

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284		17	270	MCDOT (BN)	Appendix C show RGL11 crossing Northern Avenue.	C	D	EG	<i>Exhibit is from KHA</i>
285		18	379	MCDOT (BN)	Appendix C: CNR14 is 10143 cfs how it is conveyed?	D	D	EG	<i>Conveyed in New River</i>
286		19	384	MCDOT (BN)	Appendix C: RGL11 is 182 cfs, how it is conveyed across northern avenue?	B	D	EG	<i>Flow is conveyed to the east</i>
287		20	514	MCDOT (BN)	Appendix D: show flow arrows, proposed contours.	A	A	EG	<i>Will Show</i>
288		21	546	MCDOT (BN)	Appendix E: Typical bypass flow should be added to the downstream catch basin.	A	A	EG	<i>Will Add Bypass</i>
289		22	623	MCDOT (BN)	Appendix F: Velocities less than 5 fps requires design exception per Maricopa County Drainage Policies.	B	A	EG	<i>May require design exception. Stormdrain is sized to convey offsite flows.</i>
290		23	673	MCDOT (BN)	Appendix G: provide approval from Flood Control river Mechanic branch of the scour analysis.	D	D	EG	<i>Coordination with FCDMC has begun and will continue under final design</i>
291		24	673	MCDOT (BN)	for a project that big, usually HEC6-T is performed.	B	D	EG	<i>Not in scope</i>
292		25	673	MCDOT (BN)	Drainage report: where is the retention basins design	A	A	EG	<i>Will Include</i>
293		26	673	MCDOT (BN)	Drainage report: where is the analysis of the swale we are conveying flow to?	A	A	EG	<i>Will Include</i>
294		27	673	MCDOT (BN)	Drainage report: where is the HECRAS analysis of the bridge?	A	A	EG	<i>Will include</i>
295		28		MCDOT (BN)	Consultant needs to submit a design exception for option 1 of the offsite flows at Northern & 107th Avenue.	D	D	EG	<i>Option is no longer viable</i>
296	Plans	1	Face Sheet	MCDOT (TG)	Include the percentage level of review in the square box next to Tile Block. Typical all sheets	A	A	JAB	<i>Title block will be updated.</i>
297	Plans	1	Sheet 2 of 233	MCDOT (TG)	General Notes - Note 1, check the latest County CADD Standards.	A	A	JAB	<i>General note 1 will be updated.</i>

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298	Plans	1	Sheet 2 of 233	MCDOT (TG)	Disturbed Area - Show total area to be disturbed.	A	A	JAB	<b>Total disturbed area will be shown.</b>
299	Plans	1	Sheet 2 of 233	MCDOT (TG)	Sheet Index - Show alpha numerical next to the numerical shown	A	A	CJ	<b>Sheet index will be updated.</b>
300	Plans	1	Sheet 10 of 233	MCDOT (TG)	Pavement Structural Section A - Check if a Tack Coat required between ARAC and AC pavement.	A	A	RWF	<b>Will revise.</b>
301	Plans	1	Sheet 10 of 233	MCDOT (TG)	Pavement Structural Sections - Provide pay items for the 4.0" PCCP Aggregate Base Course, 12.0", and 8.0" Aggregate Base Course.	D	D	EEL	<b>Pay items are included as part of the quantity summary sheets (p. 4-6) for the 4", 8" and 12" aggregate base courses.</b>
302	Plans	1	Sheet 10 of 233	MCDOT (TG)	Pavement Structural Section D - The 4 in layer of PCCP Aggregate Base Course is a new bearing layer, what is the purpose of adding the ABC to the PCCP layer? Will this layer have special specifications to be produced later as the project progresses in submittal?	A	A	RWF	<b>The ABC provides additional support for the section, which will provide access for maintenance vehicles in addition to pedestrians. The ABC will follow MAG standard specification section 310 - Placement and Construction of Aggregate Base Course.</b>
303	Plans	1	Sheet 13 of 233	MCDOT (TG)	Typical Section (Top) - There is a difference of 1 ft. between the main typical section (26 ft.) and the alternative drop (27 ft.), why?	A	A	RWF	<b>Main median plus first lane is 38' (26'+12'), which is the same overall dimension as the dropped section (6'+11'+10'+11').</b>
304	Plans	1	Sheet 17 of 233	MCDOT (TG)	Interchange the orientation of the sidewalk connection detail to be in consistent of sheet 72. Where possible, label the shown dimensions.	A	A	EPC	<b>Detail to be updated to provide additional clarity</b>
305	Plans	1	Sheet 23 of 233	MCDOT (TG)	Profile - Provide elevations at the beginning and end of profile for the left and right C & G. Typical all	A	A	EPC	<b>Curb profiles to be detailed during final design</b>
306	Plans	1	Sheets 27-28 of 233	MCDOT (TG)	Show dii PCC for the two radii 10496 ft. and 10262 ft.	A	A	EPC	<b>Callouts added to indicate taper between curves</b>
307	Plans	1	Sheet 32 of 233	MCDOT (TG)	115TH Avenue - Label R/W with dimensions	A	A	EPC	<b>R/W will be labeled and dimensioned.</b>

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308	Plans	1	Sheet 32 of 233	MCDOT (TG)	Show PC and PT for return curb. Typical	A	A	EPC	<i>Will add PC and PT information to plans</i>
309	Plans	1	Sheet 33 of 233	MCDOT (TG)	Show 115 the Avenue on profile with its return curbs on both sides. Typical	A	A	EPC	<i>Curb profiles to be detailed during final design</i>
310	Plans	1	Sheet 42 of 233	MCDOT (TG)	Reverse Curves - Show locations of PC, PT, and PRC. Locate the radius on the concavity side of curve, like the two Radii (R=300') to be in opposite directions. Typical	A	A	EPC	<i>Information to be added.</i>
311	Plans	1	Sheet 44 of 233	MCDOT (TG)	Construction Notes 6, 8, and 9 - Check with MCDOT Supplement for MAG ramps details restrictions with MCDOT R/W. Typical	A	A	EPC	<i>Construction notes 6, 8, and 9 are not proposed within MCDOT R/W. Will coordinate with City of Peoria on curb ramps within their jurisdiction</i>
312	Plans	1	Sheet 49 of 233	MCDOT (TG)	Show 109th and 110th Avenues with return curbs on profile. Typical other locations.	A	A	EPC	<i>Curb profiles to be detailed during final design</i>
313	Plans	1	Sheet 49 of 233	MCDOT (TG)	Plan - Note 10, list as a call out or delete.	A	A	EEI	<i>Callout will be updated.</i>
314	Plans	1	Sheet 66 of 233	MCDOT (TG)	Plan Note 8, show under Removal/Relocate or delete.	A	A	EEI	<i>Removal/Relocate note 8 will be added.</i>
315	Plans	1	Sheet 69 of 233	MCDOT (TG)	Show Driveway on profile. Typical	A	A	EPC	<i>Curb profiles to be detailed during final design</i>
316	Plans	1	Sheet 81 of 233	MCDOT (TG)	Show PT and PC of the 20' entrance. Typical	A	A	EEI	<i>PC and PT will be labeled.</i>
317	Plans	1	Sheet 85 of 233	MCDOT (TG)	Plan Note 2, add under Construction or delete. Also not 3, add under Removal/Relocate or delete.	A	A	EEI	<i>Callouts will be updated.</i>
318	Plans	1	Sheet 99 of 233	MCDOT (TG)	Plan Note 8, add under Removal/Relocate or delete	A	A	EEI	<i>Will verify and update</i>
319	Plans	1	Sheet 85 of 233	MCDOT (TG)	Saw Cut Lines - label with stations and offsets all corners. Similarly to New R/W, North, show offsets for the stations shown.	A	A	EEI	<i>Sawcut and R/W labels will be added.</i>
320	Plans	1	Sheet 87 of 233	MCDOT (TG)	Check location of 'See Dtl Sht 135'	A	A	EEI	<i>Detail refers to bollard, will verify callout is pointing to correct location</i>
321	Plans	1	Sheet 87 of 233	MCDOT (TG)	Label name of proposed road. Show R/W.	A	A	EPC	<i>Trail label and R/W callouts to be added</i>



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322	Plans	1	Sheet 88 of 233	MCDOT (TG)	Show Northern Avenue Finished Grade. Typical all	A	A	EEI	<b><i>Finish grade for Northern Avenue was added.</i></b>
323	Plans	1	Sheet 89 of 233	MCDOT (TG)	Sta 449+26 - Reverse the leaders pointing for Northern Avenue and Existing Ground @ Driveway CL.	A	A	EEI	<b><i>Labels will be updated.</i></b>
324	Plans	1	Sheet 89 of 233	MCDOT (TG)	Sta 491+43 - Check slope 25.28% with the RDM for the allowed driveway slopes.	A	A	EPC	<b><i>Slope will be checked.</i></b>
325	Plans	1	Sheet 93 of 233	MCDOT (TG)	Show Riprap plan dimensions. Typical all	A	A	EG	<b><i>Will indicate station/offset of riprap corners</i></b>
326	Plans	1	Sheet 99 of 233	MCDOT (TG)	Construction Note 30, could you delete this Lateral by connecting straight to the Manhole 02? Typical where applicable (See Sht 111).	B	D	EG	<b><i>Storm drain too large to run through catch basin sump</i></b>
327	Plans	1	Sheet 115 of 233	MCDOT (TG)	Note 15 - Check Construction call outs to replace or delete.	B	A	EG	<b><i>Will revise</i></b>
328	Plans	1	Sheet 140 of 233	MCDOT (TG)	Provide Total for all the Sub-Totals.	A	A	EEI	<b><i>Grand total will be added.</i></b>
329	X-Sections	1	General	MCDOT (TG)	<p>Produce cross sections as required by Roadway Design Manual 4.3.17 and as applicable herein</p> <ul style="list-style-type: none"> <li>- Use standard scaled plots no smaller than 1"=10' horizontal and 1"=5' vertical.</li> <li>- Show location of R/W lines on cross sections.</li> <li>- Show offset distance and elevation for all cross section grade break points. For slopes having a variable rate, identify slope rate.</li> <li>- Indicate the area of cut and fill for each section.</li> <li>- When a channel parallels the roadway show on a single cross section and notes the location of the dividing line between roadway excavation and channel excavation.</li> <li>- Provide cross sections to calculate earthwork for the Channel Excavation.</li> </ul> <p>The cross sections may be a separate set from the roadway cross sections or included on the roadway sections but with a separate set of cut &amp; fill quantities.</p> <ul style="list-style-type: none"> <li>- Provide all cross sections necessary to accurately calculate earthwork</li> </ul> <p>* Cross Sections are to begin and end at the start and end of earthwork.            * Provide cross sections at beginning and ending of transitions.</p>	A	A	EPC	<b><i>Cross sections will be updated.</i></b>

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330	Check Lists	1	Page 1 of 5	MCDOT (TG)	Roadway Design Plans - Why were two columns 15% and 25% checked, instead of one column only?	A	A	DCL	<i>We were completing the check lists as cumulative instead of for just a single submittal. In the future, we will only check the current submittal.</i>
331	Check Lists	1	Page 2 of 5	MCDOT (TG)	Project Disturbed Area - was not provided.	A	A	EEI	<i>Project disturbed area will be added.</i>
332	Check Lists	1	Page 5 of 5	MCDOT (TG)	Location of CL and R/W are not shown.	A	A	EEI	<i>CL and R/W will be called out on the cross section sheets.</i>
333	Check Lists	1	Page 5 of 5	MCDOT (TG)	Scale - is not provided.	A	A	EEI	<i>Scale will be added to the cross section sheets.</i>
334	Cost Estimate	1	Page 1 of 4	MCDOT (TG)	Items 325.10375 and 340.01110, Check with the latest 2020 BIML.	A	A	EEI	<i>Items 325.10375 and 340.01110 and their descriptions match those in the current BIML.</i>
335	Cost Estimate	1	Page 1 of 4	MCDOT (TG)	Replace all integers xxxxx with real numbers that match the section referred to in the MCDOT Supplement or MAG. For more information, see the INSTRUCTIONS given at the BIML first page	A	A	EEI	<i>The Recommended Alternative cost estimate only includes real numbers.</i>
336	DSDR	1	E3 of E4	MCDOT (TG)	Implementation Plan - Multiple Construction Groups are faster to deliver the finish work, but could be more costly due to many multiple factors as shown in the Engineer's Estimate blue area. For example, Mobilization/Demobilization, where the groups total cost will be very high and would be multiple times the listed figure.	A	A	EEI	<i>Noted.</i>
337	DSDR	1	Page 1 of 107	MCDOT (TG)	100.2 Background - Could you indicate Northern Parkway project number being constructed between Loop 303 and 112th Avenue, mentioned in paragraph number 6, right side.	A	A	EEI	<i>Project numbers will be added.</i>
338	DSDR	1	Page 6 of 107	MCDOT (TG)	MCDOT Value Engineering Report - Could you explain what meant 'side by side frontage road system', for example, frontage road on the north and south side of the road?	A	A	EEI	<i>Terminology used was from the original report. 'Side by side' was removed to avoid confusion.</i>
339	DSDR	1	Page 21 of 107	MCDOT (TG)	Table 10 - Design Criteria: Add the following items: Design Year, ADT Present and Future, Type of Terrain, and Roadway Classification	A	A	EEI	<i>Items will be added.</i>

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340	DSDR	1	Pages 55-87 of 107	MCDOT (TG)	Alternative Analysis Development and Analysis Summary - Page E3-E4 and here indicate that an Alternative Analysis Technical Memorandum (AATM) is part of the project documents. Why the duplication of AATM, instead to include only the Candidate Alternatives and Recommended Alternative in this DSDR?	B/C	A	CPA	<i>The AATM was included in the scope of the project and in the DSDR based on the requirements of the PDM (November 2019). Where possible within the SDR, a high level summary of the conceptual alternatives will be provided and a reference will be made to the AATM for further detail.</i>
341	DSDR	1	Page 97 of 107	MCDOT (TG)	1200 Design Exception - Option 2 is a viable when considering the number of agencies sponsoring the project. Besides the life of the project in years. The cost for each agency for each year will be minimal versus the damages might be sustained for any unpredicted rain frequency.	A	A	EI	<i>Noted.</i>
342	EIM	1		MCDOT (MPK, PL, JP, TT)	Additional comments in marked up pdf.	A	A	HP	<i>Comments addressed</i>
343	EIM	1	3	MCDOT (MPK)	Please confirm that the list of improvements is the same with what is included in the noise report and vice versa. Also both documents should align with the SOW included in the SDR.	A	A	HP	<i>Revised EIM and noise report to match SDR</i>
344	EIM	2	10	MCDOT (MPK)	The SDR specifies the name of this property as the New River Linear Park and the trail build within the Park. Please verify and revise.	A	A	HP	<i>Revised to match SDR</i>
345	EIM	3	12	MCDOT (MPK)	Mitigation may be required if migratory birds will be impacted by project activities.	A	A	HP	<i>Added language that mitigation measures may be needed if project affects MBTA protected species</i>
346	EIM	4	19	MCDOT (MPK)	If the New River Trail and Linear Park is not a 4(f) property, remove this mitigation. Add information regarding the temporary closure of the New River Trail and Linear park to Sec 4.4 Construction Related Impacts.	A	A	HP	<i>text moved</i>
347	EIM	5	19	MCDOT (MPK)	EPB will continue to be involved in the public involvement process for the project and will continue leading the coordination with ADFD, US Corps Of Engineers, ADOT EP, etc.	A	A	HP	<i>added text</i>

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348	EIM	6	19	MCDOT (MPK)	The SDR specifies the name of this property as the New River Linear Park and the trail build within the Park. Please verify and revise.	A	A	HP	<i>Revised to match SDR</i>
349	EIM	7	19	MCDOT (MPK)	Indicate if the New River and Linear Park has been completed. Include information regarding the current name(s), ownership, purpose and use. Based on this information indicate if potential 4(f) protection will be afforded to this property. Indicate if there are other potential 4(f) properties in the area.	A	A	HP	<i>revised to include current information</i>
350	EIM	8	19	MCDOT (MPK)	Indicate and list the agencies that have been involved in the project and that will be coordinated with in the future. i.e. ADGF, FWS, Corps, SRP/BOR, FCD, etc.	A	A	HP	<i>Agencies involved added and reference added to SDR section 2100</i>
351	EIM	1	1	MCDOT (PL)	EIM was not prepared by MCDOT. Suggest change language to "Prepared by AZTEC for the Maricopa County Department of Transportation."	A	A	HP	<i>revised per comment</i>
352	EIM	2	11	MCDOT (PL)	City of Phoenix is not in the project area according to the figures.	A	A	HP	<i>revised per comment</i>
353	EIM	3	12	MCDOT (PL)	Environmental Considerations for design/construction. The sentence is confusing suggest reworded or broken apart to reflect the specific pieces. Biological surveys may only be required for ESA or MBTA species, but under native plant law only a notice of intent to clear land submittal to Arizona Department of Agriculture is required if impacts will exceed 0.25 acres of native plants.	A	A	HP	<i>revised per comment into 2 separate statements</i>
354	EIM	4	12	MCDOT (PL)	What is the justification that the Northern Parkway corridor is habitat for the desert tortoise? Please forward the AGFD env review tool and the IPaC tool	A	A	HP	<i>IPAC and AGFD tool will be included in revised submittal</i>
355	EIM	1	1	MCDOT (JP)	Be consistent throughout the document; either use superscript or not (body of document doesn't use superscript).	A	A	HP	<i>revised per comment</i>
356	EIM	2	2	MCDOT (JP)	What is the Appendix (not attached/included in this document). Typically we include a References Section, not an Appendix with the EIM.	A	A	HP	<i>revised to "References"</i>
357	EIM	3	7	MCDOT (JP)	Will the relocations disproportionately impact the minority or other protected classes?	A	A	HP	<i>added clarification that relocations are not anticipated to disproportionately affect protect populations</i>

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358	EIM	4	8	MCDOT (JP)	How can you have 82.6% white in a block group but also 73.54% minority?  Explain the discrepancy and why the numbers don't add up to 100% (but rather 156% of the block group population)	A	A	HP	<i>This is due to Hispanic being an ethnicity not a race. Revised calculations to remove double counting</i>
359	EIM	5	19	MCDOT (JP)	What was the overall sentiment by the public? Were concerns addressed? How were the concerns from the public handled?	A	A	HP	<i>Added information about topics received including noise access</i>
360	EIM	6	20	MCDOT (JP)	These considerations should be verbatim as in the document.	A	A	HP	<i>revised to match earlier text</i>
361	EIM	1	7	MCDOT (TT)	MCDOT Thresholds are as follows: Linguistic isolation: 5% or higher Minority population: 41% or higher Population in poverty: 14.7% or higher Disability: 18% or higher	A	A	HP	<i>added language per comment</i>
362	EIM	2	14	MCDOT (TT)	Maricopa County Air Quality Department and ADOSH	A	A	HP	<i>agencies added per comment</i>
363	General	1		MCDOT (RD)	No comments.	A	A	EEI	<i>Thank you for your review.</i>
364	General	1		MCDOT (DF)	No comments.	A	A	EEI	<i>Thank you for your review.</i>
365	General	1		MCDOT (TR)	No comments.	A	A	EEI	<i>Thank you for your review.</i>
366	General	1		MCDOT (RT)	I have no comments. I am okay with emergency access proposal and the turnaround design plan.	A	A	EEI	<i>Noted. Thank you for your review.</i>
367	SDR	1	E4	MCDOT (CW)	On page E4 it say obligation must be by FY 26. Some time back MAG has indicated they want all projects obligated by FY 25. You might want to check on the obligation deadline.	B/C	A	CPA	<i>Terminology was updated to discuss program expiration rather than obligation date.</i>
368	SDR	2	FS1	MCDOT (CW)	The data on page FS1 indicates a construction year of FY 25. If you started design today 1580 days puts design completion in late January 2025 but we are not starting until late spring so construction year is FY 26 at the earliest.	A	A	EEI	<i>Will review schedule and adjust accordingly.</i>
369	General	3		MCDOT (CW)	Have you considered the time for construction obligation and bidding the project in developing the schedule?	A	A	EEI	<i>Three months were allocated to these activities.</i>

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370	General	4		MCDOT (CW)	Does the design duration take into the coordination of the plan reviews and issue resolution between the partners? Historically it has been very slow.	A	A	EEI	<i>The standard two week review period was included in the schedule. An additional month will be added for the 100% submittal to take into account the coordination delays</i>
371	Bridge	1		COP (CL)	We do not have any comments at this time...except for a better understanding on the conduit allocation for the bridge. Dan will be asking for a table that identifies the conduits in the bridge and their purpose. Thanks	A	A	EEI	<i>Thank you for your review.</i>
372	MCRED	1	Throughout	MCRED (TD)	Utility Easement line weight shown is typically associated with new ROW	A	A	ARC	<i>Utility easement removed from project</i>
373	MCRED	2	Throughout	MCRED (TD)	Is it possible to add improvements/structures in order to determine how the ROW line could impact the parcel?	A	A	EPC	<i>Will turn on structures in topo</i>
374	MCRED	3	44	MCRED (TD)	Existing ROW line is shown as a solid line on the NE corner	A	A	EPC	<i>Exist ROW is under edge of sidewalk line</i>
375	MCRED	4	48	MCRED (TD)	SE corner Fill to remain within existing ROW	A	A	EPC	<i>Will ensure fill line is within ROW</i>
376	MCRED	5	48	MCRED (TD)	SW corner will a TCE be required to construct the curb?	A	A	EPC	<i>TCE not required</i>
377	MCRED	6	50	MCRED (TD)	SW corner will a TCE be required to construct the curb?	A	A	EPC	<i>TCE not required</i>
378	MCRED	7	54	MCRED (TD)	SE corner Utility Easement line pointing to New ROW line work.	A	A	EPC	<i>Utility easement removed from project</i>
379	MCRED	8	54	MCRED (TD)	Utility Easement line should tie into ROW.	A	A	EPC	<i>Utility easement removed from project</i>
380	MCRED	9	56	MCRED (TD)	No call out for the removal of the well.	A	A	EPC	<i>Will add callout</i>
381	MCRED	10	56	MCRED (TD)	The New ROW on the S side of the road for the purpose of relocating the well can not be acquired as part of this project.	A	A	EPC	<i>Will update to remove this ROW</i>
382	MCRED	11	throughout	MCRED (TD)	The line weight for the privacy walls are referenced as chainlink fence.	A	A	EPC	<i>Will update</i>
383	MCRED	12	66	MCRED (TD)	NE corner pull cut within the Utility Easement area.	A	A	EPC	<i>Will update</i>
384	MCRED	13	68	MCRED (TD)	Pull cut line within the Utility Easement area on the north and south sides.	A	A	EPC	<i>Will update</i>
385	MCRED	14	70	MCRED (TD)	Pull cut and fill lines within the Utility Easement area.	A	A	EPC	<i>Will update</i>

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386	MCRED	15	74	MCRED (TD)	New ROW line weight is identical to the Utility Easement line.	A	A	EPC	<i>Will update</i>
387	MCRED	16	80	MCRED (TD)	SW corner Utility Easement line missing identifier.	A	A	EPC	<i>Utility easement removed from project</i>
388	MCRED	17	80	MCRED (TD)	NE corner new ROW line shown but no identifier.	A	A	EPC	<i>Will add callout</i>
389	MCRED	18	81	MCRED (TD)	NW side has what appears to be a TCE line with a line drawn to it but no identifier.	A	A	EPC	<i>Will add callout</i>
390	MCRED	19	85	MCRED (TD)	TCE required on the SW side to construct the D/W.	A	A	EPC	<i>Will evaluate and add TCE as required</i>
391	MCRED	20	Throughout	MCRED (TD)	TCE's will be required if any work for the encroaching walls is to be completed.	B/C	A	EPC	<i>Plans will be updated to include reconstruction of privacy walls.</i>
392	MCRED	21	Throughout	MCRED (TD)	If the Utility Easements throughout the project are not a necessity to the current project we may not be able to condemn on them if the property owner does not consent. Consider removing them unless absolutely required.	B/C	A	EPC	<i>Per discussions with Project Partners PUEs will not be included as part of this project.</i>
393	MCRED	22	36	MCRED (TD)	Utility Easement to be removed from Dirt 101 parcel and City of Glendale parcel.	A	A	EPC	<i>Will remove</i>
394	MCRED	23	Throughout	MCRED (TD)	If there are any cut or fill lines that straddle the ROW line or go just beyond you will either need a TCE to complete the work or an Easement if you will be maintaining the area in the after condition and do not wish it to be disturbed	A	A	EPC	<i>Will update</i>
395	MCRED	24	66	MCRED (TD)	Include Match Sheet on North and South	A	A	CJ	<i>Will add</i>
396	MCRED	25	48	MCRED (TD)	The curb on the SW side appears to extend beyond the ROW. A TCE will be required and the edge of curb will have to be pulled back within the ROW or consider acquiring the row.	A	A	EPC	<i>Will update</i>
397	MCRED	26	48	MCRED (TD)	On the NE at the Pig Launcher will there be sufficient room to complete the work? A TCE may be required if not.	A	A	EPC	<i>TCE not required</i>
398	MCRED	27	Throughout	MCRED (TD)	PUE's to be removed unless absolutely required	B/C	A	EPC	<i>Per discussions with Project Partners PUEs will not be included as part of this project.</i>

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399	MCRED	28	54	MCRED (TD)	There is a call out for the removal of chain link. If we are doing this as part of the project a TCE will be required. If this is to be done by the property owner please Remove by Others	B/C	A	EPC	<i>Plans updated to reflect fence removal by others.</i>
400	MCRED	29	54-56	MCRED (TD)	There is a small sliver of New ROW on the SW side owned by Glen Harbor. Would it be possible to reduce that ROW to stay within the property boundaries of 142-59-004B to avoid having two separate acquisitions?	A	A	EPC	<i>ROW limits to be updated</i>
401	MCRED	30	58	MCRED (TD)	There will be a small remnant left after the new ROW is acquired for 142-59-004B. Would it be possible to extend the New ROW down to the P/L?	A	A	EPC	<i>Will update to not leave small remnant parcels</i>
402	Landscaping & Aesthetics	1		Various	Additional comments were provided.	A	A	J2	<i>Will comply. (See comment 203)</i>
403	Land Survey	1		MCDOT (BD)	No comments.	A	A	EPI	<i>Thank you for your review.</i>
404	Signal Design	1	163	MCDOT	Phasing is incorrect - revise per MCDOT standards. Dominate phases are 2 & 6.	A	A	ARC	<i>The phasing at 115th Avenue will comply with the City of Peoria's standard phasing. Northern Avenue will use phases 2 &amp; 6.</i>
405	Signal Design	2	1	MCDOT	ADD the line items of the signal equipment to the Quantity Summary Sheet. Verify the signal items match in the Estimate, Quantity Summary and tables in the Signal Plans.	A	A	EPC	<i>Lump sum quantities will be added to the Summary of Quantities Sheet.</i>
406	Signal Design	3	general signal / ITS	MCDOT	There are fire pre-emption symbols on the plans. Will there be an IGA to install pre-emption equipment?	A	A	ARC	<i>The scoping document will indicate an IGA for pre-emption equipment will be expected with the City of Peoria.</i>
407	Signal Design	4	163	MCDOT	Why is the conduit quantities not shown in the table. We need a foot print cost of the conduit to the project. Conductor quantity is Lump Sum. The Conductor Schedule can be populate during the Design Phase.	A	A	ARC	<i>The Electrical Conduit table will be completed with the size, quantities, and install type.</i>



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408	Signal Design	5	163	MCDOT	Populate the Estimated Quantities Table, showing the signal equipment quantities.	A	A	ARC	<i>The Estimated Quantities table will be updated with signal equipment quantities.</i>
409	Signal Design	6	164	MCDOT	Pole Schedule and Location: Callout the video detection cameras and fire pre-emption symbols.	A	A	ARC	<i>Video detection and pre-emption symbols will be called out on the pole layout schedule sheet.</i>
410	Signal Design	7	164	MCDOT	Metro Street Name layout: Abbreviate Avenue to Ave.	A	A	ARC	<i>The street names will be abbreviated.</i>

Summary of Comments

TT0600: Northern Parkway, Agua Fria to 99th Avenue

<b>Submittal</b>	Final Scoping Design Report (FSDR), Cost Estimate, and Final Plans	<b>Project Name</b>	Northern Parkway: Agua Fria River to 99th Avenue Scoping
<b>Return Date</b>	4/12/2021	<b>Project Number</b>	MCDOT TT0600   ADOT TRACS NO. T0188 01L
<b>Reviewed By</b>	Tomi Ghazal	<b>Contract Number</b>	2018-036
<b>Agency</b>	MCDOT	<b>Consultant / Designer</b>	Burgess & Niple
<b>Discipline/Office</b>	Engineering	<b>Project Manager</b>	Ben Markert, PE

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1	Plans	1	Sheet 2 of 246	TG	General Notes Sheet - Update to the latest County CADD Standards.	A	A	EPC	<i>General notes updated</i>
2		2	Sheet 4 of 246	TG	items 420.00181 and 420.00181 - Provide Peoria Detail Number(s).	A	A	EPC	<i>Peoria working to determine specific details, will be included during final design</i>
3		3	Sheet 7 of 246	TG	Pavement Structural Section A - Label Tack Coat as shown in the Cost Estimate.	A	A	EPC	<i>Tack coat note updated</i>
4		4	Sheet 9 of 246	TG	Typical Section - Lower: Provide slopes for Match Existing similar to the upper one. <b>Typical all</b>	A	A	EPC	<i>Slopes added</i>
5		5	Sheet 13 of 246	TG	New River Trail - Specify Type of Fence(s).	A	A	EPC	<i>Fence Detail Reference added</i>
6		6	Sheet 17 of 246	TG	Varies - Provide upper and lower limits.	A	A	EPC	<i>Taper callouts added to provide min and max limits</i>
7		7	Sheet 17 of 246	TG	Construction - Include diluted Tack Coat and the corresponding weight.	A	A	EPC	<i>Tack coat quantity added</i>
8		8	Sheet 18 of 246	TG	Provide stations and offsets for beginnings and at Sheet Matching Lines for C&G elevations.	A	A	EPC	<i>Curb profile information to be completed during final design</i>
9		9	Sheet 18 of 246	TG	Provide elevations at beginning and end of sheet profiles.	A	A	EPC	<i>Curb profile information to be completed during final design</i>
10		10	Sheet 22 of 246	TG	Show Culvert Size crossings with inverts on profile.	A	A	EPC	<i>Culvert crossings added to profiles</i>
11		11	Sheet 26 of 246	TG	Provide C&G elevations every 50 feet for vertical curves left and right. <b>Typical all</b>	A	A	EPC	<i>Curb profile information to be completed during final design</i>
12		12	Sheet 27 of 246	TG	Construction - Note 23: Keep Description but add the 34 ft of C&G Transition to the transitioned C&G, i.e., call out No. 22. Typical	D	D	EPC	<i>Curb transition is a more complicated type of work with a higher unit price, quantified separately for this reason</i>
13		13	Sheet 28 of 246	TG	Show station, offsets, and elevations where the vertical curves are discontinued to the 115th Avenue on the North or the Driveway on the south. Also provide elevations for vertical curves C&G at the beginning and end of profiles. <b>Typical</b>	A	A	EPC	<i>Curb profile information to be completed during final design</i>
14		14	Sheets 27-28 of 246	TG	Reverse Curves with 300 ft radii - Label PC, PRC, and PT.	A	A	EPC	<i>Stations for PC, PRC and PT are included. An additional radius callout was added.</i>

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15		15	Sheet 35 of 246	TG	Construction - Note 10: Check with 2021 MCDOT Supplement for Restricted MAG Details to be used within the County Jurisdiction or R/W. <b>Typical</b>	D	D	DCL	<i>This curb ramp is within Peoria ROW and Peoria will own and maintain. Design has been vetted and deemed acceptable with Peoria staff.</i>
16		16	Sheet 39 of 246	TG	111TH Avenue - Could you provide the left and right R/W from centerline; or provide the station equation with Northern Avenue.	A	A	EPC	<i>RW dimensions added to 111th Avenue</i>
17		17	Sheet 39 of 246	TG	Construction - Call outs 5, 8, and 9: Check with 2021 MCDOT Supplement for Restricted MAG Details to be used within the County Jurisdiction or R/W. Typical	D	D	DCL	<i>This curb ramp is within Peoria ROW and Peoria will own and maintain. Design has been vetted and deemed acceptable with Peoria staff.</i>
18		18	Sheet 41 of 246	TG	110TH Avenue - Dimension left and right R/Ws from CL. Typical all Avenues	A	A	EPC	<i>RW dimensions added to cross streets, dimensioned from CL for all cross streets with defined CL</i>
19		19	Sheet 45 of 246	TG	Country Meadows Condominium - label TCE, return radii dimensions with D/W width.	D	D	DCL	<i>Design at Condominiums is not finalized. Needs shown on the plans are conceptual in nature. Final determination of needs will be determined as part of the ROW acquisition process during final design.</i>
20		20	Sheet 47 of 246	TG	Construction - Note 07: Check with 2021 MCDOT Supplement for Restricted MAG Details to be used within the County Jurisdiction or R/W. <b>Typical</b>	D	D	DCL	<i>This curb ramp is within Peoria ROW and Peoria will own and maintain. Design has been vetted and deemed acceptable with Peoria staff.</i>
21		21	Sheet 51 of 246	TG	Removal/Relocate - Call out No.12: Verify and add or delete.	D	D	DCL	<i>Chain link fence call out is at Sta 463+40, RT.</i>
22		22	Sheet 51 of 246	TG	Required Work Area - Label with stations and offsets for all defining points. <b>Typical all locations</b>	A	A	DCL	<i>The nomenclature and needs for the walls will be determined during final design. Detailed information will be added at that time.</i>
23		23	Sheet 57 of 246	TG	VARIABLES - For those too many varies, see RDM 4.3.9 Typical Sections to provide upper and lower limits for all continuous lines or at the at any change in directions such as at taper points.	A	A	EPC	<i>Taper callouts added to provide min and max limits</i>
24		24	Sheet 68 of 246	TG	Label these two lines at the bottom of the sheet. Typical	A	A	EPC	<i>Label added</i>
25		25	Sheet 71 of 246	TG	Removal/Relocate - Call out 3: Indicate on Plan.	A	A	EPC	<i>Callout added</i>
26		26	Sheet 76 of 246	TG	Removal/Relocate - Notes 2,3, 11, and 20: Show on Plan otherwise delete.	A	A	EPC	<i>Callouts removed</i>
27		27	Sheet 78 of 246	TG	Orangewood Avenue - Label the points for all saw cut points around 107TH Avenue. Typical	A	A	EPC	<i>Sawcut Points Updated</i>
28		28	Sheet 84 of 246	TG	Rotate 180° or North all stations which belong to 117TH Avenue CL. <b>Typical</b>	A	A	DCL	<i>Stationing text for 111th Ave will be updated during final design.</i>

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29		29	Sheet 102 of 246	TG	Plan Note 48 - Change to Note 49 as shown in the call out.	A	A	EG	<i>Will Revise</i>
30		30	Sheet 103 of 246	TG	Plan Note 0 CB 18 - Change the number 0 to a known catch basin number, otherwise delete.	A	A	EG	<i>Will Revise</i>
31		31	Sheet 114 of 246	TG	STM 15 (24") - Replace by a Drain connecting CB 48 and CB 46 both located at the NWC. This replacement will eliminate the interference with the curb ramp located at the NEC, removing MH23 and shorter storm sewer line.	B	D	EG	<i>Layout may still require a manhole connection and interference with sidewalk and ramp at NWC. To be evaluated further in final design.</i>
32		32	Sheet 116 of 246	TG	MH26 - Consider moving this manhole to replace the lateral pipe connection (call out 37) by rerouting the storm line No. 15 (24") at a skew angle to the new location of the MH26.	B	D	EG	<i>MH 26 to remain in place. Pipe from CB54 may be angled to connect at MH. To be evaluated in final design.</i>
33		33	Sheet 123 of 246	TG	Note 15 - Provide station and offsets for the corners with a profile showing the depth. <b>Typical</b>	A	A	EG	<i>Will add station/offset and profile</i>
34		34	Sheet 137 of 246	TG	New Basin - The depth of the Basin is: HW - Bottom = 7 ft. Verify if this depth of 7 ft (per MCDPS or MC FCD Hydraulics and Hydrology Manuals) requires fencing? <b>Typical</b>	A	A	DCL	<i>The basin will be owned and maintained by Peoria. The depth of the basin does require a fence as shown on plan sheets 31 and 33.</i>
35		35	Sheet 161 of 246	TG	Wingwall Section A-A (NTS): Check if weep hole(s) is required!	A	A	EN	<i>Weep holes to be determined during final design</i>
36		36	Sheet 161 of 246	TG	Notes - 2. Indicate, (for the time being in Note 1) to the ADOT 2008 Road and Bridge Construction Manual where these Sections 810 and 913 are located; until, however, these ADOT Manual subsections are introduced later to Special Provisions or the Manual itself becomes part of the Project List of Precedence (MAG 104.1.1 General).	A	A	EN	<i>Note 2 will be removed</i>
37	X - Sections	37	Face Sheet	TG	Not Provided	A	A	EPC	<i>Face Sheet Added to Cross Sections</i>
38		38	General	TG	Provide Mass Diagram, if part of the SOW.	A	A	EPC	<i>Mass Diagram to be completed during final design</i>
39		39	Sheet 1 of 54	TG	Some sheets require R/Ws and fill slopes. If R/Ws are beyond the sheet horizontal limits, show R/Ws dimension lines with a breaks. <b>Typical all</b>	A	A	EPC	<i>R/W shown with breaks</i>
40		40	Sheet 23 of 54	TG	Clear overlapping on the right side. <b>Typical all</b>	A	A	EPC	<i>Overlapping text updated</i>

Summary of Comments

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No	Discipline	Original No.	Item* / Dgn / Sht / Pg. #	Comment By	Comment	Disposition		Comment Addressed By	Response / Comment
						Initial	Final		
41	Check Lists	41	Page 1 of 3	TG	Design Criteria - The following have not been provided: General: Average Project elevation. Roadway Design Criteria: All except Lane Widths, Maximum and Minimum slope rates, and Minimum Stopping Sight Distance.	A	A	DCL	<i>Appendix SDR-L has been updated to include design criteria approved by the Project Partners and utilized for the project.</i>
42		42	Page 5 of 5	TG	Cross Section Sheets - The Following have not been provided: Face Sheet and some R/Ws are not shown like sheets 1, 3, 5 of 54	A	A	EPC	<i>Face sheet added, R/W shown with breaks</i>
43		43	Page 5 of 5	TG	Items 325.10375 and 340.01110, Check with the latest 2020 BIML.	A	A	EPC	<i>Item descriptions verified to match 2020 BIML</i>
44	Cost Estimate	44	Page 1 of 3	TG	Item 340.01183, change to 340.01181. Since Description shows H=3 in < H=6 in, in BIML.	A	A	EPC	<i>Item number updated</i>
45		45	Page 1 of 3	TG	Items 340.01349, 340.01390, 340.01391, 340.01392, 340.01405, and 340.01425 with MAG Details are restricted to be used in MCDOT Right-of-Way. See Maricopa County Standard Details page.	D	D	DCL	<i>All curb ramps are within Peoria/Glendale ROW and Peoria/Glendale will own and maintain. Design has been vetted and deemed acceptable with city staff.</i>
46		46	Page 1 of 3	TG	Item 340.01440 - Attach Glendale Detail G-458. <b>Typical all Cities.</b>	A	A	BL	<i>PDF of city details updated to include all details</i>
47		47	Page 2 of 3	TG	Items 420.00181 and 420.00182 - Replace XXX by number and then attach corresponding Peoria Details to future submittal.	A	A	EPC	<i>Peoria working to determine specific details, will be included during final design</i>
48		48	Page 2 of 3	TG	Item 461.01522 - Replace last two digits by 19. Reason to keep number within Paint domain and not in Thermoplastic domain.	A	A	EPC	<i>Item number updated</i>
49		49	Page 2 of 3	TG	Item 461.01523 - Revise description as follows: Paint Green Bike Lane.	A	A	EPC	<i>Item description updated</i>
50		50	Page 2 of 3	TG	Item 505.01001 - Change to 505.04100	A	A	EPC	<i>Changed to 505.07000 per comment below</i>
51		51	Page 2 of 3	TG	Item 471.60000 - Change to 470.90000. This number complies with MCDOT Supplement Section 70 for Traffic Signals.	A	A	EPC	<i>Item number updated</i>
52		52	Page 2 of 3	TG	Item 505.01001 - Change now to 505.07000. The Bridge Lump Sum amount may include some or all the constructions items or fixtures listed in the BIML for installations purposes.	A	A	EPC	<i>Item number updated</i>
53		53	Page 3 of 3	TG	Item 804.01000 - Delete. It should be part of the Bridge Lump Sum Item.	D	D	EPC	<i>Bridge aesthetics are being funded separately, line item allows project partners to understand this specific cost</i>
54	SDR	54	iii of vi	TG	Table 1 - Construction Phases: Check location and page number. If it does not exist or is misplaced, please correct the other tables numbering system, for example, Table 2 will be Table 1 on page 7; and so on for other tables numbering system and page locations.	A	A	EEI	<i>Will update Table numbering.</i>

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55		55	Pages 16-17 of 107	TG	200.3.1 Developments - Last paragraph, DSDR indicated previously that Coordination with Country Meadows Condominiums the subject matter will be finalized in the Final SDR, but the fact of the matter Coordination is still going on, why?	D	D	EEI	<i>Coordination has occurred and continues to occur with the Condominium HOA. The current proposed process to determine a resolution is through the right-of-way acquisition process during final design.</i>
56		56	Page 17 of 107	TG	200.4 Design Criteria - Include this subsection after Existing Land Use and Future Land Use, Zoning, and Developments Maps, where continuity of information is preserved.	A	A	EEI	<i>Will move section 200.4 - Design Criteria after the land use, zoning, and developments figures.</i>
57		57	Page 49 of 107	TG	600.3.1 Drainage Design Criteria - Bullet No. 2: Refer to MCDPS Table 6.7 to replace 'shall not exceed the top of curb' but to include lane water depth for 10-year peak	A	A	EG	<i>Will update text</i>
58		58	Page 50 of 107	TG	600.4.4 Hydrologic Modeling Results - Indicate by stations the locations of these HGL elevations: 1089.49, 1091.06, and 1094.33, as listed in the second paragraph.	A	A	EG	<i>Will indicate stations</i>
59		59	Pages 50-51 of 107	TG	600.5 Proposed Drainage Concept - Page 51 Second paragraph, from the top on the right side, is asking for a <u>design exception</u> in order to remove the proposed New River Basin and, hence, allow the storm water runoff from 107th Avenue to be discharged into the New River! This step may require to invite the Corps of Engineers to be involved in the Project Drainage alternatives and with all their reequipments are met!	B	A	EG	<i>The design exception is in regard to velocities in the storm drain. This section can be reworded to clarify the need for the exception and that it is not related to the presence of the basin adjacent to New River.</i>
60		60	Page 53 of 107	TG	Table 31 - Northern Avenue Basin Retention & Drain Times: Basin 113th Avenue Shows Poned Depth =3.6 ft > 3.0 ft. Check if fencing is required?	A	A	DCL	<i>The basin will be owned and maintained by Peoria. The depth of the basin does require a fence as shown on plan sheets 34 and 36.</i>
61		61	Page 54 of 107	TG	600.11 Bridge Hydraulic Analysis - Last paragraph needs to state the reason for CLOMR and LOMR	A	A	EG	<i>Will state reason for Map Revision</i>
62		62				A	A	DCL	<i>Row was blank.</i>
63		63	Pages 55-87 of 107	TG	1200 Design Exception - Option 2 is a viable when considering the number of agencies sponsoring the project. Besides the life of the project in years. The cost for each agency for each year will be minimal versus the damages might be sustained for any unpredicted rain frequency.	D	D	EG	<i>Alternative has been presented and determined to be not viable by the project partners</i>
64		64	Page 97 of 107	TG		A	A	DCL	<i>Comment was blank.</i>

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65	DCR	65	Page E2 of E4 Page 87 of 106	MPK	Under "The advantages of the Recommended Alternative" revise the sentence: "Environmental improvements may include increased noise and air quality due to the reduced traffic congestion", maybe to "Air quality in the area may be improved and traffic noise may be decreased due to the reduced traffic congestion."	A	A	EEI	<i>Language was revised.</i>
66		66	500.6 Environmental Approval	MPK	Remove the sentence currently there and place it under 500.4. (As not to create another subsection)  Under the 500.6 section place this sentence: The limits for TT0600 Northern Parkway: Agua Fria River to 99th Avenue fall within the study area for the 2010 Final EA [STP-MMA-0(034)N; 0000 MA MMA SS593 01C]. The Finding of No Significant Impact (FONSI) was approved by FHWA on May 11, 2010. An EA Re-evaluation will be completed to establish whether or not the FONSI remains valid.	A	A	EEI	<i>Language was updated.</i>
67		67	2000.4 Right-of-Way Acquisition Schedule	MPK	"Right-of-way purchases will be limited to those necessary for the construction of each phase of the project and will not begin until the approved National Environmental Policy Act (NEPA) has been validated for this phase of the project. Some right-of-way activities, such as ordering of title and appraisal reports, can commence prior to NEPA validation and generally correspond with the submittal of 60 percent design documents."	A	A	EEI	<i>Language was revised.</i>
68		68		MPK	To satisfy EIM comment (General comment 354) - IPAC and AGFD tool will be included in revised submittal – please submit the IPaC and AGFD tools.	A	A	EEI	<i>Will include in revised submittal.</i>
69		69		PA	No Comment	A	A	DCL	<i>Thank you for your review.</i>
70		70		BM	No comment	A	A	DCL	<i>Thank you for your review.</i>