



# Arizona Department of Transportation

## State Transportation Board

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

**Janice K. Brewer**  
*Governor*

**John S. Halikowski**  
*Director*

**Robert M. Montoya**  
*Chairman*

**William J. Feldmeier**  
*Vice Chairman*

**Felipe A. Zubia**  
**Bobbie Lundstrom**  
**Victor Flores**  
**Stephen W. Christy**  
**Kelly Anderson**

**Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of seven private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.**

### **BOARD AUTHORITY**

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director.

In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route of a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects.

With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction.

The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

### **CITIZEN INPUT**

Citizens may appear before the Transportation Board to be heard on any transportation-related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

### **MEETINGS**

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. In addition to the regular business meetings held each month, the Board also conducts three public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

### **BOARD MEETING PROCEDURE**

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion.

In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

### **BOARD CONTACT**

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007; Telephone (602) 712-7550.

**NOTICE OF PUBLIC MEETING  
OF THE  
STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a meeting open to the public, on Friday, October 15, 2010, beginning at 9:00 a.m., at the Wigwam Resort (Wigwam Ballroom), 300 E Wigwam Blvd., Avondale, Arizona 85340. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public.

**EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, October 15, 2010, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

**AMERICANS WITH DISABILITIES ACT**

Under the Americans with Disabilities Act, the Department must make a reasonable accommodation to allow a person with a disability to take part in a program, service or activity. For example, this means that if necessary, the Department must provide sign language interpreters for people who are deaf, a wheelchair accessible location, or enlarged print materials. It also means that the Department will take any other reasonable action that allows you to take part in and understand a program or activity, including making reasonable changes to an activity. If you believe that you will not be able to understand or take part in a program or activity because of your disability, please let us know of your disability needs in advance if at all possible. Please contact the ADA Coordinator at (602) 712-7761.

**AGENDA**

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 South 17th Avenue, Room 135, at least 24 hours in advance of the meeting.

**ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION.**

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such discussional items have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or Mary Currie, located at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-7550. Please be prepared to identify the specific agenda item or items of interest.

**Dated this 8th day of October, 2010**  
**STATE TRANSPORTATION BOARD**  
By: Mary Currie





**AGENDA**  
**STATE TRANSPORTATION BOARD MEETING**  
**9:00 a.m., Friday, October 15, 2010**  
**The Wigwam Resort**  
**Wigwam Ballroom**  
**300 E. Wigwam Blvd.**  
**Litchfield Park, Arizona 85340**

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a meeting open to the public on Friday, October 15, 2010, 9:00 a.m., at The Wigwam Resort (Wigwam Ballroom), 300 E. Wigwam Blvd., Litchfield Park, Arizona 85340. The Board may vote to go into Executive Session, which will not be open to the public, to discuss certain matters relating to any items on the agenda. Members of the Transportation Board will attend either in person or by telephone conference call.

**EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, October 15, 2010. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

**Pledge**

The Pledge of Allegiance led by Chairman Montoya.

**Roll Call**

Roll call by Board Secretary, Mary Currie

**Opening Remarks**

Opening remarks by Chairman Montoya.

**Call to the Audience** (Information and discussion)

An opportunity for citizens to discuss items of interest with the Board.

**Please fill out a Request for Public Input Form** and turn in to the Secretary if you wish to address the Board.

**Time limits may be imposed.**

**ITEM 1: District Engineer's Report**

District Engineer will provide an update on projects and issues of regional significance.

(For information and discussion only - Julie Kliewer, Phoenix Construction District Engineer)

**ITEM 2: Director's Report**

The Director will provide a report on current issues and events affecting ADOT, and also respond to issues raised at previous Board Meetings.  
(John Halikowski, Director)

**A) Individual Topics**

- Hoover Dam Opening
- Estimated program funding levels
- Rail activities
- Possible additional budget impacts

(For information and discussion only)

**B) Last Minute Items to Report**

(For information only. No discussion or questions)

**\*ITEM 3: Consent Agenda**

Consideration by the board of items included in the Consent Agenda. Any member of the board may ask that any item on the Consent Agenda be pulled for individual discussion and disposition.  
(For information and possible action)

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**Items on the Consent Agenda generally consist of the following:**

- Minutes of previous Board and PPAC meetings
- Highway Program Monitoring Report
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
  - ♦ Low bidder is no more than 15% under state estimate
  - ♦ Low bidder is no more than 10% over state estimate

**ITEM 4: Financial Report**

Staff will provide summary reports on revenue collections for Highway User Revenues, Maricopa Transportation Excise Tax Revenues, and Aviation Revenues comparing fiscal year results to last year's actuals and forecasts, and report on interest earnings, HELP Fund status, and other financial information relative to the Board and Department.  
(For information and discussion only – John Fink)

**ITEM 5: Financing Program**

Staff will provide an update on financing issues affecting the Board and the Department, including HURF and RARF Bonding, GAN issuances and Board Funding Obligations.  
(For information and discussion only – John Fink)

- ITEM 6: Multimodal Planning Division Report**  
Staff will present an update on the long-range statewide transportation plan and other planning activities pursuant to A.R.S. 28-506.  
(For information and discussion only – Jennifer Toth)
- \*ITEM 7: Priority Planning Advisory Committee (PPAC) PAGE 168**  
Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2011 - 2015 Statewide Transportation Facilities Construction Program.  
(For discussion and possible action – Jennifer Toth)
- ITEM 8: State Engineer’s Report PAGE 178**  
Staff will present a report showing the status of highway projects under construction, including total number and dollar value.  
(For information and discussion only - Floyd Roehrich)
- \*ITEM 9: Construction Contracts PAGE 185**  
Staff will present recommended construction project awards that are not on the Consent Agenda.  
(For discussion and possible action – Floyd Roehrich)
- ITEM 10: Comments and Suggestions**  
Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting Agendas.

**\*Adjournment**

\*ITEMS that may require Board Action

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**MINUTES APPROVAL**

- Special Board Meeting Minutes, September 1, 2010
- Board Study Session Minutes, September 1, 2010
- PPAC Minutes, September 3, 2010
- Board Meeting Minutes September 16, 2010
- Highway Program Monitoring Report

**RIGHT OF WAY RESOLUTIONS**

- ITEM 3a:** RES. NO: 2010-10-A-076  
 PROJECT: 060MA186H670201R  
 HIGHWAY: SUPERSTITION FREEWAY  
 SECTION: Higley Road T.I.  
 ROUTE NO. U. S. Route 60  
 ENG. DIST. Phoenix  
 COUNTY: Maricopa  
 RECOMMENDATION: Establish additional right of way as a state route and state highway for widening improvements.
- ITEM 3b:** RES. NO: 2010-10-A-077  
 PROJECT: 010MA151H744101R  
 HIGHWAY: PHOENIX – CASA GRANDE  
 SECTION: Salt River – Baseline Road  
 ROUTE NO. Interstate Route 10  
 ENG. DIST. Phoenix  
 COUNTY: Maricopa  
 PARCEL NO.: 7-10650  
 RECOMMENDATION: Establish new right of way as a state route by Early Acquisition.
- ITEM 3c:** RES. NO: 2010-10-A-078  
 PROJECT: N-900-0-700 / 084PN166.5H555101R  
 HIGHWAY: GILA BEND – CASA GRANDE  
 SECTION: Santa Rosa Wash Bridge  
 ROUTE NO. State Route 84  
 ENG. DIST. Tucson  
 COUNTY: Pinal  
 PARCEL NO.: 11-0877  
 RECOMMENDATION: Establish T.C.E. for a Bridge Scour Retrofit Project.

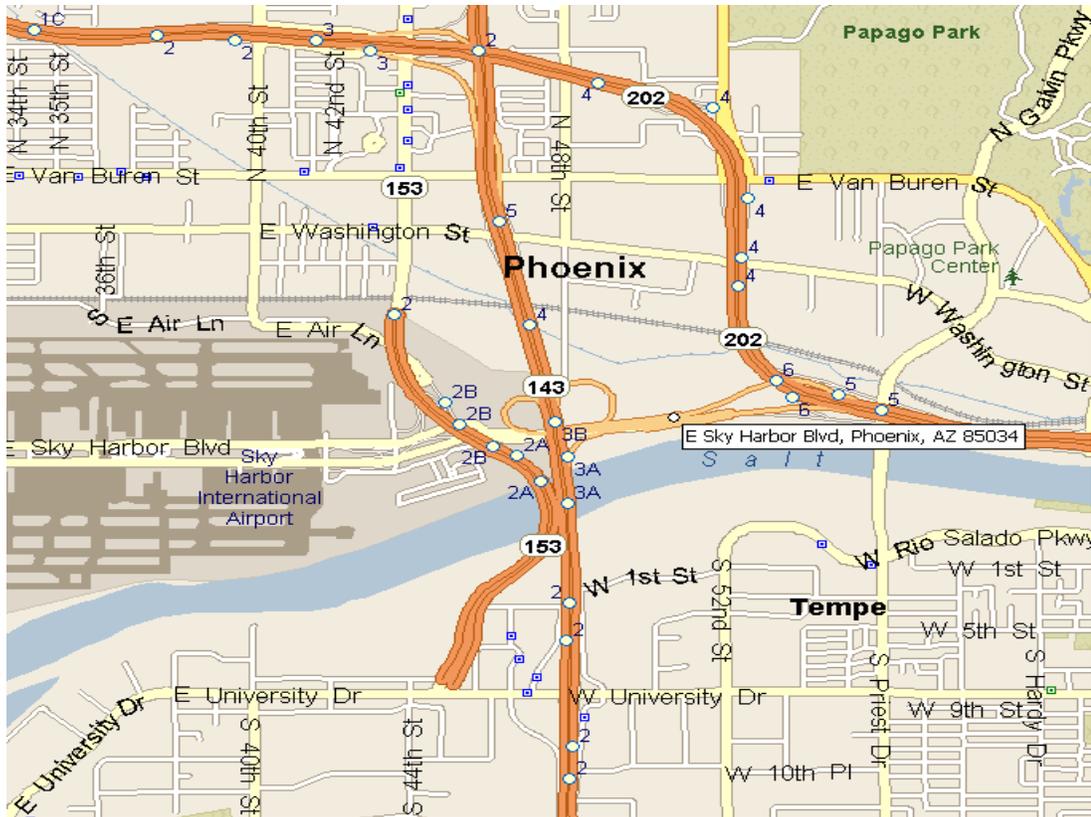
- ITEM 3d:** RES. NO: 2010-10-A-079  
PROJECT: U-191-B-802 / 191GH087H503701R  
HIGHWAY: BOWIE JCT. - SAFFORD  
SECTION: I-10 – S.R. 266  
ROUTE NO. U.S. Route 191  
ENG. DIST. Safford  
COUNTY: Graham  
PARCEL: 5-0425-A  
RECOMMENDATION: Establish new right of way as a state route and state highway for widening improvements.
- ITEM 3e:** RES. NO: 2010-10-A-080  
PROJECT: N-900-0-700 / 019SC019.3H555101R  
HIGHWAY: NOGALES – TUCSON  
SECTION: SPP Culvert @ M.P. 19.32  
ROUTE NO. Interstate Route 19  
ENG. DIST. Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0516  
RECOMMENDATION: Establish T.C.E. for Scour Retrofit improvements.
- ITEM 3f:** RES. NO: 2010-10-A-081  
PROJECT: U-093-A-701 / 093MO000H395501R  
HIGHWAY: KINGMAN – HOOVER DAM  
SECTION: Hoover Dam Bypass  
ROUTE NO. U.S. Route 93  
ENG. DIST. Kingman  
COUNTY: Mohave  
RECOMMENDATION: Establish new right of way as a state route and state highway for highway re-alignment.
- ITEM 3g:** RES. NO: 2010-10-A-082  
PROJECT: 089YV289H773201R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Kirkland Jct. M.P. 293  
ROUTE NO. State Route 89  
ENG. DIST. Prescott  
COUNTY: Yavapai  
RECOMMENDATION: Establish new right of way as a state route for drainage improvements.



**ITEM 3i:** BIDS OPENED: September 10 **PAGE 151**  
HIGHWAY: PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)  
SECTION: Viewpoint Dr TI  
COUNTY: Yavapai  
ROUTE NO.: SR 89A  
PROJECT: AC-EB-STP-TEA-A89-A(202)A 089A YV 322 H727601C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: FNF Construction, Inc.  
AMOUNT: \$ 11,352,402.87  
STATE AMOUNT: \$ 12,935,198.00  
\$ UNDER: \$ 1,582,795.13  
% UNDER: 12.2%  
NO. BIDDERS: 11  
RECOMMENDATION: AWARD



**ITEM 3j:** BIDS OPENED: September 16  
HIGHWAY: HOHOKAM EXPRESSWAY (SR 143)  
SECTION: SR 143/Sky Harbor Boulevard TI  
COUNTY: Maricopa  
ROUTE NO.: SR 143  
PROJECT: ARRA-STP-EB-143-A(200)A 143 MA 002 H752801C  
FUNDING: 96% Federal 4% State  
LOW BIDDER: Ames Construction, Inc.  
AMOUNT: \$ 17,816,566.22  
STATE AMOUNT: \$ 17,421,042.00  
\$ OVER : \$ 395,524.22  
% OVER: 2.3%  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD



**ITEM 3k:** BIDS OPENED: September 16  
HIGHWAY: PAYSON- SHOW LOW HIGHWAY (SR 260)  
SECTION: Doubtful Canyon  
COUNTY: Gila  
ROUTE NO.: SR 260  
PROJECT: AC-NH-053-2(043)N 260 GI 269 H469801C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Ames Construction, Inc.  
AMOUNT: \$ 29,359,128.77  
STATE AMOUNT: \$ 30,680,000.00  
\$ UNDER : \$ 1,320,871.23  
% UNDER: 4.3%  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD



**SPECIAL BOARD MEETING  
OF THE STATE TRANSPORTATION BOARD  
MEETING MINUTES  
10:00a.m., Wednesday, September 1, 2010  
Human Resource Development Center (HRDC) Grand Canyon Room  
1130 N. 22<sup>nd</sup> Avenue  
Phoenix, Arizona 85009**

**Pledge**

The Pledge of Allegiance led by Bill Feldmeier.

**Roll Call**

Roll call by Board Secretary, Mary Currie.

In attendance: Bob Montoya, Bill Feldmeier, Felipe Zubia, Bobbie Lundstrom, Victor Flores, Steve Christy (telephone), and Kelly Anderson.

**Opening Remarks**

Chairman Montoya remarked that it was nice to have the August break.

**ITEM 1: Consent Agenda – Floyd Roehrich**

There are 15 projects on the Consent Agenda. Mr. Roehrich asked the Board to pass a motion to recognize approval of all Consent Agenda items.

*Motion by Mr. Christy and a second by Mr. Anderson. In a voice note, the motion carries.*

**ITEM 2: Construction Contracts – Floyd Roehrich**

There are 5 separate projects that require Board action. We are looking at a little over \$51.5M of work going out as part of these contracts and for us it is a really good boost to the economy and to the industry. We have been closing out a lot of contracts. We have had quite a capacity left out there for us in the construction industry and we are really looking forward to these projects.

**ITEM 2a:** US 60 at Vicksburg Road. It is reconstructive road to install a roundabout. This contract is 21% under the Department's estimate. After reviewing that contract and in looking at the discrepancies between our estimate and the low bid, Combs Construction was able to find a much closer location to waste the material which gave him a greater economy of force and effort. We are starting to see very competitive prices in concrete and catch basin work and other products, steel products and other supply products because of the soft market right now. We have reviewed the bid and we do think it is a competent bid and we are recommending that this contract be awarded to Combs Construction. I have asked that the Board award contract Item #2a.

*Motion by Mr. Feldmeier and a second Ms. Lundstrom, in a voice note, motion carries for Item 2a.*

**ITEM 2b:** 32<sup>nd</sup> Street in the city of Yuma. Improvement projects along 32<sup>nd</sup> Street and 8<sup>th</sup> Street in basically 66 locations. It is a small project but the bids came in all as 15% over the Department's estimate. After reviewing the bidding condition and discussing with a couple of the bidders, we did find where the Department had underestimated the amount of traffic control required as well as the

amount of crews that each contractor would be using to increase the proficiency and efficiency of completing this project. We are looking at from 8 – 10 crews working on the 66 locations, most contractors said that they were going to use 25 – 30 crews which would increase the amount of traffic control required at any time. They would be working more locations to get the work done faster. In reviewing the contracting method and looking at the costs, I would provide that this is a competent bid. It just reflects that the industry's approach would be different than the Department's approach. We are recommending awarding this contract. I would ask that the Board pass a motion to award Item #2b.

***Motion by Mr. Flores and a second by Ms. Lundstrom, in a voice note, motion carries for Item 2b.***

**ITEM 2c:** US 160 in the Tuba City area in the intersection of 160 and 264. This is a lighting project, an intersection lighting project with some related underground work for the electrical as well as a little bit of work for intersection improvement. It does reflect very competitive pricing. This estimate came in at almost 28% under the Department's estimate but again in reviewing the bids, not just a little bit but some of the other bids that we are receiving. We do think that it is a competent bid and we are recommending that the Board award Item #2c.

***Motion by Mr. Anderson and a second by Mr. Feldmeier, in a voice note, motion carries for Item 2c.***

**ITEM 2d:** This project has special consideration and because of that we are going to ask the Board take the Department's recommendation to reject all bids and let us re-bid it. At the bid opening Citywide Contracting was read as the apparent low bidder with a bid of \$241,160. The second low bidder was Southwest Concrete Paving with a bid of \$245,720.00 or in this case just about \$4,500 in bids. During the course of the bid, the Department had issued a second addendum which added an item to the project. We had found where we had left off a structural back-fill item on this project. It is 50 cubic yards, not a large quantity but given the size of this project at only about \$240,000, it is a significant item. They range from \$1,500 to \$7,700. The \$4,560 difference between the low bid and the second low bid falls within the range and under the maximum range of what would have been everyone else's bid. In the bid documents, Citywide had failed to acknowledge receipt of Addendum No. 2, which would have required their bidding to be rejected. But in reviewing why they did not get the Addendum, we found that at the time we had issued Addendum No. 2 and then sent it out we had put a wrong zip code on Citywide's address. When we had issued the Addendum we sent a copy of the Addendum to every contractor who picked up bids but in this case we made the mistake and put the wrong zip code on the Addendum that was mailed out to Citywide. Therefore Citywide did not get it in time to acknowledge the bid and include it in the bid. Therefore, they have bid on a separate project than everyone else had bid because they did not bid with Addendum No. 2's quantity of additional structural back-fill. In reviewing the bidding process which states that all bidders must competitively bid on a common basis and they must bid on the identical project, due to the Department's errors, these contractors did not bid on identical projects. Citywide has bid on a separate project through no fault of their own, they thought they were bidding on the project that was given to them which excluded the structural back-fill item and the rest of the bidders had bid including that item so they had bid on separate projects if you will, acknowledging the Addendum to the structural back-fill item. In this case with the discrepancy between the bidders that did not bid on a common package and due to the Department's estimate, we are asking that the Board reject all bids and all the Department to correct the error, resubmit it and to go ahead and re-bid it where everyone can bid on the same package and provide a competent bid.

Mr. Christy: I am just wondering, what does this do to the integrity of the bid process now since original bids though not complete were opened and shown to all the bidders.

Mr. Roehrich: Mr. Chairman, Mr. Christy, I think that it shows that we have a competent bidding process, meaning that if we find an error, we find an irregularity in it that is to no fault of the bidders, we as an agency accept that responsibility but we are going to maintain the integrity of the bidding process by correcting the error and giving everyone a common basis and a common bidding well, the same equal bidding environment in order to meet that bid.

Mr. Christy: I am just curious that if all the bidding has already been revealed, the fact that all the bidders revealed their bids, does that have any impact on the integrity of the system at this point.

Mr. Roehrich: In this case, they have only received the final bid numbers. They have not seen the individual items. There is still, in our opinion, a possibility of them to go back and use bidding strategy and still provide a competent bid. They now know, a number that has been placed out there by the competition that they have to take into consideration when they re-bid it. Instead of the Department's estimate that we have put out there for everyone to consider, they do have some insight into what the competition is bidding but again it is in an environment where they are all aware of that information, no one has an advantage over the other.

Mr. Christy: Mr. Chairman, Mr. Roehrich, this should not be a problem, then.

Mr. Chairman: I will ask this question, the rest of the bidders were given the opportunity to bid, they did.

Mr. Roehrich: Mr. Chairman, they submitted their bids including the Addendum, too, because they received it.

Mr. Chairman: Now this contractor did not because of the zip code error, once we had found that they had not revised their bid, could they not be able to mend their bid. That bid would then be judged to see if it would be the low bid or not.

Mr. Roehrich: Mr. Chairman, we could have asked for that probably, but I think, actually the law, the way it is written, I do not think the law really allows us to do that. Because now it is out in the open as a competitive bid, we are negotiating with them on bid pricing and giving them a second change to bid, a separate project and the same project as everyone else bid on, the intent of our competitive bidding process is that everyone submits the bid at the same time based upon the project. You open that in front of everyone and you know what the results are. Only in evaluating this afterwards, we found the discrepancy to go back and allow another contractor to change their bid whether it is our fault or anyone's fault, I think is outside the requirements of competitive bidding. We would be allowing them to change his bid after the fact. I think that in regard would give them the opportunity to have additional information that the others did not have.

Mr. Chairman: I think that is what Mr. Christy was alluding to, is that we are doing the same thing. Because now all of the bidders that were involved in this, know what the low bid was except for the modification of the Item that was excluded from this project.

Ron Aschenbach, Assistant AG: When you have one person that you are negotiating with so he can modify his bid, you are dealing with one person to the exclusion of all the others and it is not fair to the other bidders. Even though the bids have been opened and they have a target to shoot at, it is still a level playing field.

Mr. Flores: Do you have to let all of them do it over again or can you restrict it to the lowest bidder did in fact include the back-fill. Limit it to those two.

Ron Aschenbach, Assistant AG: No, it has to be open to everyone.

Mr. Roehrich: The recommendation is for the Board to pass a motion to reject all bids and direct the Department to rebid this project correcting the bidding error.

***Motion by Mr. Flores and a second by Ms. Lundstrom, in a voice note, motion carries for Item 2d.***

**ITEM 2e:** This is a landscaping project on I-17, the intersection of the 101 loop to Carefree Highway. ELS Construction was read as the apparent low bidder with a bid of just over \$4.6M. The second low bidder was Recon with a bid just over \$5.3M. Subsequent to the bid opening and reviewing ELS' bid, we found that they had made a clerical error in submitting their bid and it had to deal with the unit price that they had shown for Miscellaneous Work (Landform Graphics). They used a unit price of \$8,365, when it really should have been \$38,365. This is a fairly large discrepancy in unit price. By our specifications, ELS could choose to waive that discrepancy and accept the bid but they would have to take responsibility for \$510,000. To accept the error would have been detrimental to them financially. It is our recommendation that it is appropriate to reject their bid and to award it to the second low bidder. We have reviewed their bidding documents and saw that it was clearly an error. As we have done in the past when we have had a situation like this and we have agreed that it is really detrimental to the bidder as well as the Department to put us in the situation where we have to deal with the bidder that is already starting the project in financial difficulty, that we have rejected their bid, allowed them to take their bond back, and awarded to the second low bidder. In this case, our recommendation is to reject ELS Construction's bid without forfeiture of bond and award the contract to Recon.

***Motion by Mr. Flores and a second by Mr. Zubia, in a voice note, motion carries for Item 2e.***

***In a voice note, motion carries to adjourn the meeting.***

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Bob Montoya, Chairman  
State Transportation Board

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John S. Halikowski, Director  
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD STUDY SESSION**  
**MEETING MINUTES**  
**Wednesday, September 1, 2010**  
**Human Resource Development Center (HRDC) Grand Canyon Room**  
**1130 N. 22<sup>nd</sup> Avenue**  
**Phoenix, Arizona 85009**

**Roll Call**

In attendance: Bob Montoya, Bill Feldmeier, Felipe Zubia, Bobbie Lundstrom, Victor Flores, Steve Christy (telephone), and Kelly Anderson.

**Call to the Audience** - None

**ITEM 1: I – 11 Update – Bob Hazlett, MAG**

John McGee: I am sure that the Board has heard from a number of different sources about the concept of development of an I-11 between Tucson and Las Vegas overlying current SR93. This is a very long term concept but one that we believe, MAG believes, and the Governor's office believes is something that we should be looking very hard at developing. There are a number of steps in this process. As I said it would be a very long-term concept to actually get to that stage but we believe that there are good reasons for pursuing this course and so we have invited Bob here today to talk about the concept and to give the Board the opportunity to ask any questions.

Bob Hazlett: Mr. Chairman, I am Bob Hazlett, MAG Senior Engineer. We have been discussing this idea for the last couple of years as we started to complete some of the framework studies here in MAG region. ADOT and their statewide framework study identified the potential for this interstate corridor as well. MAG has embellished upon this concept and is looking at what some of the implications would be for this. This extends back to the Statewide Mobility Recognizant study, a joint study between MAG, PAG, ADOT, as well as the other COGs and MPO's. As part of that study, which also begets the statewide frameworks, we went around the state and received a lot of information from people that talk about where transportation is going. We did a lot of this before the downturn in the economy but I think that some of the item's that we see here on the map are still very prevalent. We still have a lot of commerce that is going to be coming in from Mexico in terms of making those connections especially to Guaymas / Hermosillo and Punta Colonet. We still have a lot of people from California, especially as their economy continues to falter and waiver, people wanting to move into Arizona and bring with them a lot of commerce and business. We still see a lot of that happening here in Arizona.

We have taken the tactic at MAG that if you are not moving the commercial vehicles and not moving freight, then we are not creating jobs and moving our economy forward. We know that at this time here in 2010, we need to do all we can to try and bring more jobs not only to the MAG region but also to our state of Arizona. Long Beach, Los Angeles seems to be a hub for a lot of freight activities. Across Arizona our mainland routes are going to have some very significant traffic on I-40 and I-10 and even the stretch of I-15 that is up in the northwest corner of the state.

Information we learned from the Transportation Research Board is that about one-third of all freight movements in the United States passes through Arizona, which is really significant. Long Beach and Los Angeles right now is responsible for almost 40% of this nation's freight and it is just going to continue to grow. We are looking at our neighboring states (reviewing pie charts) California, Colorado, and Texas and you see that the through traffic is not nearly as great as it is in Arizona. MAG has tried to figure out if there is any way we can start to work with that freight and add some value to it and maybe at the same time too increase our ability to be able to provide and allow for greater freight movements. There is a port that is being talked about in Mexico, by the name of Punta Colonet; 160 miles south of Ensenada. It has been talked about now for the better part of the last 15 – 20 years but what we have been hearing out of Mexico is that there seems to be a lot of movement on pushing that forward. It is identified to be one of the carriers for the super freighters that carry the goods back and forth across the Pacific Ocean. They are saying that Long Beach at Los Angeles is at capacity and would not be able to accept those super freighters. They are projecting for Punta Colonet that they will have about 1M TDU containers that will actually go back and forth and will contain goods, both raw goods as well as constructive goods. At the opening it is already at 1M and this puts it ahead of a lot of ports here in the United States: Oakland, Seattle, Tacoma, Houston, and Charleston. What it is projecting to do by 2030 is carry almost 6M TDU. What it is important to note about this is that this port is really being constructed not only to help Mexico out but it is being targeted at the United States. When you look here at Long Beach / Los Angeles and you think about the population growth of the United States on a whole, right now we are roughly about 310M people. We are projecting to go to 450M people by the year 2050. That is a 25% increase. Unfortunately, given the current environmental regulations and zoning it makes it very difficult to really expand anything in Long Beach / Los Angeles. That is when we start to see Punta Colonet starts to really shine through. When we take a look at the trains for Pacific Shipping Times, these are days of traveling; right now between Shanghai to New York, it is roughly about 20 days to be able to traverse. This is still better than the travel time for vessels going through the Panama Canal. It is our understanding that even with the widening of the Panama Canal underway, these sailing times do not change very much. When you think about business being about time and time being money, we said that what if we did go through Punta Colonet and came through Arizona, we see that time could be sliced by as much as an entire day's worth of travel. Boats can only go so fast. A lot of the Far East shippers like to do is try and get the cargo off the boats as quickly as possible and put it onto the rail where it can move a more quickly. You can kind of see that you get almost a day's travel time saved which from what we have heard through one of our logistics friends that this is almost gold in terms of what it can do for the economy and what it can also do for Arizona. We have been talking about trying to find ways to make us a little bit more attracted to the entire state in terms of being able to take these goods in. MAG has had some meetings with people from the SRT which is the kind of equivalent to the FHWA in Mexico. Representatives have sought us out and the thing that they have said is that they would like Punta Colonet to be able to have access to two Class I railroads in the United States. So when you start to take a look at the Class 1 railroads here in the Western United States, there are only three spots where the come together, El Paso, Los Angeles, and Phoenix and we start to see that we might have an opportunity here to be able to capture on this. Then when we include I-11, you start to see back haul opportunities; back to San Francisco, back to Portland, back to Seattle if the port does go all the way through there which makes this inland port opportunity, we feel, to be a game changer for MAG, Maricopa County, and the entire state's economy. Some statistics that we would like to throw out, everyone knows that Mesa, Tucson, Las Vegas that they have all grown significantly since the interstate system was laid out. In fact when you take a look at the original lay out of the interstate

system, Phoenix, Tucson, Las Vegas, and Reno have been high in population of 700K. Today, that is 8M. When they were laying things out back in the 1950's, they were more interested in getting everyone to California. With our need for greater mobility here and out west you start to see that maybe there are some routes missing on the system. There have been some routes added between 57 and 92 and you see these routes near by I- 82 and Washington state with the extension of I -70 from Denver over here to the fork in Utah, I- 44, I -27, and I -24. The concentration is really in the east where the population is, but out here in the west we have seen the same types if not greater population growth so that is where we start to see this I- 11 that is not necessarily going through just central Arizona and Las Vegas but may be extending all the way into Oregon or to Boise, we do not know yet. This may be the route where we start to see great opportunities on being able to move freight from Mexico to help service the intermountain west and start to see this corner start to thrive. This has been talked about with some of the people in the California Congressional Delegation and they are very excited about it, just at a different standpoint as this would provide relief to I-5. I-5 is heavily used and will continue to be heavily used, even with improvements to it. We start to see that I-11 may help relieve traffic and provide greater mobility.

Some of the things that we have talked about with ADOT staff and among ourselves is how to bring this into the state and how do you make this work. As John said in his opening remarks that we kind of see a big part of this being the overlay of US 93 and it is really terrific to see that ADOT and the Board have been very aggressive in maintaining the US 93 widening, adding a Right of Way if possible to convert it into a potential freeway. In Nevada, the section here between Las Vegas and Phoenix is the Boulder City Bypass that is really the last bit that needs to be looked at. Nevada DOT already has their EIS. It has already been recorded with a decision on it just trying to find funding for it. That leaves these other two critical issues is bridging it at the Hoover Dam and also to the extension into Phoenix. I think the Hoover Dam bypass bridge is a remarkable feat. It is really an amazing structure but it can carry interstate type facilities and can be built to interstate standards from what we understand. Bringing it into the Phoenix metro area, we have discussed that maybe we bring it straight down Grand Avenue. I made an opportunity for the Grand Avenue Freeway that was identified and brought here. That whole opportunity is lost and so when you look at our framework studies that have been identified for Hassayampa and Hidden, and you see this natural freeway corridor happen, you can see the natural progression of I-11 actually wrapping around Phoenix instead of coming into Phoenix itself. That again has been reflected in the statewide framework which was accepted by the Board in January. It is identified on the map as IX which is what we have to identify it as because there is no official designation for it yet. There is a coalition of business owners looking at this, the Can Do Coalition, connecting Arizona and Nevada, delivering opportunities. These are a few of the members of this and you can see that they represent business interests as well as governmental interests for both Arizona and Nevada. They are doing their best to try and move this forward in terms of replacing US 93 as the I-11.

One last thing to point out is the whole thing on freighting, the information that I have delivered to you today is mainly at a goal at this point. We are launching a framework study as part of our FY2011 unified planning work program, the RFP is on the street right now and we are both moving to get a number of solicitors to consult us and be able to help us with this study. We want to try and take the data that I have shown you and take from anecdotal and see what it is that we can honestly do in terms of moving freight. I will be happy to answer your questions or any of the Board members questions.

## **ITEM 2: Snow Removal and Maintenance Budgets – Floyd Roehrich**

Floyd Roehrich introduced Lonnie Hendrix, State Maintenance Engineer to review the program. Lonnie oversees the program from a management level and working with the district.

Lonnie Hendrix: We will start with what just occurred over the past winter. The series of storms that we received about the third week in January was about our third highest in history. Correspondingly, we had incurred a historical high for our snow and ice control costs. During that week in January when we had the back to back storms, we incurred \$1.4M in costs. We made a claim against FEMA hoping to receive federal funds, not knowing that a few months earlier they had changed the bar and were no longer reimbursing for snow removal. Twice our claim was denied. We had \$16M in damages to our highways due to that same storm but fortunately the FHWA has an emergency relief program that reimbursed for that amount so those projects are ongoing and we expect to be fully reimbursed for that work. In spite of budget cuts and the struggles that we are having as an agency, we are still able to maintain public safety and emergency response activities without any degradation.

(A graph is displayed showing snowfall in Flagstaff for the past 6 years) Flagstaff is a good indicator for how well we are doing statewide in terms of our storms. The graph displays expenditures in fighting those storms and there is a pretty good correlation between those two. You can see that we had a big storm in 2005 and expenses to match. 100 inches is about the average so you can see the degree of which we went over average. Really these two charts in my mind are graph representation of that statement that is there at the bottom is our resources that ADOT has that are dedicated for public safety activities are targeted based on need and priority and not necessarily budget or geography. In 2010 we probably had our worst budget in history, and were able to meet the need of probably our largest snow storms in history. Obviously, something had to give. We have reduced snow patrols; supervisors going out ahead of the storm and are reporting back. We have replaced a lot of that through the use of technology and I will mention that in just a second. In some of our lower volume secondary routes, we have mixed cinders with our deicer. It does not diminish the level of service and it does not put anyone at risk. When I refer to technology, we have roadway information system sites on I- 40 and I-17, which report pavement temperature, wind speed, precipitation, and with that information remotely we can make smarter decisions when it is combined with forecast as to when we call in our crews. If we call in a crew and pay them overtime, we would like them to show up a few hours before the storm rather than 12 hours before the storm.

Looking ahead to this coming winter, we feel that we are prepared even better than last year. We have increased our storage capacity in Flagstaff. Right now all of our storage facilities across the state are full and are ready to go. The budget situation has improved for us slightly so we have proceeded in hiring more plow drivers and operators. I also understand that in the northern districts, they like to ensure that their construction posts also have CDL's and they are ready to plow snow if necessary. We think that our capability and our level of service is expected to be as high as ever this coming winter.

This is an interesting slide from the National Weather Service web page on January 21<sup>st</sup>. When the people up north were fighting snow, a lot of storm events were going on around the state. A high wind warning in the Yuma area, flash flood warning in the Phoenix area, flood warning in Prescott, winter storm warning across Flagstaff, a dust storm along I- 40 and a blizzard warning in Safford. This gives an example of winter storm events we may have to fight in one day.

In summary, ADOT's commitment to our winter maintenance mission remains unchanged. It has remained at the high level that we have always expected. We have not compromised on the level of service that we have provided on any of our routes. In the last statement, it is really a simple statement but it really summarizes it. We try to manage our available resources as efficiently as possible but we do it based on the priority and need.

Mr. Feldmeier: When you talk about the funding that is needed to respond to these places and the adjustments that have been made, we certainly appreciate it up north. This funding level, is it kind of off of the top?

Lonnie Hendrix: No, we have been in a little different scenario over the last couple of years because our budget has been lowered. We have pulled back and centralized the budget a little bit more. For instance, if John Harper needs to buy chemicals, in a normal year they would have been allocated those funds and they would spend accordingly. These last two years, I have held them back and released those funds to the districts as they have hit the need and priority. Every year we go into the year with all options open. We have not set aside anything that is predetermined or off the top.

Floyd Roehrich: When we set the maintenance budget for the year, again, it is based upon a portion that we determine is necessary out of our full budget. Because off the top basically is, you have your people, approximately 50 people that fill it. You have their salaries, ERE, benefits, and things. Those come off the top on that. Then you have some standard costs that we have because we have got some red expenditures and things that come off it but the rest of the discretionary budget, that is where Lonnie starts looking at, into the districts, looking at what the needs are, some of the priorities of effort that we know routinely happen whether its Winter maintenance or other emergency events and other actions. He maintains a contingency that he manages exclusively and starts working with the districts. When they start seeing their expenditures decrease, he has the availability to put more in each district. I know there has been some talk recently that you cannot treat every district the same because they have different needs, and that is correct. We do not treat every district the same. It is based upon the size, need, availability of the priority of issues. There is the discretionary process for distribution as Lonnie works with the professionals to meet their needs.

Mr. Zubia: When you are talking about the Flagstaff District in particular, in the intensity of the past winter and the snow removal efforts that were placed there. In an effort to balance his ledger, was there money taken from other areas of the districts to cover for the snow. Did it hurt other areas of maintenance that needed to take place?

Lonnie Hendrix: I think statewide, I can say yes because obviously when we grant our activities with public safety first, mobility second, preservation third, and aesthetics fourth, undoubtedly, some of our preservations and our aesthetics areas suffered and you see that in our spending. That is to make sure that we always had whether it was on statewide levels or at a district level that we gave them all the tools that they needed to make sure they performed all their public safety and emergency response effectively. I am sure that every district felt that again on the lower level priorities.

Mr. Zubia: A couple of questions, one dealing with the actual maintenance, is there one form of snow removal that deteriorates the roadway system faster?

Lonnie Hendrix: There is probably one method I do know, and the people up north will see it in terms of the pavement markings and is hard on the raised pavement markings. A lot of times the strippers will have to go in and re-stripe spring. We use primarily a product called Ice Slicer and we monitor its use by calibrating our equipment to make sure we are only using the minimal amount and try to save on degradation or the impact on the system.

Mr. Zubia: What I am trying to understand the impact on the overall maintenance perspective after the winter season. By trying to be more cost effective, are we actually in fact degrading the system faster?

Lonnie Hendrix: Our old way of doing business was applying cinders and then plowing. That obviously had some effect. We moved over to chemicals and did it in a proactive mode; our roads have become a lot safer and we have had fewer accidents because it prevents ice from bonding to the pavement. We cannot ever go back because it is now the national standard.

Floyd Roehrich: The deicing materials are a little corrosive and do have some impact over time, it is not something that within 5 years our trucks are completely corroded through and our guardrails rust, but over the course of 10, 12, or 15 years you will see those impacts. There is a little bit of that cost, but we do not feel it is detrimental to the benefit and safety of using that material. We want to balance the environmental and the impacts of using it with the benefit of having them with the safety to the public. It is still is the best method for removing the ice and snow safely.

Mr. Zubia: The second question I had, had more to do with the National Weather Service map, which is actually a very powerful map when you start talking to legislators about funding. With that in mind and dealing with the significant event like that, describes a little bit of the interaction between what we do as ADOT in relation to whether it is the Homeland Security office with the state or Emergency Management system. Is there a way to tie the two together more from a funding perspective so that in the event, there are funds available that we could tap into as well particularly given the impact of the overall issue?

Lonnie Hendrix: During this event, the Governor did declare an emergency. The Division of Emergency Management usually stands up their emergency operations center, and often we will also. We made a very large claim against FEMA for snow removal but were unsuccessful. All the damage we will get back through FHWA. There is a high degree of interaction during this work. We are very tightly tied to DPS involving road closures and reopening. We send situation reports to the counties, Division of Emergency Management, DPS, and to any of our other stakeholders.

Felipe Zubia: I think that this map would work really well when Kevin Biesty and the Director are sitting in front of the legislators and Transportation subcommittee, because it affects all of us.

Bob Montoya: I have met over the last couple of years with different counties and cities, and they want to be more cooperative and more coordinated with ADOT. We have a lot of routes going through the middle of town and we are trying to expedite traffic flow. The common thing that I have heard from all the different communities is that they would appreciate some coordination as to maybe plowing to the center of the road rather than to the edges of the road as it messes up the sidewalks and

creates other additional expenses for the cities and the counties. Is there a way that ADOT and specific counties can coordinate better, maybe even offer to help?

Lonnie Hendrix: Mr. Chairman, each district begins to have their snow meetings, I believe in September. ADOT brings the local law enforcement in the counties and local people together and they will talk through all these issues.

Floyd Roehrich: It is very common that as we start going into our winter management program, that we work with people, cities, and even counties. We started the year plowing to the middle of some areas but the agreement was the locals would come in and remove that material for safety sake and therefore we could plow up the road. That was not happening and when we addressed the issue with a few cities, they said that their budget cuts were so deep that they were not going to be able to do that. It is a liability to plow to the center because it creates a barrier that a vehicle can hit and possible be redirected into traffic, or go over it. We cannot honor those agreements any more with the locals because if we do plow to the outside to clear the road for safety. Our second priority after the road is cleared is to clear the sidewalks, but it has never been to the time frame that obviously the locals like. We will continue to have those discussions but the priority again is going to be safety over aesthetics or safety over convenience. We are very happy to enter into those agreements but if we do not see those agreements happening, we still have to look at the priority and safety and we will continue to do that. I encourage that as you talk to the locals about it, everyone participate in the snow management and snow meetings that we host. We will even host those with other organizations and counties to do that. We need that feedback and we want to work cooperatively with the locals.

John Halikowski: I would like to add we are working with our District Engineers to make sure that we are doing that cooperatively. If the agreements are not being honored, we continue to work with them and find out why. We will work with our District Engineers as much as possible. This is an issue that came up through the legislature last year as well.

### **ITEM 3: Sedona – Red Rock NSA Designation Update -- Eileen Colleran**

I would like to bring you an update with the HR4823, the Sedona Red Rock National Scenic Area Act 2010. On July 26<sup>th</sup>, the House Resource committee held a hearing and three amendments were passed during that hearing. Those amendments were intended to address technical issues by Core service, concerns about the ability to perform, transportation and water infrastructure improvements, and also concerns that ill language would be used to file lawsuits on behalf of environmental concerns. Those amendments have not yet been incorporated into the original bill. They are at a stronghold about the best way to present something so that you can see what actually the bill looks like today. What I did was took the original bill and took the amendments and amended them in and color coded them. I have also attached the amendments back behind that packet so you can see those as they sit separately. The first amendment was done by Congressman Grijalva to provide tactical changes requested by the Core service and that amendment was actually a substitute for the original bill but again so you can see it in its context, I took this bill and mended it into the original. If you take a look at that in the color coding, that the Grijalva amendment is in green and any line through something means it has been deleted and if you see a color that means that something has been added. Congressman Bishop of Utah also included in the amendment and that was specifically to address issues that he had seen occur in some of the other scenic areas where environmental groups use the designation in lawsuits. His

amendment is in blue and finally Congressman Bishop also offered an amendment on behalf of Congressman Flake to ensure that the government is clear that new transportation and water infrastructure projects could be built within the scenic area. His amendment is in red. I will briefly go over what the impact of that is in just a minute. Finally, what is going to happen is that the bill still needs to go to the full House for a vote and then it has to go through the Senate. The House schedule is to be back in Washington DC on September 14<sup>th</sup> and their target date to adjourn so that they can go work on their elections is October 8<sup>th</sup> so they do not have a lot of time. On the Senate side, they are scheduled to return on September 13<sup>th</sup> and they do not need a target date for adjourning but I am sure that it will be very similar to the House again, they want to go back and work on their elections. It is likely that both Houses will return after the election in a session to deal with unfinished business. Depending upon the make up of the new Congress, it will probably impact what they will actually try to take up in that session. Finally, if the bill is not heard before the end of this year, the bill itself will die because of the 111<sup>th</sup> Congress has now adjourned and a new Congress will be coming in January. So if it does not pass both the House and then through the Senate, then it will have to be reintroduced as a new bill in the 112<sup>th</sup> Congress and it starts the process all over again. I want to briefly go over the changes. This is generally what the amendment did to the original bill.

On page 2, the amended bill states that the scenic area will be approximately 160,000 acres of National Forest system land and it does not include any land outside of the Coconino Forest. It also requires a map to be filed with the Secretary of Agriculture showing exactly of what that plan amounts to. That map is not currently out and available. I am trying to get my hands on it and if I do I will get that map to you. A change was also made to the House and Senate committees where the map was going to be filed. Originally, they had it filed with the committees on Agriculture, they changed that to committees on Natural Resources.

On page 3, the amended bill allows the Core service to amend or revise their land and resource management plan. They were concerned to make sure that that was very clear and they were able to manage their plan within that scenic area designation. It also provides that there will be no net loss of National Core system land and requires analysis prior to potential land exchanges.

On page 4, the amended bill provides that any funds from the sale or exchange of land within the scenic area is available for use in acquisition of land within the Arizona National Forest system.

On page 5, it states that the establishment in the scenic area does not effect the construction or placing of transportation projects or water projects associated to these facilities. That was some language that our Congressman Flake put in here to make sure and address any concerns about that that it can not only be contained but that we can construct when necessary and in capacity.

On page 6, the amended bill has language to state that nothing in a bill creates a private cause for action and that was from the concern that environmental groups may try to use the bill itself to prevent infrastructure from being built. With that I am happy to answer any questions.

Mr. Flores: According to page 5, the transportation projects, I do not remember the map, but what about other utilities.

Eileen Colleran: It did not address other utilities, but specifically addressed transportation and water infrastructure.

#### **ITEM 4: Safe Routes to Schools Grants – Tammy Flaitz**

Effective October of last year due to organizational shift, the Safe Routes to Schools program was moved to the Transportation Enhancement and Scenic Roads group. Brian Fellows is our Arizona Safe Routes to Schools coordinator and is here to answer any specifics.

The program was created under the last reauthorization of the National Transportation bill and the goal of the program is to make it easier and safer for students from Kindergarten to 8<sup>th</sup> grade to walk and to bicycle to school. The motivation behind that addition to the regulations was a growing national concern regarding childhood obesity and Type-2 Diabetes. The requirements provide for both infrastructure and non-infrastructure projects to be funded through the program. The non-infrastructure projects are to educate and encourage students. The requirements specifically state that no less than 10% and no more than 30% of a states Fiscal allocation for the program is to be used for non-infrastructure projects. Also in that section of the legislation that deals with the non-infrastructure projects, it talks about activities to encourage walking and bicycling to school and some of the samples that are presented are public awareness campaigns, outreach, education and enforcement around the schools, student sessions and curriculum in schools about bicycle and pedestrian safety and also health and again the environmental impact. Finally, for training and administrative programs and for training volunteers and conducting workshops throughout the state to help us to best institute it throughout the schools.

Non-infrastructure projects that have already been implemented throughout the state are:

- Provide crossing guard kits and they include the hats, vests, pants, as well as the training.
- A curriculum that was built into the classroom for training and safe mobility to and from school.
- International Walk to School Day celebrations to use that as an opportunity to educate.
- A program called childhood fitness encouraging walking, biking, fitness curriculum, and working up a logo with a local artist and the school to define and develop the logo.
- A bicycle rodeo to teach bicycle safety. This involves public safety officials and local health care institutes that talk about the potentials for brain injuries.
- Fit Kids for Helmets are sometimes even providing helmets and they work through various exercises. Usually there is some kind of awards or ceremonies for completing these courses.

There seems to be an increasing amount of support as we program out and looking at what we anticipate at the next reauthorization. There has been discussion about increasing the program. It is particularly championed by the Secretary of Transportation. As far as how the grants are applied for and how their money is allocated, there is an annual cycle call for applications and there is a template for the process along with a criteria that relates back to the requirements of the program and that they are scored by an advisory committee based on the need, how they meet the program requirements, of whether or not they have attended training or participated in the training that we offer throughout the state, how well they are working with community partners, and obtaining their resources, and just the quality of the grant application itself. Once those recommendations are made by the advisory

committee, then the go back through the ADOT approval process and of course back to the School Board.

Mr. Feldmeier: I asked to have this discussion today because of the concern relating to the Boards meeting in Prescott relating to the grant that came from this program. I think that it has been very helpful to have this discussion because it clearly defines the differences between the infrastructure and non-infrastructure and the issue particularly addressing this non-infrastructure portion where funding was utilized for murals on some of the walls that created the issue with the Congressman. I want to make it clear that I think this program in relation to the infrastructure is tremendous and really everyone benefits from these infrastructures schools, kids, and neighbors, it is a huge help and the people in Prescott are doing a great job in providing the grants for not just Prescott and Prescott area schools as well as to this process. The difficulty falls into the non-infrastructure in particularly the murals that were painted on historic walls at schools that apparently fit the criteria. That is where I and a lot of people are having trouble. My question pertains to that non-infrastructure portion. Can you tell me what percentage, you said that no less than 10% and no more than 30% of the total goes towards non-infrastructure work, where does this fall within that range?

Brian Fellows: We are targeting 30%.

Tammy Flaitz: Out of that 30%, that would not be necessary on the applications but we also include staffing, training, bringing in natural workshops, and other administrative costs.

Bill Feldmeier: I understand that. I am okay with that. It is the paintings on walls that I am just not accepting that. I am having a tough time with that myself. Is there a way where we can review those early on and set them aside and move that more towards infrastructure or other parts of the non-infrastructure that are not controversial to eliminate that problem in the future.

Tammy Flaitz: I think that we would have to go back to the Safe Routes to School Committee and discuss whether or not there is something that could be put in the language of the application that would preclude that use. We need to go back to the federal requirements for the national program. One of the issues we may run into is it has on the National Safe Routes to Schools as being an example of showcase projects. The reason being is that that was one small part of an overall education and encouragement project which brought the kids together and they designed the murals with the locals, school, educators, and they went through this competitive process. It was something to build in unity. I am not sure standing here today would do what we would need to do but it is certainly something we can look at.

Mr. Feldmeier: In this case in particular it might have been well for the kids but it divided the community and that is not in the end what we want to have happen. I think there are better ways to deal with this. If it is the language then we need to look at it and redirect that money to other important parts of the non-infrastructure or to the infrastructure then it works in a more acceptable manner for most folks out there.

Victor Flores: With all due respect to my colleague, I do not think that the decisions on something specific as this that affect xenophobes, if I can be candid. I think that if we remove the mural that is something that should be determined by the school. If nothing else, this is something that should be

discussed with the advisory to be compliant with all rules and think that you are doing what the community wants. This is my personal opinion, the reaction to that was basically because of a particular hue of one of the characters and it did in fact divide the community then I think the result in restoring it to what the original intent was, is a positive thing that happened. I do not think that it belongs in the discussion in terms of making decisions at this point.

Bill Feldmeier: With respect to my colleague, what we end up with is a deteriorating conversation that ends up in a discussion like this which has nothing to do with it. I am looking for ways to avoid those kinds of things in the future and put me and others in awkward positions.

Bobbie Lundstrom: I am not familiar with the mural and I do not understand because we have a lot of murals in Nogales. I understand where the community comes from in doing this together and showing spirit in the community. What was so offensive; how could a mural divide a community.

Bill Feldmeier: From my part, we have not traditionally done this in Prescott. It is not unheard of, but very new. For me and for others, the objection was painting a historic wall. It would not have mattered if it was a mural of George Washington at Valley Forge. They did something that I do not believe they should have done.

Bobbie Lundstrom: Maybe the language should read just avoid historical buildings out of respect of the history rather than saying absolutely no murals and doing specific to historical monuments, historical walls, historical facilities. I can understand preserving the history.

John Halikowski: We do not have control over the language, this is a federal program. This money comes to us from the federal government. The implications of what has been done is not corrected by the Department. These were coming from the community and if the community decided if they want to apply a program like this to raise awareness for children. It comes to that committee. If it falls within the federal rules and guidelines to award, we have a tough time turning that down. ADOT ensures that it meets the federal requirements.

Floyd Roehrich: The criteria are to make sure it is eligible. The advisory panel ensures that available funding meets the number of projects or the non-infrastructure. It is not to determine eligibility. It is a federal law and federal statute and as long as the project complies with those requirements and it is the priority of the advisory board to do that, it is eligible expenditure.

Bobbie Lundstrom: For instance, with the Historical Society of Prescott, could they, within your guidelines, as preservation at a community, make that choice for themselves so that the community is in agreement to preserve their historic sites?

Bob Montoya: Good point, I think that is a good discussion but I think there is a policy that needs to be addressed by the committee, but more importantly, I imagine that if someone was going to do a sign or a mural they would have to apply to the sign commission for that and if it was offensive [inaudible]

Tammy Flaitz: Because this is federal funding then the National Environmental Policy Act must be adhered to for any federal projects and those environmental clearance processes does come back through ADOT and through our staff to review. We would go through a full consultation with the

states historic preservation office and any of the other involved historical committees in the area. I think that one thing we can take away from this is to make sure that we are cognizant that we need to be vigilant that we adhere to that process that may have a historic building or something in the application permitting that.

Mr. Christy: I regretfully have to leave for another commitment.

#### **ITEM 5: SR89A Lighting – John McGee**

I believe there have been a number of very positive actions happen that have resulted in both the Department and the City of Sedona coming together to start looking at the possibility to doing a transfer of all or some portions of SR89A within the city of Sedona, From 179 to the end of 89A, approximately Airport Road down to Dry Creek for the proposed continuous lighting project. Several weeks ago the Director along with the Chairman and Vice Chairman met with the people in Sedona about this project to discuss once again the Department's desire to give Sedona the ability to determine their destiny in this region. As a result, the Director on July 8<sup>th</sup> sent a letter to Mayor Adams stating our desire to move forward with this potential transfer and also put within that letter the actions that the Department was going to take with regard to the transfer. One of the things that Sedona had asked for was more time to gather facts and enter into negotiations. We had been planning on awarding the lighting project in the September – October timeframe. We agreed that this was an important enough matter that Sedona should have the time to seriously consider this issue. So within the letter, the Director did indicate that we would be willing to put off the project until the early part of next year so long as the city counsel passed a resolution authorizing their representatives to work with the Department to gather background information and proceed with negotiations. The Transportation Board does have the authority to remove routes from the state highway system and this lays out the specifics of what the Board is required to do if we take those actions. We believe that there are definite advantages to both the Department and the city to engage in the route transfer agreement for 89A and we have numerated those advantages. Going through the route transfer process, we really have essentially 5 basic steps. 1. Each party will be look at and determine their priorities, 2. Define the transfer elements, 3. Come to a consensus on terms, 4. Develop a JPA, 5. Monitor those commitments.

There have been a number of what I believe to be positive steps that have taken over the last 6 – 8 weeks. ADOT did alter the timeline in advertising this project. We have developed a timeline for working with Sedona. The Director has designated representatives to participate in the route transfer discussions. For the Department, that would be Mr. Harper, Audra Merrick, both from the Flagstaff District, Jennifer Toth, Matt Burdick and myself. We believe that that team gives us a high enough level of staff participation that we should be able to answer any questions that the city might have with respect to financial, programming, and technical issues. The Sedona City counsel, through Resolution 2010 – 22, did elect representatives to begin fact finding and to enter into negotiations on a potential route transfer. That is also a very positive step. The representatives are performing fact finding for counsel considerations of this route transfer. There have been two to three meetings to date to start gathering the facts on the potential transfer. The City of Sedona has designated their representatives for participating in these discussions. There have been a number of positive steps on both sides to try and come to an amicable conclusion. The Department and Sedona do have a long history of being able to work things out over time in an agreeable manner. We hope and expect that we will be able to do

the same here. I will also state that we will be meeting with the full teams of both Sedona and ADOT later today. I will be happy to answer any questions.

*Motion made by Mr. Anderson and a second by Mr. Feldmeier, in a voice note, motion carries to adjourn the meeting.*

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Bob Montoya, Chairman  
State Transportation Board

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John S. Halikowski, Director  
Arizona Department of Transportation

**MINUTES OF THE  
ARIZONA DEPARTMENT OF TRANSPORTATION  
PRIORITY PLANNING ADVISORY COMMITTEE  
206 S. 17<sup>TH</sup> AVE., PHOENIX, ARIZONA  
TRANSPORTATION BOARD ROOM  
10:00 A.M., FRIDAY, SEPTEMBER 3, 2010**

The special meeting of the Priority Planning Advisory Committee (PPAC) was held on September 3, 2010, at 10:00 AM with Chairman Jennifer Toth presiding.

Other committee members were present as follows:

John Fink, Michael Klein, Scott Omer, Robert Samour, Floyd Roehrich, Mike Normand, Matt Burdick

**1. CALL TO ORDER**

A quorum being present, Chairman Jennifer Toth called the Priority Planning Advisory Committee Meeting to order at 10:00 AM.

**2. ROLL CALL**

Lynn Sugiyama conducted a Roll Call to the committee members all were present except for Shannon Scutari, Stacey Stanton, Roc Arnett, John Carlson, Sam Maroufkhani.

**3. CALL TO THE AUDIENCE**

Chairman Toth conducted a Call to the Audience for any comments and issues to be addressed. There were none.

**4. APPROVAL OF MINUTES OF JUNE 30, 2010 AND JULY 12, 2010**

The minutes of the Regular meeting held on June 30 and July 12, 2010, were approved.

**Chairman Toth called for a motion to approve minutes of June 30, 2010 and July 12, 2010 meetings.**

**John Fink made the motion to approve both minutes.**

**Floyd Roehrich seconded the motion, the motion carried.**

**5. REGIONAL TRANSPORTATION PLAN (RTP) STATUS REPORT**

Steve Hull advised that the MAG Regional Council approved their 5-year Plan on July 28, 2010. MAG is moving to a quarterly system for the TIP amendment approval process. The deadline to submit changes will be September 13, 2010. The EPA-MAG PM10 Plan for air quality is in the process of being disapproved.

**6. HIGHWAY CONTINGENCY FUND REPORT**

Joan Cameron reported that the highway contingency fund as of August 21, 2010, showed a positive balance of \$4,247,000. John Fink reported that based on Item 7, about \$5.6 million would be added into the contingency fund. Michael Klein mentioned that Aeronautics group is preparing a State Aviation Fund monitoring report based on their finances.

7. **REPROGRAMMING THE FY 2010 SUBPROGRAM BALANCES TO FY 2011**  
Joan Cameron presented the list of subprograms for FY 2010 and the balances that need to be reprogrammed to FY 2011.

**Chairman Toth called for a motion to approve Item 7.**  
**Floyd Roehrich made the motion to approve Item 7.**  
**John Fink seconded the motion, the motion carried.**

8. **APPROVAL OF RECOMMENDED PROJECTS FROM THE 2010 SAFE ROUTES TO SCHOOL PROGRAM**  
Brian Fellows presented the list of Safe Route to School projects for Cycle 4.

**Chairman Toth called for a motion to approve Item 8.**  
**John Fink made the motion to approve Item 8.**  
**Floyd Roehrich seconded the motion, the motion carried.**

9 a. ROUTE NO: US 60 @ MP 388.0 Page 52  
COUNTY: Apache  
DISTRICT: Globe  
SCHEDULE: New Project Request  
SECTION: Jct. 180 - State Line  
TYPE OF WORK: Pavement preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Nazar Nabaty  
PROJECT: H766901C  
REQUESTED ACTION: Establish a new pavement  
preservation project for  
\$5,900,000 in the FY 2011  
Highway Construction Program.  
Project is 13.4 miles in length.  
**Funds are available from the FY  
2011 Pavement Preservation  
Fund #72511.**

NEW PROGRAM AMOUNT: \$ 5,900,000

9 b. ROUTE NO: US 191 @ MP 160.0 Page 53  
COUNTY: Greenlee  
DISTRICT: Safford  
SCHEDULE: New Project Request  
SECTION: Old Safford Rd. - Hill St.  
TYPE OF WORK: Pavement preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Nazar Nabaty  
PROJECT: H766501C  
REQUESTED ACTION: Establish a new pavement  
preservation project for  
\$2,400,000 in the FY 2011  
Highway Construction Program.  
Project is four miles in length.  
**Funds are available from the FY  
2011 Pavement Preservation  
Fund #72511.**

NEW PROGRAM AMOUNT: \$ 2,400,000

**Chairman Toth called for a motion to approve Items 9a and 9b.  
Floyd Roehrich made the motion to approve Items 9a and 9b.  
Scott Omer seconded the motion, the motion carried.**

*George Wallace presented Item 9c.*

9 c. ROUTE NO: B-40 @ MP 199.0 Page 54  
COUNTY: Coconino  
DISTRICT: Flagstaff  
SCHEDULE: New Project Request  
SECTION: B 40 at Steves Blvd  
TYPE OF WORK: Construct right turn lane  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: George Wallace  
PROJECT: H722301C  
JPA: 10-066 with the Flagstaff Metropolitan  
Planning Organization (FMPO)  
REQUESTED ACTION: Establish a new project for  
\$240,000 in the FY 2011  
Highway Construction Program.  
**Funds are available from the  
following sources:**  
JPA 10-066 with FMPO \$ 226,000  
FY 2011 District Minor Fund #73311 \$ 14,000  
NEW PROGRAM AMOUNT: \$ 240,000

**Chairman Toth called for a motion to approve Item 9c.  
Floyd Roehrich made the motion to approve Item 9c.  
Robert Samour seconded the motion, the motion carried.  
JPA 10-066 was approved on August 17, 2010 at the City of Flagstaff Council meeting.**

*Frank Hakari presented Item 9d*

9 d. ROUTE NO: SR 95 @ MP 131.7 Page 56  
COUNTY: La Paz  
DISTRICT: Yuma  
SCHEDULE: FY 2011  
SECTION: MP 131.7 - 142.7  
TYPE OF WORK: Shoulder improvements  
PROGRAM AMOUNT: \$ 1,700,000  
PROJECT MANAGER: Frank Hakari  
PROJECT: H665601C, Item # 11311  
REQUESTED ACTION: Reduce the project budget by  
\$280,000 to \$1,420,000 in the FY  
2011 Highway Construction  
Program. **Funds will return to  
the FY 2011 District Minor  
Fund #73311.**  
NEW PROGRAM AMOUNT: \$ 1,420,000

**Chairman Toth called for a motion to approve Item 9d.  
Scott Omer made the motion to approve Item 9d.  
Mike Klein seconded the motion, the motion carried.**

*Lonnie Hendrix presented Item 9e*

9 e. ROUTE NO: Region Wide Page 57  
COUNTY: Maricopa  
DISTRICT: Phoenix Construction  
SCHEDULE: New Project Request  
SECTION: Phoenix Metro Area, various locations  
TYPE OF WORK: Safety  
PROGRAM AMOUNT: Replace analog radio system  
PROJECT MANAGER: Mona Aglan  
PROJECT: M502201X  
REQUESTED ACTION: Establish a new communication system project for \$3,100,000 in the FY 2011 Highway Construction Program. **Funds are available from the FY 2011 Highway Safety Improvement Program #72811. This is a procurement project.**  
NEW PROGRAM AMOUNT: \$ 3,100,000

**Chairman Toth called for a motion to approve Item 9e.  
Scott Omer made the motion to approve Item 9e.  
Floyd Roehrich seconded the motion, the motion carried.  
This project should go into the MAG TIP on the October 26 Regional Council meeting.  
This is a procurement project and will not be forwarded to the State Transportation Board.**

*Rod Collins presented Item 9f*

9 f. ROUTE NO: US 60 @ MP 200.0 Page 58  
COUNTY: Pinal  
DISTRICT: Phoenix Construction  
SCHEDULE: New Project Request  
SECTION: Siphon Draw - Florence Jct.  
TYPE OF WORK: Pavement preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Rod Collins  
PROJECT: H786501C  
REQUESTED ACTION: Establish a new pavement preservation project for \$12,000,000 in the FY 2011 Highway Construction Program. Project is 11.94 miles in length. **Funds are available from the FY 2011 Pavement Preservation Fund #72511.**  
NEW PROGRAM AMOUNT: \$ 12,000,000

**Chairman Toth called for a motion to approve Item 9f.  
Floyd Roehrich made the motion to approve Item 9f.  
Scott Omer seconded the motion, the motion carried.**

*Bashir Hassan presented Item 9g*

9 g. ROUTE NO: B-40 @ MP 254.0 Page 60

COUNTY: Navajo

DISTRICT: Holbrook

SCHEDULE: New Project Request

SECTION: B-40 Westbound at SR 87

TYPE OF WORK: Install traffic signal

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Bashir Hassan

PROJECT: HX11201C

JPA: 09-166 with the City of Winslow

REQUESTED ACTION: Establish a new traffic signal for

\$1,026,000 in the FY 2011

Highway Construction Program.

**Funds are available from the  
following sources:**

JPA 09-166 with the City of Winslow \$ 19,000

FY 2011 Highway Safety Improvement Program #72811 \$ 645,000

FY 2011 Highway Safety Improvement Program, Local #72811 \$ 323,000

FY 2011 Traffic Engineering Fund #71211 \$ 39,000

NEW PROGRAM AMOUNT: \$ 1,026,000

**Chairman Toth called for a motion to approve Item 9g.**

**Scott Omer made the motion to approve Item 9g.**

**Mike Normand seconded the motion, the motion carried.**

**JPA 09-166 should be approved by the September 14, 2010 City of Winslow Council meeting.**

*Gregory Johnson presented Item 9h.*

9 h. ROUTE NO: US 191 @ MP 225.0 Page 62  
COUNTY: Greenlee  
DISTRICT: Safford  
SCHEDULE: New Project Request  
SECTION: Coronado Trail Scenic Byway:  
Blue Vista Overlook  
TYPE OF WORK: Overlook rehabilitation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Gregory Johnson  
PROJECT: H748301X  
JPA: 08-098 with US Forest Service  
REQUESTED ACTION: Establish a new scenic byways  
project for \$75,000 in the FY  
2011 Highway Construction  
Program. **Funds are available  
from the following sources:**  
JPA 08-098 with the US Forest Service \$ 15,000  
2007 National Scenic Byways Grant \$ 60,000  
NEW PROGRAM AMOUNT: \$ 75,000

**Chairman Toth called for a motion to approve Item 9h.  
Floyd Roehrich made the motion to approve Item 9h.  
Mike Klein seconded the motion, the motion carried**

*Vince Li presented Items 9i.and 9j.*

9 i. ROUTE NO: I-10 @ MP 253.0 Page 64  
COUNTY: Pima  
DISTRICT: Tucson  
SCHEDULE: FY 2011  
SECTION: Ruthrauff Rd - Prince Rd  
TYPE OF WORK: Construct Mainline Widen to 8 Lanes  
PROGRAM AMOUNT: \$126,668,000  
PROJECT MANAGER: Steve Wilson  
PROJECT: H624101C, Item #11509  
REQUESTED ACTION: Reduce the construction project  
by \$635,000 to \$126,033,000 in  
the FY 2011 Highway  
Construction Program. **Transfer  
funds to the FY 2011 Statewide  
Contingency Fund #72311.**  
NEW PROGRAM AMOUNT: \$ 126,033,000

9 j. ROUTE NO: I-10 @ MP 253.0 Page 66  
COUNTY: Pima  
DISTRICT: Tucson  
SCHEDULE: FY 2011  
SECTION: Ruthrauff Rd - Prince Rd  
TYPE OF WORK: Design Mainline Widening to 8 Lanes  
PROGRAM AMOUNT: \$6,328,000  
PROJECT MANAGER: Steve Wilson  
PROJECT: H624103D, Item #19210  
REQUESTED ACTION: Increase the design project by  
\$635,000 to \$6,963,000 in the FY  
2011 Highway Construction  
Program. **Funds are available  
from the FY 2011 Statewide  
Contingency Fund #72311.**  
NEW PROGRAM AMOUNT: \$ 6,963,000

**Chairman Toth called for a motion to approve Items 9i and 9j.  
Scott Omer made the motion to approve Items 9i and 9j.  
Robert Samour seconded the motion, the motion carried**

**Mafiz Mian presented Items 9k through 9m.**

9 k. ROUTE NO: Region Wide Page 67  
DISTRICT: Kingman  
SCHEDULE: FY 2011  
SECTION: Kingman District Wide  
TYPE OF WORK: Pavement preservation  
PROGRAM AMOUNT: \$970,000  
PROJECT MANAGER: Mafiz Mian  
PROJECT: H802701C, Item #15611  
REQUESTED ACTION: Increase budget by \$970,000 to  
\$1,940,000 in the FY 2011  
Highway Construction Program.  
**Funds are available from the  
Federal Fiscal Year 2010 Close  
out Fund.**  
NEW PROGRAM AMOUNT: \$ 1,940,000

9 l. ROUTE NO: US 89 @ MP 434.5 Page 68  
COUNTY: Coconino  
DISTRICT: Flagstaff  
SCHEDULE: New Project Request  
SECTION: Divide to Antelope Hills  
TYPE OF WORK: Pavement Preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Mafiz Mian  
PROJECT: H820301C  
REQUESTED ACTION: Establish a new pavement  
preservation project for \$835,000  
in the FY 2011 Highway  
Construction Program. **Funds are  
available from the Preventative  
Pavement Preservation Fund  
# 77311.  
This is a procurement project.**  
NEW PROGRAM AMOUNT: \$ 835,000

9 m. ROUTE NO: Region Wide Page 69  
COUNTY: Maricopa  
DISTRICT: Phoenix Construction  
SCHEDULE: New Project Request  
SECTION: Phoenix District Wide  
TYPE OF WORK: Pavement preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Mafiz Mian  
PROJECT: H819901C  
REQUESTED ACTION: Establish a new pavement  
preservation project for \$525,000  
in the FY 2011 Highway  
Construction Program. **Funds are  
available from the FY 2011  
Preventative Pavement  
Preservation Fund # 77311.  
This is a procurement project.**

NEW PROGRAM AMOUNT: \$ 525,000

**Chairman Toth called for a motion to approve Items 9k through 9m.  
Scott Omer made the motion to approve Items 9k through 9m.  
Mike Klein seconded the motion, the motion carried  
All three projects are procurement projects and do not need to be forwarded to the State  
Transportation Board.**

*Mafiz Mian presented Items 9n and 9o.*

9 n. ROUTE NO: SR 264 @ MP 465.5 Page 71  
COUNTY: Apache  
DISTRICT: Holbrook  
SCHEDULE: FY 2011  
SECTION: Summit to New Mexico State Line  
TYPE OF WORK: Flush / Fog Coat  
PROGRAM AMOUNT: \$425,000  
PROJECT MANAGER: Mafiz Mian  
PROJECT: H794401C, Item #25110  
REQUESTED ACTION: Delete project from the FY 2011  
Highway Construction Program.  
Project was 10.6 miles in length.  
**Return \$425,000 back to the FY  
2011 Preventative Pavement  
Preservation Fund # 77311.  
This was a procurement project.**

NEW PROGRAM AMOUNT: \$ 00

9 o. ROUTE NO: Region Wide Page 73  
 DISTRICT: Prescott  
 SCHEDULE: FY 2011  
 SECTION: Prescott District Wide  
 TYPE OF WORK: Pavement preservation  
 PROGRAM AMOUNT: \$907,000  
 PROJECT MANAGER: Mafiz Mian  
 PROJECT: H794801C, Item #24610  
 REQUESTED ACTION: Delete project from the FY 2011  
 Highway Construction Program.  
**Return 970,000 back to the FY  
 2011 Preventative Pavement  
 Preservation Program Fund  
 #77311.**  
**This was a procurement project.**

NEW PROGRAM AMOUNT: \$ 00

**Chairman Toth called for a motion to approve Items 9n through 9o.  
 Floyd Roehrich made the motion to approve Items 9n through 9o.  
 Scott Omer seconded the motion, the motion carried  
 These two projects are procurement projects and do not need to be forwarded to the State  
 Transportation Board.**

*Aman Mathur presented Items 9p*

9 p. ROUTE NO: I-40 @ 217.9 Page  
 COUNTY: Coconino  
 DISTRICT: Flagstaff  
 SCHEDULE: FY 2011  
 SECTION: Coconino National Forest Boundary – Buffalo  
 Range (EB and WB)  
 TYPE OF WORK: Pavement preservation  
 PROGRAM AMOUNT: \$ 2,241,000  
 PROJECT MANAGER: Aman Mathur  
 PROJECT: H754801C, Item #16711  
 REQUESTED ACTION: Increase the pavement preservation project by  
 \$7,860,000 to \$10,101,000 in the Highway  
 Construction Program. **Funds are available from  
 the Federal FY 2010 Closeout Fund.**

NEW PROGRAM AMOUNT: \$ 10,101,000

**Chairman Toth called for a motion to approve Item 9p.  
 Floyd Roehrich made the motion to approve Item 9p.  
 Scott Omer seconded the motion, the motion carried**

*Holly Hawkins presented Items 10a through 10s.*

10 a. AIRPORT NAME: Benson Municipal Page 75  
SPONSOR: City of Benson  
AIRPORT CATEGORY: Public GA  
SCHEDULE: FY 2011 – 2015  
PROJECT #: E1F02  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Tammy Martelle  
PROJECT DESCRIPTION: Construct Helipad (75'x75') Phase 2; Rehabilitate Runway 10/28 (4000'x75') Phase 2  
  
REQUESTED ACTION: Recommend STB approval.  
FUNDING SOURCES: **FAA** \$464,550  
**Sponsor** \$12,225  
**State** \$12,225  
**Total Program** \$489,000

10 b. AIRPORT NAME: Bisbee Douglas International Page 76  
SPONSOR: Cochise County  
AIRPORT CATEGORY: Public GA  
SCHEDULE: FY 2011 - 2015  
PROJECT #: E1F03  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Tammy Martelle  
PROJECT DESCRIPTION: Rehabilitate Taxiways (A1-3400'x35') & Design Only, Phase 1  
  
REQUESTED ACTION: Recommend STB approval.  
FUNDING SOURCES: **FAA** \$150,000  
**Sponsor** \$3,947  
**State** \$3,948  
**Total Program** \$157,895





10 g. AIRPORT NAME: Laughlin / Bullhead International Page 81  
 SPONSOR: Mohave County Airport Authority  
 AIRPORT CATEGORY: Commercial Service  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F180  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Nancy Wiley  
 PROJECT DESCRIPTION: Improve Terminal Building; Construct Aircraft  
 Rescue and Fire Fighting Building, Design Only,  
 Phase 1; Acquire Equipment (Airport Sweeper)

REQUESTED ACTION: Recommend STB approval.

FUNDING SOURCES: **FAA** \$886,588  
**Sponsor** \$23,331  
**State** \$23,332  
**Total Program** \$933,251

10 h. AIRPORT NAME: Phoenix-Mesa Gateway Page 82  
 SPONSOR: Williams Gateway Airport Authority  
 AIRPORT CATEGORY: Reliever  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F16  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Kenneth Potts  
 PROJECT DESCRIPTION: Collect Airport Data for Airports Geographic  
 Information System (AGIS)

REQUESTED ACTION: Recommend STB approval.

FUNDING SOURCES: **FAA** \$625,000  
**Sponsor** \$16,447  
**State** \$16,448  
**Total Program** \$657,895

10 i. AIRPORT NAME: Phoenix-Mesa Gateway Page 83  
 SPONSOR: Williams Gateway Airport Authority  
 AIRPORT CATEGORY: Reliever  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F06  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Tammy Martelle  
 PROJECT DESCRIPTION: Construct Parking Lot (Terminal Parking  
 Expansion) (MAP Program)

REQUESTED ACTION: Recommend STB approval.

FUNDING SOURCES: **FAA** \$4,401,131  
**Sponsor** \$115,819  
**State** \$115,819  
**Total Program** \$4,632,769

10 j. AIRPORT NAME: Phoenix-Mesa Gateway Page 84  
 SPONSOR: Williams Gateway Airport Authority  
 AIRPORT CATEGORY: Reliever  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F07  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Tammy Martelle  
 PROJECT DESCRIPTION: Expansion of Alpha Apron (340' x 500') Phase 2  
 and Improve Airport Drainage  
 REQUESTED ACTION: Recommend STB approval.  
 FUNDING SOURCES: **FAA** \$5,204,129  
**Sponsor** \$136,951  
**State** \$136,951  
**Total Program** \$5,478,031

10 k. AIRPORT NAME: Safford Regional Page 85  
 SPONSOR: City of Safford  
 AIRPORT CATEGORY: Public GA  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F09  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Tammy Martelle  
 PROJECT DESCRIPTION: Rehabilitate Runway 12/30, Phase 4  
 REQUESTED ACTION: Recommend STB approval.  
 FUNDING SOURCES: **FAA** \$2,533,511  
**Sponsor** \$66,671  
**State** \$66,672  
**Total Program** \$2,666,854

10 l. AIRPORT NAME: San Manual Page 86  
 SPONSOR: Pinal County  
 AIRPORT CATEGORY: Public GA  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F10  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Tammy Martelle  
 PROJECT DESCRIPTION: Construct Parallel Taxiway A & Taxiway  
 Connectors A4 & A6  
 REQUESTED ACTION: Recommend STB approval.  
 FUNDING SOURCES: **FAA** \$695,172  
**Sponsor** \$18,294  
**State** \$18,294  
**Total Program** \$731,760

10 m. AIRPORT NAME: Scottsdale Page 87  
 SPONSOR: City of Scottsdale  
 AIRPORT CATEGORY: Reliever  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F13  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Kenneth Potts  
 PROJECT DESCRIPTION: Conduct Environmental Study to assess the  
 impacts of the strengthening of Runway 3/21 to  
 accommodate aircraft up to 100,000 pounds dual  
 wheel loading  
 REQUESTED ACTION: Recommend STB approval.  
 FUNDING SOURCES: **FAA** \$273,738  
**Sponsor** \$7,204  
**State** \$7,203  
**Total Program** \$288,145

10 n. AIRPORT NAME: Scottsdale Page 88  
 SPONSOR: City of Scottsdale  
 AIRPORT CATEGORY: Reliever  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F19  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Nancy Wiley  
 PROJECT DESCRIPTION: Rehabilitate Landmark Fixed Based Operator  
 (FBO) Apron (approx. 37,400 square yards)  
 REQUESTED ACTION: Recommend STB approval.  
 FUNDING SOURCES: **FAA** \$2,000,000  
**Sponsor** \$52,632  
**State** \$52,631  
**Total Program** \$2,105,263

10 o.	AIRPORT NAME:	St Johns Industrial Air Park	Page 89
	SPONSOR:	City of St. Johns	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2011 - 2015	
	PROJECT #:	E1F17	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Nancy Wiley	
	PROJECT DESCRIPTION:	Construct Parallel Taxiway Alpha, Approx. 2,800'x35', Phase II	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	<b>FAA</b>	\$1,882,530
		<b>Sponsor</b>	\$49,540
		<b>State</b>	\$49,541
		<b><u>Total Program</u></b>	\$1,981,611

10 p.	AIRPORT NAME:	Taylor	Page 90
	SPONSOR:	Town of Taylor	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2011 - 2015	
	PROJECT #:	E1F14	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Kenneth Potts	
	PROJECT DESCRIPTION:	Conduct Environmental Study to assess the impacts of the land acquisition, apron reconfiguration, access road relocated, fence realignment, and fuel system relocation	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	<b>FAA</b>	\$263,150
		<b>Sponsor</b>	\$6,925
		<b>State</b>	\$6,925
		<b><u>Total Program</u></b>	\$277,000

10 q. AIRPORT NAME: Ryan Field Page 91  
 SPONSOR: Tucson Airport Authority  
 AIRPORT CATEGORY: Reliever  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F08  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Tammy Martelle  
 PROJECT DESCRIPTION: Acquire Emergency Generators (Design Only)  
 Phase 1  
 REQUESTED ACTION: Recommend STB approval.  
 FUNDING SOURCES: **FAA** \$75,000  
**Sponsor** \$1,974  
**State** \$1,973  
**Total Program** \$78,947

10 r. AIRPORT NAME: Tucson International Page 92  
 SPONSOR: Tucson Airport Authority  
 AIRPORT CATEGORY: Commercial Service  
 SCHEDULE: FY 2011 - 2015  
 PROJECT #: E1F11  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Tammy Martelle  
 PROJECT DESCRIPTION: Rehabilitate Runway 3/21, Design Only-Phase 1;  
 and Rehabilitate Taxiways (Design Only) Phase 1  
 REQUESTED ACTION: Recommend STB approval.  
 FUNDING SOURCES: **FAA** \$747,425  
**Sponsor** \$19,669  
**State** \$19,669  
**Total Program** \$786,763

10 s.	AIRPORT NAME:	Tucson International	Page 93
	SPONSOR:	Tucson Airport Authority	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2011 - 2015	
	PROJECT #:	E1F15	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Kenneth Potts	
	PROJECT DESCRIPTION:	Update Airport Master Plan Study (Update Airport Master Plan, Airport Layout & Airport Safety Enhancement Study)	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	<b>FAA</b>	\$778,467
		<b>Sponsor</b>	\$20,486
		<b>State</b>	\$20,486
		<b><u>Total Program</u></b>	\$819,439

**Chairman Toth called for a motion to approve Items 10a through 10s.  
Floyd Roehrich made the motion to approve Items 10a through 10s.  
Scott Omer seconded the motion, the motion carried.**

11. Next regular scheduled meeting of the Priority Planning Advisory committee (PPAC). Times and dates of meetings could vary and will be announced at the time of agenda distribution. Information Only
- September 29, 2010 – 10:00 AM Wed.
  - November 3, 2010 – 10:00 AM Wed.
  - December 1, 2010 – 10:00 AM Wed.

**WEB LINKS**

*Priority Programming*

[http://www.azdot.gov/MPD/Priority\\_Programming/Index.asp](http://www.azdot.gov/MPD/Priority_Programming/Index.asp)

*PPAC:*

[http://www.azdot.gov/MPD/Priority\\_Programming/PPAC/Index.asp](http://www.azdot.gov/MPD/Priority_Programming/PPAC/Index.asp)

12. Adjourn Priority Planning Advisory Committee (PPAC) Meeting

**Chairman Toth called for the motion to adjourn the meeting at 10:35 AM.  
Floyd Roehrich made the motion to adjourn.  
John Fink seconded the motion.  
Meeting adjourned.**

**STATE TRANSPORTATION BOARD  
MEETING MINUTES  
9:00a.m., Thursday, September 16, 2010  
Town of Eagar Council Chambers  
22 W. 2<sup>nd</sup> Street  
Eagar, Arizona 85925**

**Pledge**

The Pledge of Allegiance led by Chairman Montoya.

**Roll Call**

Roll call by Board Secretary, Mary Currie.

In attendance: Bob Montoya, Bill Feldmeier, , Bobbie Lundstrom, Victor Flores (absent), Felipe Zubia (absent), Steve Christy, and Kelly Anderson.

**Opening Remarks - Chairman Montoya.**

Thank you very much for hosting this ADOT Board Meeting in Eagar. Special thanks to Mr. Husted and the Town of Eagar for hosting our meeting, it is always a pleasure to visit the community. I apologize that I was unable to attend the dinner last night. Again thank you very much for having us here.

**Call to the Audience**

Mayor Holaway - Good morning, on behalf of the town of Eagar it is my pleasure to welcome all of you here. We are very honored that you chose our town to host your Board Meeting and we also hope that you will come back at another time when you can enjoy our snowy weather or our beautiful springs or the summer or of course in the fall with the changing of the leaves which will be probably in about two weeks. Thanks for coming and it was nice to meet all of you last night and this morning as well. I hope you have a good meeting.

Steve Stratton, Public Works Director, Gila County - Thank you Mr. Chairman, the Board and, staff. I am here to share some good things about the ADOT staff that have happened lately. Item 3n on your Consent Agenda today is something that Gila County has worked on for a long time. If it wasn't for Dallas and Sam walking us through the process that would not have happened this year, which would have caused me a lot of grief from my Board of Supervisors. I would like to commend them and thank them. Also, on the paving project in Pine we had some problems. Greg Gentsch worked with me very closely through all the problems to the satisfaction of our Board of Supervisors. I want to thank you for your time.

**ITEM 1: District Engineer's Report – Dallas Hammit, Deputy State Engineer**

We are without a District Engineer in the Globe District, as well as the Yuma District. We are moving forward to fill both positions. We have asked members of both the northern half of the district and the southern half. One from each elected staff from Navajo and Gila County to help us through that process. We have the communities' input and our new leaders. That process is moving forward. The current leadership in the Globe District is Matt Moul who is running the Maintenance and

Development district and two Senior Resident Engineer's, Luis Chavez and Elaine Leavens. Most of you know most of the Globe District consists of parts of the Navajo and Apache County, part of Gila County and Pinal County with construction offices in Show Low and Globe and Maintenance offices in Show Low, Springerville, St. Johns, and Globe. Some of their recent projects or current projects:

- SR 77, this project is a widening realignment project with extensive rock quality mitigation and laid back slopes and moved a lot of rock. They are in the final stages of this project.
- US 60 through the town of Miami is complete.
- Rainbow Lake - Retaining wall repairs.
- Community of Lakeside – an enhancement project for lighting and landscaping and an art project enhancement in the town show.
- Various emergency drainage and rock wall projects on US 60, SR 188 and SR 288
- San Carlos River Bridge, US 70 going between Globe and Safford.
- Apache Trail - Retaining wall work
- US 60, Silver King segment - Two years ago we completed the Gonzalez Pass, widening. This will pick up where that left off and go to the Town of Superior and then the next project on Superior Street will pick up from that point and move forward. All of these projects are under design at the current time.
- Two projects in the Globe District in the DCR phase: One big one is between Superior and Globe, what corridor do we take to get there. The last sculpting project is again on 260 between Heber and Show Low to add capacity in the future. Right now we are in the design concept phase.

John Halikowski - Just as clarification, on the Emergency Relief projects, what is the source of money to pay for those?

Dallas Hammit - It comes out of our cash flow but we will be reimbursed 100% from Federal Highways, but we have to front the money for future years to get reimbursed.

John Halikowski - What is the window for reimbursement and how long is our cash tied up?

Dallas Hammit - We have had some reimbursements come very quickly; SR 87 was within a year, and others that have taken multiple years.

Chairman Montoya – Does that affect our budget or the projects that are scheduled?

John Halikowski - No Mr. Chairman, my point simply was that when we do emergency work it does come out of state funds while we wait for federal reimbursement. It does sometimes tend to take more than one year to receive reimbursement.

## **ITEM 2: Director's Report – John Halikowski, Director**

Thank you Mr. Chairman, I will quickly run through my comments. We reopened 5 rest areas in July, we expect to have all but three opened by the end of September. We are moving forward on that and hope that the budget economic situation will not impact our plans in the future. This is a critical safety issue. Sedona lights, as we reported during the study session, should be done and negotiated and is being headed up by Mr. McGee. He is working with Sedona City staff for a potential turn back

agreement either for that portion of 89A or the entire portion that is within the city limits of Sedona. The Team met on September 1<sup>st</sup>, and it was reported to be a good meeting and I think that the follow up letter sent to the Board and to the Mayor clarified a few points from my previous letter.

On Building a Quality Arizona, I am happy to inform you that Jennifer Toth and her team won an award from the Arizona Planning Association and will be submitting it for a National Planning Association Award. AzTA, our Arizona Transit Association submitted the application with our help. I think we are showing a great partnership here with the transit community.

There is an effort going on that I am participating in. I was in New York last week at the Rockefeller Foundation. Roughly 14 states have gotten together under what we call a Smart State Transportation initiative, and the Rockefeller Foundation has joined us in providing some grants as we are trying to work through issues revolving around the next transportation reauthorization pertaining to livability, sustainability, and performance measurements. The states are a little bit in the dark as to what those mean. There are two states that they are auditing. Pennsylvania and Washington state who seem to have very good programs. What will come out of this is that Arizona and North Carolina will be the control states and when the audits are completed for Washington and Pennsylvania, they will look at our practices and see where there are gaps. Then we will adjust our practices accordingly. This is being paid through the grant and it is a good way for the Department to take a complete look at its business operations.

We have created a new Enforcement Compliance Division within MVD by splitting some of the Motor Vehicle functions.

The Federal Government recently enacted a \$2.2B rescission. Arizona's share of that was \$45M. Mr. Fink will be happy to update you on that in his report as to what funds are affected.

We are continuing to meet on I-11 with the Can Do Coalition. We are trying to see if we can develop an agreement that would give the department a significant amount of right of way. I am working with Mr. McGee on that team. The investment we had to put in at this point seems nominal for preliminary planning activities and our hope is that we can develop an agreement, and through this foster some economic growth.

Bill Feldmeier - The target date to completion the conversation with Sedona is when?

John Halikowski – In the letter we sent to Sedona, we wanted to reach agreement by January 15<sup>th</sup>. Hopefully we will be able to reach an agreement prior to that.

Mr. McGee – Everyone recognizes that the date is January 15<sup>th</sup> but I think that we should also recognize that we would like to get there sooner.

Steve Christy - What does is the status of the Hoover Dam Bypass?

John Halikowski – I believe that the opening celebration is October 14<sup>th</sup>, . Everything is still on schedule and budget.

### **ITEM 3: Consent Agenda**

*Motion by Mr. Anderson, a second by Ms. Lundstrom. In a voice note, the motion carries.*

#### **ITEM 4: Financial Report – John Fink**

John Fink – I left at your places our year end reports for FY2010 for both Highway User Revenue Funds and the Regional Area Road Fund. In your books, there are two months of HURF reports since we did not have a meeting in August. I am only going to cover August this morning. August HURF results are \$99M. That is up 8.5% compared to last year's \$91.3M and 1.2% when compared to our estimate. For the first two months of FY2011, HURF is at \$199.4M. That is up 5.5% compared to last year and up 1.6% compared to the estimate. One thing I would like to note is that this year's HURF results include \$2M reversion of funding that was transferred to DPS in prior years. Essentially we transferred money to them out of HURF for their operating budget. They did not use it all for prior years and reverted \$2M to us so that was included in other revenues in July. If you factor that out, this changes the results a little bit and this is clearly a one time thing.

Gas tax revenue for the year is now at \$74.6M. That is up 2.1% compared to last year but it is down almost 1% compared to our estimate. Use Fuel tax revenue is at \$28.5M. That is up 6% compared to last year and about 2.5% when compared to our estimate.

The weakness continues in Vehicle License Tax Revenues for the first two months for \$57.1M. That is down 5.4% compared to last year and down 3.7% compared to our estimate. New car sales continue to be weak and average VLT continues to decline. The average VLT is now down to \$133 when just a couple of years ago it was about \$150. That is a significant decline and in fact August car sales were down 12% compared to last August.

It appeared that gas tax revenues were clearly stabilizing. Now it appears to be starting to increase. While it is not a huge increase, this is at least a good sign. VLT continues to be weak. We are seeing again maybe some slowing in the rate of decline but still no evidence of stabilization.

#### **Regional Area Road Fund –**

- We do not have August results yet so I am only going to present July. July results were \$24.6M, that is down 4.5% compared to last year and down to 5.2% compared to our estimate.
- By category retail sales were \$11 million. That is no change compared to last year and it is down 4.5% compared to our estimate.
- Contracting revenue continues to be the weakest spot in the RARF results. Contracting revenues were down 23.3% compared to last July and down 11% compared to our estimate. When we did our estimate for this year, I thought I was being extremely conservative with regard to contracting revenues but apparently not conservative enough. Other categories are also continuing to exhibit weaknesses and only Rental of Real Property was above our estimate.

I wanted to update you on what our forecast is for FY2011. We started our process for developing our new official forecast with the Risk Analysis Panel on August 27<sup>th</sup>. They provided all of their inputs and commentary for the new forecast. That process will be run through our model and we will do some evaluation. I will probably come back to you in November or December to present the new

official forecast. We did develop a forecast for FY2011 for both HURF and RARF. Our forecast for HURF FY2011 is total revenues of \$1.205B. That is just slightly above last years actuals. Last years actuals was \$1.194B so it represents less than 1% growth rate, however, any kind of positive growth and our HURF would reverse three consecutive years in decline. One thing I wanted to highlight though is that our official forecast for FY2011 that was adopted just in September 2009 was for revenues of \$1.265B. That is a drop of \$59M in just one year. ADOT's share of that would be about \$25M. MAG's and PEG's share would be about \$4.6M. So the cities and towns share would be about \$18.1M and the counties share would be about \$1.2M. So we are talking about significant impacts from that forecast change.

It is the same way for RARF. Our forecast for FY2011 is \$301M that compared to the actuals for 2010 of \$209M. Also less than 1% growth but again if we see any growth in that category it would reverse three consecutive years of declines. Our official forecast for 2011 again that were adopted just last September was \$321.9M which is down about \$21M. The freeways share is a decline of about \$11.7M. Arterial streets show that is about \$2.2M and the public transportation funds share show a decline to be of about \$7M. Again we are talking some pretty significant impacts in just one year.

#### Aviation Fund:

- We do not have August revenues yet. I can only cover July. Aviation fund revenues tend to be lower in the first half of the year so again there is not a whole lot going on here. July's revenue was \$549,000. That is down about 69% compared to last year and down about 60% compared to our estimate. However last July included a couple of one time or non-recurring items that really impacted last July's results, so they are not really comparable.
- We received a large Federal Grant last July that we did not receive this July so that led to a significant decline and also on property taxes.

HELP cash balance as of August 31<sup>st</sup> was about \$70M. We currently have four loans that are outstanding totalling \$5.8M. As I have indicated previously to you, at some point, I expect I will come back and recommend that we reactivate this program and get it started again. One of the reasons why I have not been able to do that previously is because of significant staffing issues and we really have not had the staff to be able to devote time to this program. I expect that that is going to be changing fairly soon. Again, I will be expecting to be coming in and asking for approval to reactivate that program.

I wanted to give you an update on where we are at with the Federal Aid Program. The director alluded to the rescission that we just had to comply with. I wanted to talk a little bit about that and a couple of other items. We are in the process of closing out both our regular Federal Aid Program and the Stimulus Act Funding. This must be completed by the end of the federal fiscal year which is September 30<sup>th</sup>. We are on track to fully obligate all of our Federal Funds this year barring any unforeseen developments. We were able to do this despite a couple of complications. As we have already discussed, there is a \$45.1M rescission of unobligated balances of apportionments. Congress actually passed this rescission in the beginning of August. We did not receive final notification of the categories from which we could take the rescission from until August 18<sup>th</sup>, and then we had to submit our response by August 25<sup>th</sup> which did not leave much time to respond. However, we did an internal evaluation of the categories that had balances that we could spare. Lisa Danka of my staff talked to every single COG and MPO to discuss the rescission with them and what we were thinking, and get their input. As it turned out, we had no single categories that we could spare apportionments from and still be certain that we would be able to close out the federal fiscal year. So we had to spread it across

virtually every program. Amounts were rescinded from Interstate Maintenance, National Highway System, Surface Transportation Program, Transportation Enhancements, Planning Funds, and then some funds that are available for recreational trails. I may be missing a couple of things but we had to take several programs off the table. We could not rescind any funds from any of the safety programs, for instance, and from Safe Routes to Schools. We were able to do it without impacting any projects and so that was good. Again, we did consult with stakeholders before we submitted our plan.

On Monday of this week, we received notification from FHWA that Arizona had been granted an additional \$21.7M of obligation authority through the annual redistribution of funds. Of course these funds have to be obligated by the end of the federal fiscal year so we have a very tight time frame for doing that. Fortunately we had anticipated that we would likely get an amount close to the \$21.7M so we have planned for it. We planned to make sure that projects that would be available to utilize the funds and it looks like we will be able to do that. If you are not really involved in the day to day aspects of the Federal Aid Program, you may not fully appreciate all the work that everyone had to do to get out our Federal Aid Program this year. Floyd and Sam's folks really did an outstanding job in delivering the Federal Aid Program. Jennifer's people did an outstanding job in making sure that all the projects were programmed. FHWA is significantly behind processing everything because of the amount of work that we have sent their way.

John Halikowski - Everyone has done a tremendous job about getting the Federal Aid Program delivered including the Stimulus project. It is hard to understand if you are not involved in it daily. Mr. Fink and Mr. Roehrich and their teams have shown that the goal has been where we will not turn back any Federal Grant and spend every dollar we get. They have spent many hours to make this happen. My thanks to them for doing that and making us look good.

#### **ITEM 5: Financing Program – John Fink**

We are getting ready to price the 2010 Series RARF Bonds during the week of September 27<sup>th</sup> with the closing on October 14<sup>th</sup>. I am planning to head back to New York for the pricing assuming that you pass the authorizing resolution at this meeting. You have at your place a current draft of the preliminary official statement. We are planning to print and mail the preliminary official statement tomorrow. We have made a few changes in the last days since I printed and copied these but there are no significant changes. We are currently planning a retail order period on Monday September 27<sup>th</sup> and institutional pricing on Tuesday September 28<sup>th</sup>. The issue size is expected to be \$180M with a final maturity on July 1, 2025. We have now received confirmation of the ratings from the rating agencies. Moody's has rated the issue Aa1 and S&P has rated the issue AA+. I will be asking you to approve the authorizing resolution in the next agenda item. I included in your books today a preliminary timetable for Series 2011A Grant Anticipation Notes. We are planning to price and close this issue in January and I am currently thinking that it will be about \$170M. The direction to proceed for this issue is on your agenda as Item #7.

#### **ITEM 6: Adoption of Authorizing Resolution, Transportation Excise Tax Revenue Bonds, 2010 Series – John Fink**

This morning I am asking your approval for the third Supplemental Resolution authorizing the issuance of up to \$180M of the Regional Area Road Fund Bonds, 2010 Series. This supplements the Master Resolution that the Board adopted on September 21, 2007. The resolution was prepared by Squire, Sanders, and Dempsey. It has been reviewed by RBC Capital Markets, our financial advisory

and my staff. The only significant change in this resolution from prior resolutions is that this resolution would allow the issuance of Build America Bonds; however, we currently are not planning to issue any of the 2010 Series RARF bonds as Build America Bonds. I am requesting your approval of this resolution.

*Motion by Ms. Lundstrom and a second by Mr. Anderson. In a voice note, the motion carries.*

**ITEM 7: Direction to Proceed: Grant Anticipation Notes – John Fink**

The last item is the Directions to Proceed for planned issuance of Grant Anticipation Notes, 2011A Series. As I indicated, we are currently planning a \$170M issue. We are planning to price and close in January although that is subject to change at this point based on cash flow needs. We have grant agreements totalling roughly \$300M right now and we will probably select amongst those for projects to fund for proceeds of this note issuance.

*Motion by Mr. Feldmeier and a second by Mr. Anderson. In a voice note, the motion carries.*

**ITEM 8: Multimodal Planning Division Report – Scott Omer**

I would like to talk a little bit today about a couple of Items in the ARRA Highway or Roadway projects. These are some specific transit projects that have been done with ARRA and Stimulus Funds of the state and you can see a lot of the capital improvements that have been purchased. We purchased a lot of new vehicles to sell, 33 vehicles. We constructed three new transit facilities, we expanded some facilities and over 17 different agencies across the state have received 100% of the amounts that they needed from the Stimulus funds. The first one I would like to talk with you about is a transit facility in Coolidge, Arizona called the Cotton Express Facility that was completed in July with ARRA funds and currently behind it there is a maintenance facility that is under construction today. The total cost of that using 100% ARRA funds was \$1.8M. The next one is called the Verde Valley Transit facility in Cottonwood. It was completed in January of this year at a total cost of \$2.5M. All of these projects were really needed in the local communities and in the rural areas of Arizona especially that there is no way that they could come up with the funding to complete these types of facilities. The Navajo Transit Facility combined FTA Tribal ARRA Funds as well as Arizona Rural Area funds. The contract has been signed and the project is ready to move forward for the cost of \$3.5M. A couple of weeks ago, our transit people were up at the Navajo Center and they were literally maintaining their facilities in an open field laying on top of plywood underneath their buses changing the oil and trying to maintain the equipment. Mr. Mike Norman said that he did not understand how they could even back the buses in the facility because it was so small and so tight. It is really a benefit to Rural Arizona the way that these are happening. The last project is called the Four Seasons connection. Construction is to begin in October and it is an expansion of an existing facility and will cost about \$400K. Again we thought that these were important to bring up to you. You usually hear about the roadway side of this but these were really important for the transit community. They were actually paid for with partially with those funds.

State-rail plan is out for public comment. It is to be finalized by the end of the year and we will be bringing it to you in early 2011 hopefully in January. The Phoenix – Tucson intercity rail alternative analysis is kick off of the study. We are hoping to have it by the end of October and will be working very extensively with the Federal Rail Administration and Federal Transit Administration. This has been a very long process but finally the consultant's election process is complete. There have been

multiple awards to four different firms and they have been selected and notified and we are starting that process of negotiating contracts with the four firms. One will be a management consultant and the other three will be supporting the management consultant so we have taken the root of using four separate firms for different reasons. One because it was letting us spread the work around so where they all had really great strengths. If we could have chosen four #1's, we really would have chosen four #1's. This is actually very competitive. In the alternate analysis, they will be looking at 8 conceptual quarters that they brought up on previous studies and also will be used by the systems approach to the study which what it is going to do is be combining the alternative analysis and the rest. It is not only going to be looking not only at your inner city rail but along with the commuter rail in metro phoenix area as well as in Tucson and how to tie in inner city rail with the rail in the Valley and the Tucson street car was also tied into it. That will be all part of the overall study itself. As we said earlier, we are hoping to have that kicked off towards the end of October.

John Halikowski - If we do not have the State Rail plan would we be on the National Rail plan?

Scott Omer – It is my understanding that we would not be. We are required to have the State Board to recommend to even being eligible.

John Halikowski - The money that we are using for this study is Federal grand money?

Scott Omer – Yes.

John Halikowski - I just wanted to point out Mr. Chairman is that what we are trying to do with this plan is to get is keep Arizona's options open. I know there are people out there that are worried that we are going to run out and build a railroad and how we are going to pay for operations and maintenance. We are not even there yet, but are looking at options. As we look at our transportation and economics future without some consideration of a Rail Plan here for the state, there is no way to get on the National Rail Plan and access to that money that the Federal Rail Administration has been given and probably will continue to get. We are trying to stay in the queue, if in fact Arizona decides to build. A thanks goes to Jennifer and her team, they really are continuing to raise the bar for planning and turning this into a multimodal operation.

#### **ITEM 9: Priority Planning Advisory Committee (PPAC) – Scott Omer**

Item 9a is a reprogramming of the FY2010 Subprogram Balances. It happens every year, we have some of our Subprograms that are not completely expended do roll over to the following fiscal year. The majority of that is being rolled into the ITD Statewide Development program which Mr. Maroufkhani manages. The funds are being consolidated so that they can be shifted through the other subprograms and we can continue to utilize those funds. I am asking for approval of Item 9a.

***Motion by Mr. Anderson and a second by Ms. Lundstrom to approve Item 9a. In a voice note, the motion carries.***

Item 9b is the Approval of Recommended Projects from the 2010 Safe Routes to School Program. Back in May, we brought a list of 12 or so programs for the Safe Routes to School program across the state. At that time, the PPAC as well as the Board had directed the staff to see if there was the ability to utilize some of the extra funds that we had available and we had \$5.5M a year portioned for Safe Routes to School. The team went back and they found 6 additional Safe Routes to School projects on

the infrastructure side and one additional on the design infrastructure side. By doing this, it is an additional \$1.2M in funds that we can spend down and that reduces our balance to less than \$900,000

***Motion by Mr. Feldmeier and a second by Mr. Anderson. In a voice note, Item 9b carries.***

We feel that we can combine Item 9c – 9l, They range from pavement preservation projects across the state to some widening projects.

***Motion to approve Item 9c – 9l by Ms. Lundstrom and a second by Mr. Anderson. In a voice note, the motion carries.***

Items 9m – 9ae are Airport Facility Grant Programs. This year we have quite a few as you can see but we are utilizing the existing Airport Subprograms for these and again these are what we generally do every year. All 19 projects are for airports throughout the state of Arizona and all have FAA Grants plus the State match and Sponsor match included in the costs of it.

***Motion to approve Item 9m – 9ae. In a voice note, the motion carries.***

#### **ITEM 10: State Engineer's Report – Floyd Roehrich**

The first item I have is a briefing that I have put together at the request of Mr. Zubia last month. that looked at the program for the last few years and the size of the program in relation to our staffing levels and our reliance upon consultants. Mr. Zubia absent today, if you concur, I will move this to the next month and present it.

Board Members agree to defer briefing until the next Board Meeting

I would like to point out that we have 156 projects under construction, a little over \$1B contracted but left to perform under than is only about \$220M. What you are seeing is a large number of projects due to the local program of ARRA coverage requests of smaller magnitude but there was a greater number of those. As we start to move into more of those projects under award and in construction of those projects, we are seeing a greater number of projects with a smaller dollar value. As Mr. Fink had pointed out previously though, we did commit that all of our obligations and funds on top as well as the total FY2010 project closeout. So as the next few months as we finalize those awards and bring them the Board we are going to see a large increase in the dollar amount. It looks like we have a large program with projects number wise but there is smaller dollar value and everyone is good. It has helped that small firms and other firms continue to keep working as we work through the financial challenges that we have had. We are really looking forward to a much larger program in the next few months as we move forward with those advertisements. If there are no questions I would like to move on to Item 11 which is the ARRA update.

Steve Christy - I would like to interject a question, is the widening of I-10 between Picacho and SR87 is going?

Floyd Roehrich – That project from SR87 to I-8, has been awarded to Fisher Contracting. That project has started and is underway. He is on schedule and told me specifically as well as his staff is telling our staff out there that he expects he is going to finish that project ahead of schedule. We will continue to work with him on that and I think that we are going to see a successful project.

Steve Christy – When do you think that we might be getting to work on it?

Floyd Roehrich – They are starting to mobilize and bring in equipment. He has been doing some preliminary clearing and setting up traffic control, so he is going through various stages. He will be going very significantly over the next 30-60 days.

**ITEM 11: American Recovery and Reinvestment Act (ARRA) 2009 Update – Floyd Roehrich**

We have completed all the obligations on the ARRA projects. We have lost no funds. We were able to complete some projects very early and roll those big savings into additional projects. On Statewide side, there have been about another 8 projects, in the MAG region 7 – 8 projects as well, on the other side we have been able to capture some additional improvements within the jurisdictions and are able to closeout some of their projects. I am very pleased and as he said it took a great effort by everyone, our staff, his staff, and working with the Federal partners, and all the local governments and our stakeholders out there to deliver those ARRA projects. The project list has not changed. We are ready to closeout the ARRA program as we finalize these last projects and the last project closeouts.

Chairman Montoya – Thank you to your staff and everyone involved. They did a superlative job especially with the challenges of reduced workforce and all the other things that have come up so congratulations.

Floyd Roehrich – Thank you Mr. Chairman, I will be sure to pass your comments on along to my staff and I know other people at Mr. Fink and his staff in Financial Services were there every step of the way to make sure we had that. I will let the Highway Administration know that. I will express our appreciation to them as well. Everything came back through the Board, so thank you for that support.

**ITEM 12: Construction Contracts – Floyd Roehrich**

We have 7 contracts to be awarded, you awarded 5 of them on the Consent Agenda. There were two that were just outside of the Board Criteria that would require separate action and I am going to ask that the Board address both of those at the same time. I will give you a quick overview. The first one is project up on SR 77. It is a box culvert extension, flattening slopes, pavement marking, and scenic project. It is a part of a State project to provide a more recovery area along the adjacent roadway. Although the project bids did come out a little under the Department's estimate of 15%, we do feel that it is a competent bid and we are very pleased with the great number of bidders on this project, 15 think it is a competent bid. The second project that we have is a little specialty project. It is scraping of steel girders of 9 bridges around the state and this project is significant in that these bridges that have had strikes with them with over height vehicles. Our maintenance people have been out there to preliminary patch and inspection to ensure that there is no structural damage that would require anymore significant impact on that bridge and we will come back through and just make final repairs to ensure that we have full competency of those structures. This Item did come almost 15% over the Department's estimate but again in reviewing the bids and given the specialty nature of this award and the fact that it is spread out over certain areas, I feel that re-evaluating the bids, we may not have covered enough for the inefficiencies of multiple locations and that the additional costs are justified and these are competent bids. With your discretion, Mr. Chairman, I will ask that the Board award Items 12a and 12b as presented.

*Motion by Mr. Christy and a second by Mr. Feldmeier to award Items 12a and 12b. In a voice note, the motion carries.*

**ITEM 13: Public Private Partnership (P3) Update – John McGee**

I did want to take a few minutes to update the Board on the P3 program. I think that we are making great success. I like to tell people we are moving quickly but deliberately with respect to the Program. I like to tell people that we have one chance to do this right and a lot of chances to do it wrong and my goal is to do it right and I think that the direction that we are preceding is the right direction. If you think about putting together a program like this, there are a number of steps that you really have to go through in order to make it successful. We have developed what we call our subP3 designation to describe how we are going about putting this program together. If you think of a triangle, the base of that triangle really represents all the work we are doing on a programmatic basis starting with the law itself, development of guidelines to support the law showing how we are going to actually operate the program, setting up the web site to disseminate that information, pulling together our consulting team. All that really is baseline programmatic things that have to be done in order to make our P3 program function correctly. HB 2396 became effective less than one year ago and all the programmatics that I just talked about are in place. We have hired two program managers, Jacob's and HDR and they are both doing an excellent job for us. We hired the predominant legal firm in P3's in the country, Nossaman, and we just recently hired Public Financial Management as financial managers for this program. We still have a couple more firms that we will be hiring in the future.

The next level after you get the programmatic infrastructure developed is policy, and we are right in the middle of that. A lot of states that have implemented P3 programs have done it differently. Some jump right into projects without developing this programmatic basis to support putting those projects together and have pretty well failed. Others have put that programmatic base in place and then jumped into projects. Those failed because they did not go through the second step which is policy development at the local and state level. What has happened in a lot of states, as I said, is that they jumped up to the projects but they did not really sit down and have a very serious public policy discussion about how tolling in particular would work within their particular region. I am trying to avoid that mistake. We have been partnering with MAG. We are beginning the same process with CAAG and also planning the same process with PAG, those three contiguous regions through the state where about 80% of the population resides have probably the best opportunity for some sort of tolling facility. We are going to be partnering with all three of those regions to do two major things. First, we will work with their elected officials to educate them on tolling, different approaches to tolling, how tolling projects can help financially and in terms of traffic management, and how this tool is being utilized successfully in other areas of the country. MAG has had their second meeting. They are very enthusiastic about going through this process. I am told that it was a very good meeting. They are moving forward with authorizing a study of hot lane network in the MAG region. We believe that a hot lane network wide program in the MAG region is a very feasible tolling concept for that region and can help manage traffic and help bring in revenues to offset some of the significant revenue reductions that they have seen in that region. MAG transportation policy committee seems to share that view at this point. They are going to be moving forward with this study probably over the next 5 – 6 months. We are going to be working with them on other educational aspects.

Steve Christy - Can you conceptualize, or give a description of how that hot lane works. What is it as far as tolling?

John McGee – Essentially hot lanes are tolled lanes that utilize HOV lanes and the additional capacity that is available in HOV lanes. This concept has been used very successfully again in a number of regions.

Steve Christy - So someone accesses it through a toll booth or some kind of a system and gets on the HOV lane and pays for the right to utilize it?

John McGee – That is correct. Most HOV systems have some amount of excess capacity and so in order to utilize that capacity and make money off that capacity, drivers are willing to pay a fee as a single occupant vehicle in an HOV lane and pay for that privilege.

Steve Christy - What would happen if that utilization became so popular that the HOV lane which is only a single lane became maxed out?

John McGee – Most hot lane projects are configured as two HOV lanes, not all of them but most of them are. Generally the way that you get around that is you have what is called a dynamic variable pricing so that as you are driving in that lane, as it starts to fill up, the price starts going up until it gets to the point that you say, well this was worth 50 cents a mile back but now it is getting so crowded it is up to a dollar, that I am going to get off. So you pay the price on the volume on that lane. It actually works quite well.

Kelly Anderson - Is the Native American community involved in dialogue and other stakeholders within that region? They think that they have a key in terms of I-10 widening and also with P3 and tolling.

John McGee – This is really the reason we are going through this process. What we have found in a number of cases throughout the country where P3 programs in their entirety in some cases and P3 projects specifically have failed is because they have been very top driven. The State goes into a region and says that we really think it would be great to have a toll road over here. We are the state and we are going to put a toll road in over here and the elected officials and the citizens of that region say, we do not want that toll road. All of a sudden you have the state and the regions butting heads. We believe that the better way to do this, the more successful way to do it is to have the regions become educated and bring in there elected officials, poll their constituencies, and through that process ultimately develop a Public Policy statement that says this is how we see tolling in this region. This is what is acceptable to us. For example, in the MAG region, they may come up with a policy that says that we think the hot lane program is entirely acceptable and our people seemed to think that a hot lane program is entirely acceptable and we then as a state can assist in the development of a hot lane P3 program in that region. If that is where the elected officials in the region come out, then I think as a state, we need to respect that. We believe that it is going to be a much more successful program long term if we go through this policy process and let the regions really talk about and debate this in a very open manner and ultimately develop those kinds of policy statements to guide the development of these kinds of facilities in their region. That process may take 6 – 10 months but I think it is going to be time very well spent. That does not mean that we are sitting around and waiting for that to happen. First we are going to be supporting those regions as they go through that discussion. Ultimately after we get through MAG, CAAG, and PAG we will probably also be working with the Yavapai region and kind of that whole Sun Corridor region. While that discussion is going on we will have a parallel process going on with both HDR and Jacob's, our two program managers. We have assigned HDR the primary responsibility for being the lead on any highway featured projects including rest areas and we

have assigned Jacob's to be the lead on everything else, maintenance, transit, and rail. On the Highway side we are working with HDR right now, they are literally going through the entire 5 year program, MAGs entire 20 year RTP program, And they are going through the major corridor and major projects that were designated long term as part of bqAZ and they are putting together information on every one of those projects. Next they will go through a criteria selection process to do a first cut of those projects that they think have the most long term potential as a P3 project. What we are hoping to do here is go through that very technical process which is about a 3 step process. Ultimately ending with a selection process that is going to very similar as to what we do on the revenue side with our risk analysis where we would be bringing in a group of people who have expertise in P3 and the transportation projects and do a final prioritization of projects out there . Our hope is that by the time that process is done, we will have the results of the Public Policy discussion. We will then be able to sort of marry those two processes together. Because we will know from the various regions and what they see as potentially acceptable projects and approaches and then we will have a prioritization of projects that we believe would be good candidates. Then you marry those two together and where those two efforts come together, those would be the projects that we would pursue first. We think that this is an approach that is kind of unique. As we have talked to other people in other regions who have gone through the P3 process, they think that it is a very good approach. So that is the direction that we are currently preceding. As I said, we have talked to MAG. MAG is in their process. We had a very good meeting the other day with CAAG. They are very excited about going through this process over the next 6 – 7 months and we are setting up a meeting to go in and talk to the people at PAG. We have had a preliminary discussion with them on the phone. They also believe that this would be a very good effort to go through. We are utilizing Mary Peters as sort of a point person. She is probably one of the top P3 policy people in the Country. She is part of our team and will be working with all three regions through the development of these policy statements.

Bill Feldmeier – Is there anything new on rest areas?

John McGee – We have had a firm recently approach us with a concept for doing something on the rest areas and we cannot say much more at this time until they represent us a proposal. They have been out and looked at all of our rest areas. They see some real potential out there for doing something on a prioritization basis and I believe that we have had two meetings with them so far. I believe that we have a third meeting set up with them for early to mid October. Our guidelines state that if you have an idea, come and talk to us, we will have 3 – 4 meetings to discuss your concept and then we will give you an answer as to whether or not we really think it is a concept that we and the Board would be interested in. If we think it is then we will tell them go ahead and submit a formal unsolicited proposal if they so desire. If we think it is a concept that we are not particularly interested in they still can go ahead. We are not going to tell them they cannot, but we are probably going to give the reasons why we do not think we would be interested. Nevertheless, if they think that we got it wrong and by developing an unsolicited proposal on a formal basis and sending it to us that they can convince us otherwise, they have every right to do that. We are at that first stage with one firm and have had two meetings. I suspect that we may have one to two meetings after that before we would tell them that we would like to see submitted as an unsolicited proposal.

John Halikowski - We met with the Arizona Trucking Association President last week. It is not so much that the truckers oppose privatization of rest stops, it is the Association of Truck Stop Owners. The truckers themselves they had some concerns about their community about using some of the truck stops because of what they say are issues that involve crime, prostitution, and drugs, at some of those areas. They are looking for a safe place for their trucks to stop and for the drivers to rest. They are

concerned that their CDL standard trucking rules that are going to be put into effect within the next year that will probably up the amount of hours the trucker has to be off duty. Essentially, they will need more places to rest. We have had several interviews with national publications. I spoke with the National Engineering Publication about privatization. They think that we are taking business away by advancing this idea from existing truck stops; that we will put people out of work and that we are essentially trying to develop, in their mind, some sort of a problem with truck stop ownership. I will state emphatically that this is not the case. We are going to sit down with that organization to see if there is middle ground to work out a good balance between the two. We continue to work with AASHTO is to work through congress.

**Item 14: Comments and Suggestions - None.**

*Motion made by Ms. Lundstrom and a second by Mr. Christy to adjourn the meeting. In a voice note, the motion passed.*

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Bob Montoya, Chairman  
State Transportation Board

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John Halikowski, Director  
Arizona Department of Transportation

Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

Program Data  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

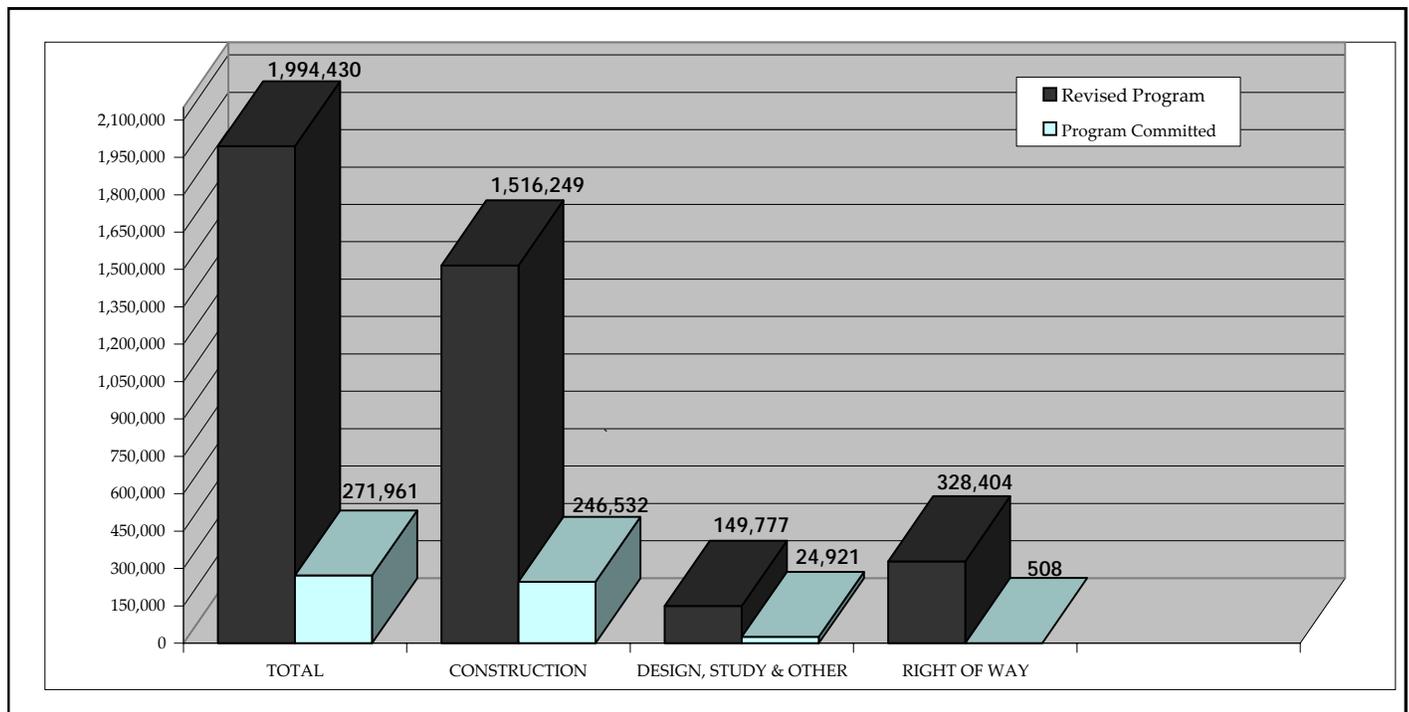
Program Data Category	Planned Program	Revised Program (1)	Program Committed (4)		Actual Committed (4)	Committed Variance
			Amount	%		
<u>Statewide (2)</u>						
Construction	581,540	1,000,180	209,487	20.94%	209,487	0
Design & Study	38,795	63,734	4,530	7.11%	4,530	0
Right-of-Way	15,300	15,300	351	2.29%	351	0
Other (3)	28,924	42,365	3,000	7.08%	3,000	0
State Total	664,559	1,121,579	217,368	19.38%	217,368	0
<u>Regional Transportation Plan</u>						
Construction	479,220	516,069	37,045	7.18%	37,045	0
Design & Study	24,837	28,784	5,990	20.81%	5,990	0
Right-of-Way	313,100	313,104	157	0.05%	157	0
Other (3)	14,594	14,894	11,401	76.55%	11,401	0
RTP Total	831,751	872,851	54,593	6.25%	54,593	0
<b>Program Total</b>	<b>1,496,310</b>	<b>1,994,430</b>	<b>271,961</b>	<b>13.64%</b>	<b>271,961</b>	<b>0</b>

Notes: (1) Revised program includes Board approved program changes.

(2) Includes PAG Program.

(3) "Other" category includes subprograms such as training, public information, recreational trails program, risk management indemnification and hazardous material removal.

(4) Program Committed represents dollars programmed; Actual Committed represents dollars advertised or actual dollars awarded, except for Right-of-Way. Right-of-Way Program Committed and Actual Committed are actual cash expended.



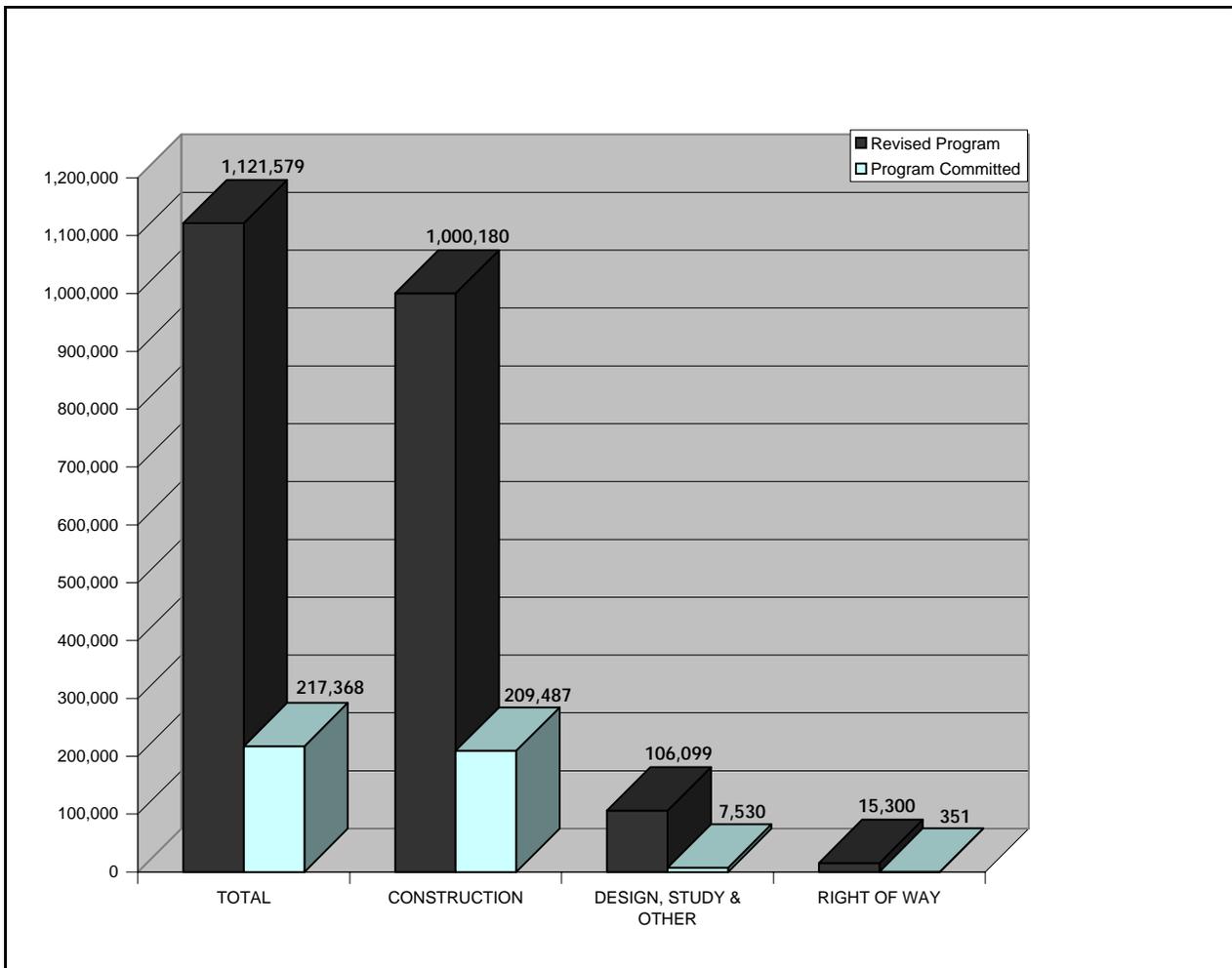
Arizona Department of Transportation  
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 (Dollars in Thousands)

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<b>Total (2)</b>	<b>664,559</b>	<b>1,121,579</b>	<b>217,368</b>	<b>19.38%</b>	<b>217,368</b>	<b>0</b>

- Notes: (1) Revised program includes Board approved program changes.  
 (2) Includes PAG Program.  
 (3) "Other" category includes subprograms such as training, public information, recreational trails program, risk management indemnification and hazardous material removal.  
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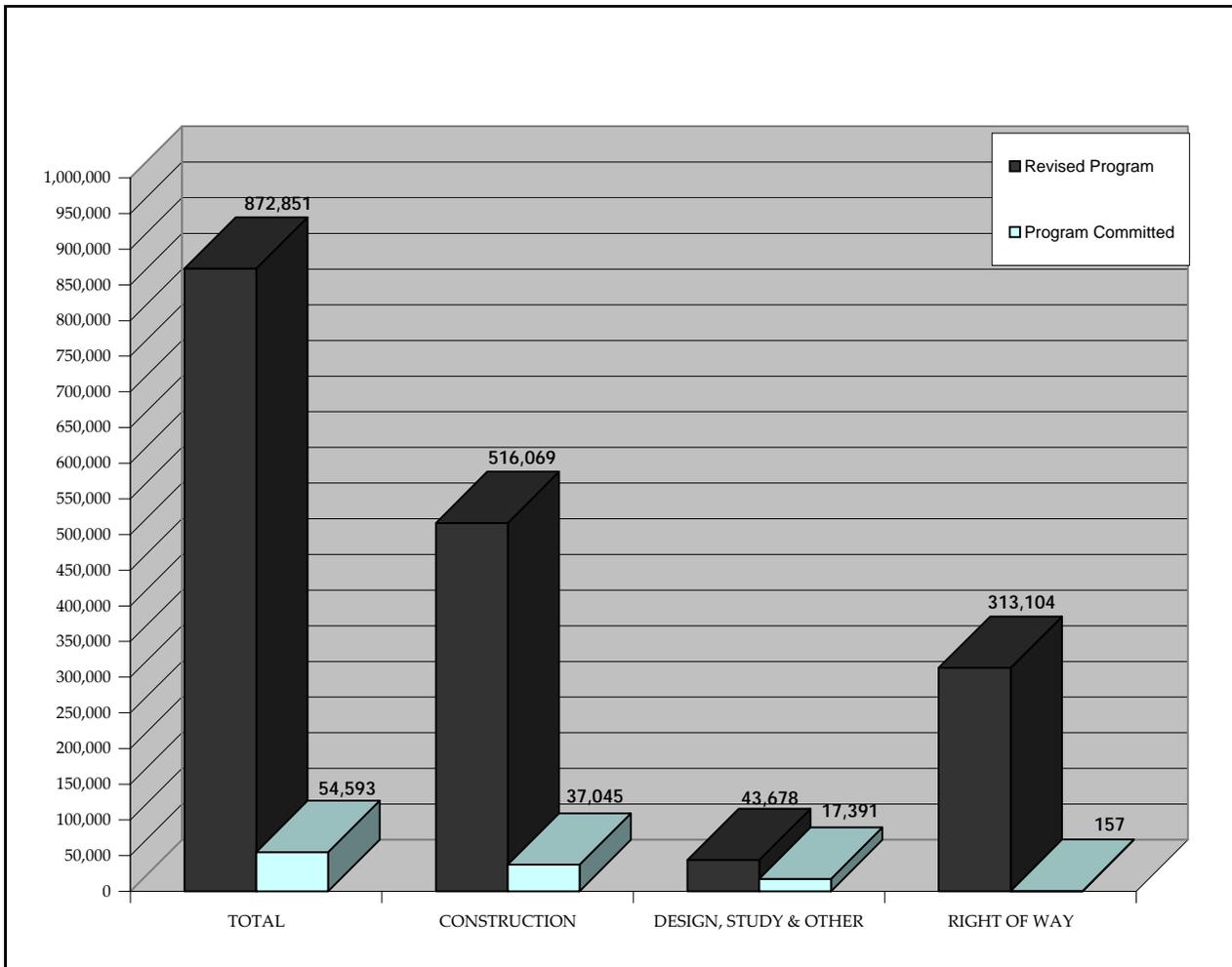
Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

Program Data  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

Program Data Category	Planned Program	Revised Program (1)	Program Committed (3)		Actual Committed (3)	Committed Variance
			Amount	%		
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Construction	479,220	516,069	37,045	7.18%	37,045	0
Design & Study	24,837	28,784	5,990	20.81%	5,990	0
Right-of-Way	313,100	313,104	157	0.05%	157	0
Other (2)	14,594	14,894	11,401	76.55%	11,401	0
<b>Total</b>	<b>831,751</b>	<b>872,851</b>	<b>54,593</b>	<b>6.25%</b>	<b>54,593</b>	<b>0</b>

- Notes: (1) Revised program includes Board approved program changes.  
 (2) "Other" category includes subprograms such as training, public information, recreational trails program, risk management and hazardous material removal.  
 (3) Program Committed represents dollars programmed; Actual Committed represents dollars advertised or actual dollars awarded, except for Right-of-Way. Right-of-Way Program Committed and Actual Committed are actual cash expended.



Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

Construction Projects Awarded  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Award Amount	Program (Over) Under Award
					0	0	0
Statewide Projects					Current Month Total	0	0
					Prior Month Total	0	0
					Year-To-Date Total	0	0

Notes:

Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 Regional Transportation Plan (RTP) Construction Program  
 (Dollars in Thousands)

Program Data  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Award Amount	Program (Over) Under Award
<u>Projects Awarded</u>							
Sep							
				Current Month Total	0	0	0
				Prior Month Total	0	0	0
				Year-To-Date Total	0	0	0

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Prog Amt Increase (Decrease)
<u>Program Modifications Approved</u>							
Sep							
				Transfer FY 10 Subprogram Budget to FY 11			7,406
				Closeouts [Actual Cost] Under (Over)			594
				Current Month Total			8,000
				Beginning Balance			33,100
				Year-To-Date Total			41,100

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Prog Amt Increase (Decrease)
<u>Program Modification Approved</u>							
Oct							
				Total Program Changes Proposed	0	0	0
				Current Year-To-Date Balance			41,100
				Proposed Year-To-Date Balance			41,100

Notes:

Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 Statewide Contingency Summary  
 (Dollars in Thousands)

Contingency Subprogram Entries	Jul Actual	Aug Actual	Sept Actual	Oct Proposed	Nov Proposed	Dec Proposed	Jan Proposed	Feb Proposed	Mar Proposed	Apr Proposed	May Proposed	Jun Proposed	YTD
2010 Balance Forward	5,647												5,647
Beginning Balance	5,000	5,042	4,247	9,894	9,894	9,894	9,894	9,894	9,894	9,894	9,894	9,894	5,000
Program Changes:													
Budget Authority Changes (Federal Aid, PAG, Third Party)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Budget Changes	0	0	0	0	0	0	0	0	0	0	0	0	0
Changes	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Program Changes</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Variances:													
Awards Under (Over) Program Budgets	0	0	0	0	0	0	0	0	0	0	0	0	0
Closeouts - Total Exp Under (Over) Awards	42	(795)	0	0	0	0	0	0	0	0	0	0	(753)
<b>Total Project Variances</b>	42	(795)	0	0	0	0	0	0	0	0	0	0	(753)
Month-End Contingency	5,042	4,247	9,894	9,894	9,894	9,894	9,894	9,894	9,894	9,894	9,894	9,894	9,894

Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 Statewide Contingency (Program Changes Approved)  
 (Dollars in Thousands)

Program Modifications  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Increase (Decrease)	
Budget Authority Changes:								
Program Budget Changes:								
Total Project Budget Changes								0
Subprogram Budget Changes:								
				Transfer FY 10 Subprogram Budget to FY 11			5,647	
Total Subprogram Budget Changes								5,647
Total Increase (Decrease)								5,647
Project Variances:								
				Awards Under (Over) Program Budgets			0	
				Closeouts [Actual Cost] Under (Over) Project Awards			0	
Total Project Variances								0
					Current Month Total		5,647	
					Beginning Balance		4,247	
					Year-To-Date Balance		9,894	

Notes:

Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 Statewide Contingency (Program Changes Proposed)  
 (Dollars in Thousands)

Program Modifications  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Increase (Decrease)
Budget Authority Changes:							
		No changes this month					
Total Budget Authority Changes							0
Project Budget Changes:							
Total Project Budget Changes							0
Subprogram Budget Changes:							
Total Subprogram Budget Changes							0
Total Program Changes Proposed					0	0	0
Current Year-To-Date Balance							9,894
Proposed Year-To-Date Balance							9,894

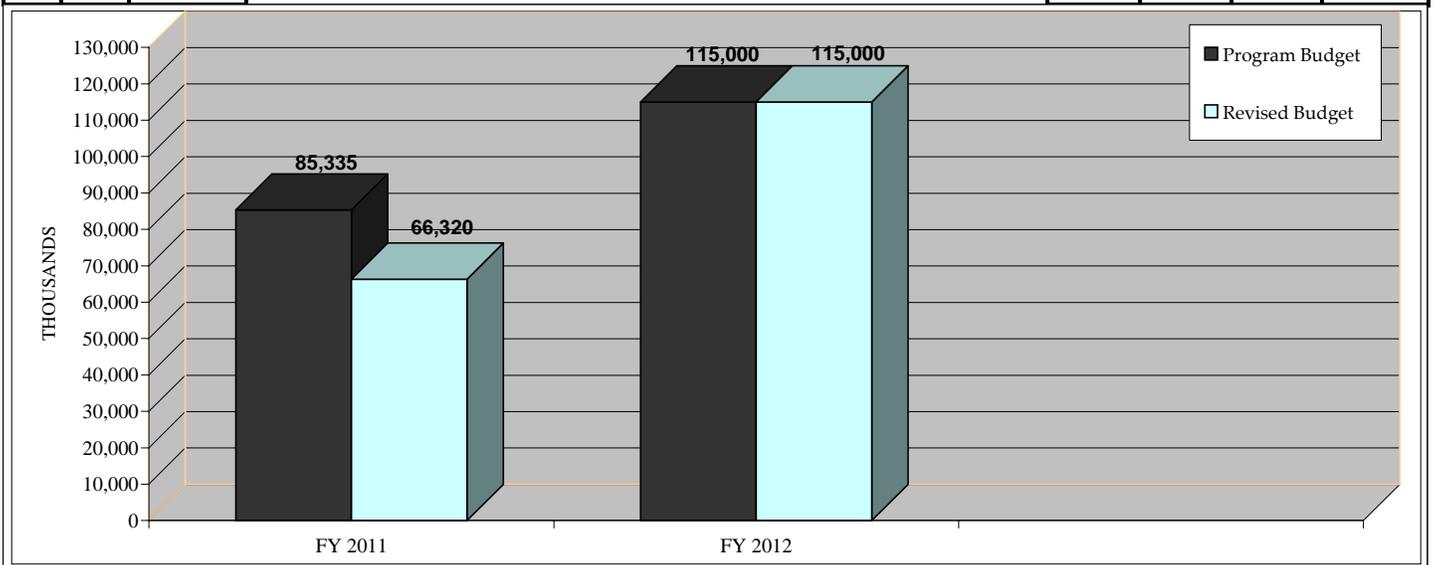
Notes:

Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**  
 YTD Statewide Pavement Preservation Contingency Fund FY 2011 and FY 2012  
 (Dollars in Thousands)

Program Modifications  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Fiscal Years		
							2011	2012	
PRB Actions Previously Approved:									
STB Actions Previously Approved:									
89	309	H755301C,R	WHITE SPAR RD, PHASE I	Roadway Widen & R/W Acquisition (a)	2,721	3,721	(1,000)		
89	370	H756001C	WEST SEDONA (NB & SB)	R&R 2.5" AC (add ADA ramps) (a)	370	4,370	(4,000)		
60	388	H766901C	JCT 180 - STATE LINE	R&R 2.5" AC & Chip Seal (b)	0	5,900	(5,900)		
191	160	H766501C	OLD SAFFORD ROAD - HILL STREET	Mill 2.5" ACFC (b)	0	2,400	(2,400)		
60	200	H786501C	SIPHON DRAW - FLORENCE JUNCTION	Pavement Preservation (b)	0	12,000	(12,000)		
89	370	H658301C	PEEPLES VALLEY YARD - WILHOIT	Pavement Preservation (b)	0	4,600	(4,600)		
TRANSFER FY 10 72510 BUDGET TO FY 11							15,335		
Total STB Actions Previously Approved							(14,565)	0	
PPAC Proposed:									
10	52	H751101C	BOUSE WASH REST AREA - GAS LINE	R&R 4" AC & 1/2" AR-ACFC (a)	9,207	11,200	(1,993)		
Total PPAC Proposed							(1,993)	0	
Total Modifications Reported This Month					12,298	44,191	(1,993)	0	
Planned Program Beginning Balance							85,335	115,000	
Previous Year-To-Date Modifications							0	0	(17,022)
Current Year-To-Date							0	0	66,320



Notes:  
 (a) Increase project for pavement preservation work.  
 (b) Establish a new FY 11 Project.

Arizona Department of Transportation  
**FY 2011 Highway Program Monitoring Report**

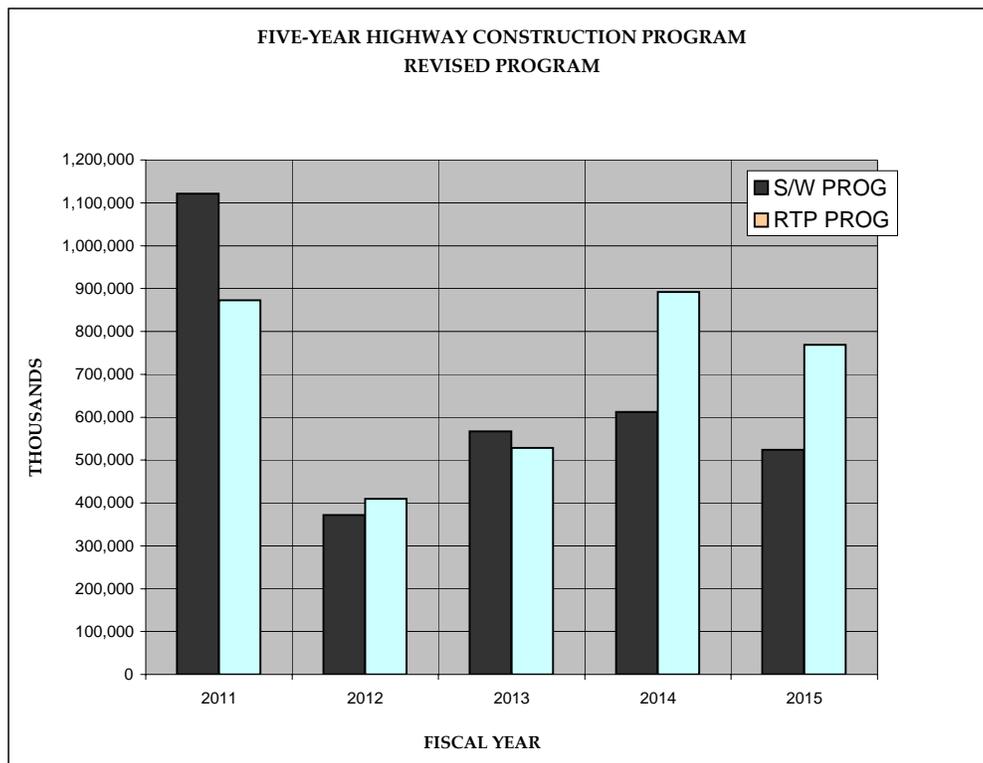
Program Adjustment Summary FY 2011 - 2015

(Dollars in Thousands)

Program Data  
 September 20, 2010

Priority Planning Advisory Committee  
 September 29, 2010

Area	Year	Planned Program	Program YTD Adj	Revised Program
Statewide (PAG Program is included)	2011	664,559	457,020	1,121,579
	2012	371,696	0	371,696
	2013	567,199	0	567,199
	2014	612,344	0	612,344
	2015	523,574	0	523,574
	<b>Total</b>		<b>2,739,372</b>	<b>457,020</b>
Regional Transportation Plan	2011	831,751	41,100	872,851
	2012	409,924	0	409,924
	2013	528,340	0	528,340
	2014	891,920	0	891,920
	2015	768,840	0	768,840
	<b>Total</b>		<b>3,430,775</b>	<b>41,100</b>
Total	2011	1,496,310	498,120	1,994,430
	2012	781,620	0	781,620
	2013	1,095,539	0	1,095,539
	2014	1,504,264	0	1,504,264
	2015	1,292,414	0	1,292,414
	<b>Total</b>		<b>6,170,147</b>	<b>498,120</b>



October 15, 2010

RES. NO. 2010-10-A-076  
PROJECT: 060MA186H670201R  
HIGHWAY: SUPERSTITION FREEWAY  
SECTION: Higley Road T.I.  
ROUTE NO.: U.S Route 60  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of additional right of way as a state route and state highway for the improvement of U.S. Route 60 within the above referenced project.

The existing alignment was previously established as a state route by Arizona Transportation Board Resolution 74-06-A-016, dated September 6, 1974 and Resolution 75-05-A-020, dated April 4, 1975 established additional right of way as a state route and state highway for improvements; Resolution 2006-03-A-014, dated March 17, 2006, established additional right of way as a state route for improvements thereof.

A state route and state highway designation is needed to encompass the widening improvements at Higley Road. Accordingly, it is necessary to establish and acquire the additional right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The additional right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, SUPERSTITION FREEWAY, Project 060MA186H670201R."

October 15, 2010

RES. NO. 2010-10-A-076  
PROJECT: 060MA186H670201R  
HIGHWAY: SUPERSTITION FREEWAY  
SECTION: Higley Road T.I.  
ROUTE NO.: U.S Route 60  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

In the interest of public safety, necessity and convenience, I recommend that the additional right of way depicted in Appendix "A" be established as a state route and state highway, and that access is controlled.

I recommend the acquisition of the additional right of way pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges or donations, or such other interest as is required, including material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This Resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 SOUTH 17TH AVENUE  
R/W Operations, MD 612E  
PHOENIX, AZ 85007-3213

October 15, 2010

RES. NO. 2010-010-A-076  
PROJECT: 060MA186H670201R  
HIGHWAY: SUPERSTITION FREEWAY  
SECTION: Higley Road T.I.  
ROUTE NO.: U.S. Route 60  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on October 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of additional right of way as a state route and state highway for the improvement of U.S. Route 60 as set forth in the above referenced project.

The additional right of way to be established as a state route and state highway to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, SUPERSTITION FREEWAY, Project 060MA186H670201R."

WHEREAS establishment and acquisition of the additional right of way as a state route and state highway is necessary to encompass the existing improvements, and includes authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 an estate in fee, or such other interest as required, to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; and

October 15, 2010

RES. NO. 2010-10-A-076  
PROJECT: 060MA186H670201R  
HIGHWAY: SUPERSTITION FREEWAY  
SECTION: Higley Road T.I.  
ROUTE NO.: U.S Route 60  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the additional right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state route and state highway by this Resolution action and that no further conveying document is required; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

October 15, 2010

RES. NO. 2010-10-A-076  
PROJECT: 060MA186H670201R  
HIGHWAY: SUPERSTITION FREEWAY  
SECTION: Higley Road T.I.  
ROUTE NO.: U.S Route 60  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated; With the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

October 15, 2010

RES. NO. 2010-10-A-076  
PROJECT: 060MA186H670201R  
HIGHWAY: SUPERSTITION FREEWAY  
SECTION: Higley Road T.I.  
ROUTE NO.: U.S Route 60  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

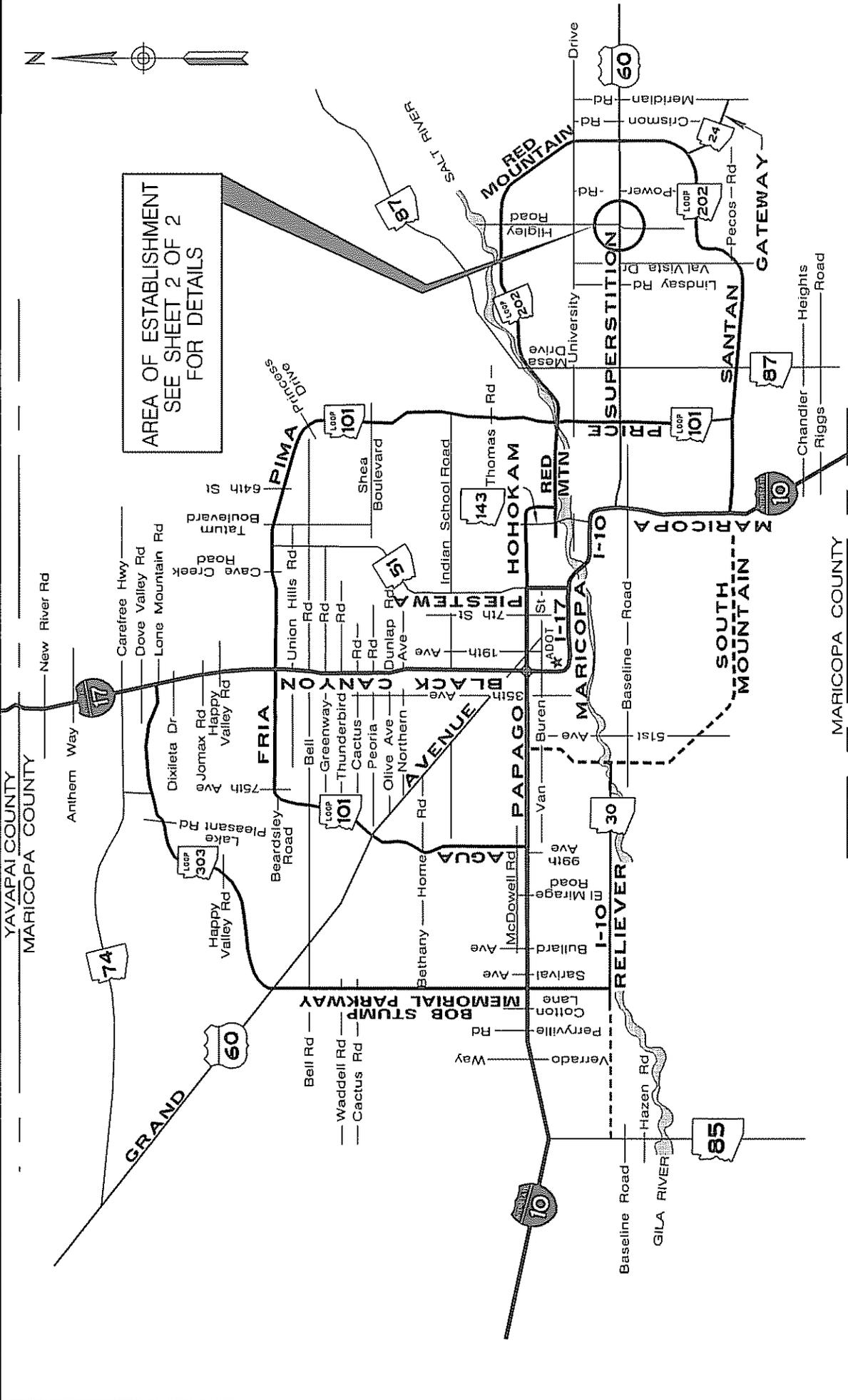
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on October 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on October 15, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

*[Faint, illegible text and markings, possibly a stamp or signature]*



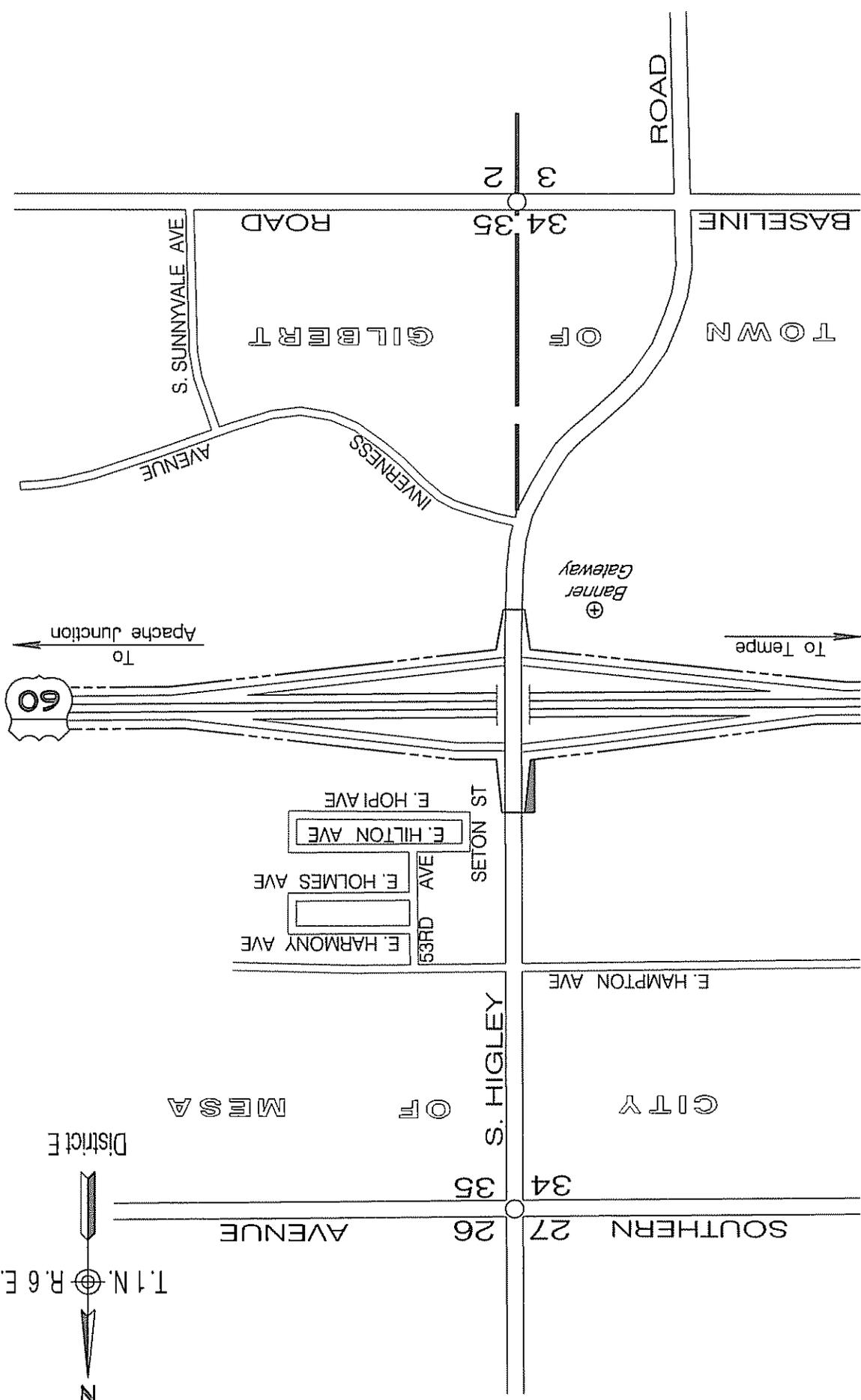
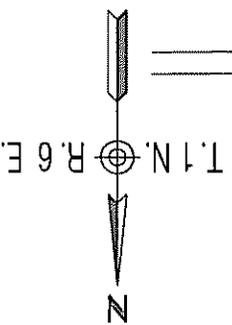
AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

A LEGIBLE COPY CAN BE OBTAINED FROM THE  
ARIZONA DEPARTMENT OF TRANSPORTATION  
STATE ENGINEER'S OFFICE  
RIGHT OF WAY GROUP  
205 SOUTH 17TH AVENUE  
PHOENIX, ARIZONA 85007  
MAIL DROP 612E

060 MA 186 H6702 01R  
SUPERSTITION FREEWAY  
Higley T.I.  
Maricopa County

APPENDIX "A"

OCT 15, 2010 SHEET: 1 OF 2



A LEGIBLE COPY CAN BE OBTAINED FROM THE  
 ARIZONA DEPARTMENT OF TRANSPORTATION  
 STATE ENGINEER'S OFFICE  
 RIGHT OF WAY GROUP  
 205 SOUTH 17TH AVENUE  
 PHOENIX, ARIZONA 85007  
 MAIL DROP 612E

AREA OF  
 ESTABLISHMENT

APPENDIX "A"

060 MA 186 H6702 01R  
 SUPERSTITION FREEWAY  
 Higley T.I.  
 Maricopa County

October 15, 2010

RES. NO. 2010-10-A-077  
PROJECT: 010MA151H744101R  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTION: Salt River - Baseline Road  
ROUTE NO.: Interstate Route 10  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
PARCEL NO: 7-10650

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment, approval and adoption of a State Route Plan for the Phoenix - Casa Grande Highway, and early acquisition of land within the above referenced project. This project is included in the Department's Five Year Construction Program.

The Department has determined that early acquisition should commence in order to provide an orderly acquisition and relocation program if needed, for the property owner and tenants of Parcel 7-10650. Pursuant to Arizona Revised Statutes 28-7094, it has been determined that a reasonable need exists for this land.

The area of Establishment, the location of the State Route Plan, and the land to be acquired by early acquisition are depicted in Appendix "A" and delineated on the Early Acquisition Detail Sheet for Parcel 7-10650 on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona.

Accordingly, I recommend that the parcel of land depicted in Appendix "A" be established as a state route and designated Interstate Route 10. I further recommend that the parcel of land depicted in Appendix "A" be approved and adopted as a portion of the State Route Plan for the Phoenix - Casa Grande Highway and that early acquisition of the parcel be authorized.

October 15, 2010

RES. NO. 2010-10-A-077  
PROJECT: 010MA151H744101R  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTION: Salt River - Baseline Road  
ROUTE NO.: Interstate Route 10  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
PARCEL NO: 7-10650

In the interest of public safety, necessity and convenience, pursuant to Arizona revised Statues Section 28-7046, I recommend the adoption of a Resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 SOUTH 17TH AVENUE  
R/W Operations, MD 612E  
PHOENIX, AZ 85007-3213

October 15, 2010

RES. NO. 2010-10-A-077  
PROJECT: 010MA151H744101R  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTION: Salt River - Baseline Road  
ROUTE NO.: Interstate Route 10  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
PARCEL NO: 7-10650

RESOLUTION FOR EARLY ACQUISITION

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on October 15, 2010, presented and filed with this Transportation Board his written report recommending the establishment and approval and adoption of a State Route Plan for the Phoenix - Casa Grande Highway and the early acquisition of land within the above referenced project.

The area of establishment, the location of the State Route Plan and the land to be acquired by early acquisition are depicted in Appendix "A" and delineated on the Early Acquisition Detail Sheet for Parcel 7-10650 on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona.

WHEREAS early acquisition will provide for an orderly acquisition and relocation program if needed, for the property owners and tenants; and

WHEREAS it has been determined that a reasonable need exists for the above parcel; and

WHEREAS the portion of the Phoenix - Casa Grande Highway as depicted in Appendix "A" should be established as a state route and adopted and approved as part of the State Route Plan for the Phoenix - Casa Grande Highway; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommend establishment and acquisition of the additional land needed for improvement and that access to the highway shall be controlled as delineated on maps and plans;

October 15, 2010

RES. NO. 2010-10-A-077  
PROJECT: 010MA151H744101R  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTION: Salt River - Baseline Road  
ROUTE NO.: Interstate Route 10  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
PARCEL NO: 7-10650

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

RESOLVED that the Early Acquisition parcel of right of way as set forth in Appendix "A" are designated a controlled access state route and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the Director is hereby authorized to proceed with early acquisition to acquire an estate in fee or such other interest as required and the appropriate right of access need for the parcel of land depicted in Appendix "A", in accordance with Arizona Revised Statutes Section 28-7094; and be it further

RESOLVED that the Director secure an appraisal of the land to be acquired, and that necessary parties be compensated. Upon failure To acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

October 15, 2010

RES. NO. 2010-10-A-077  
PROJECT: 010MA151H744101R  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTION: Salt River - Baseline Road  
ROUTE NO.: Interstate Route 10  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
PARCEL NO: 7-10650

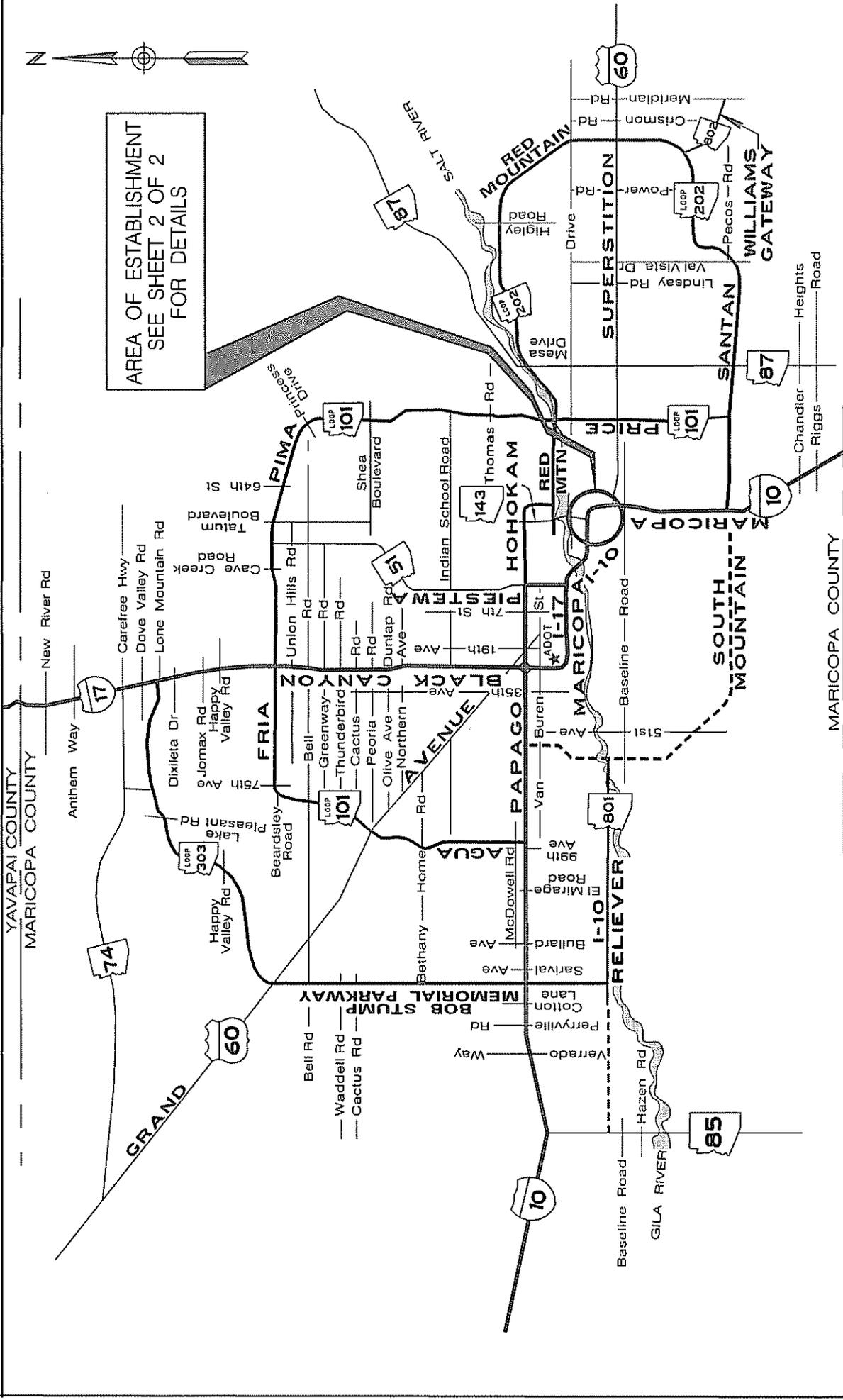
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on October 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on October 15, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

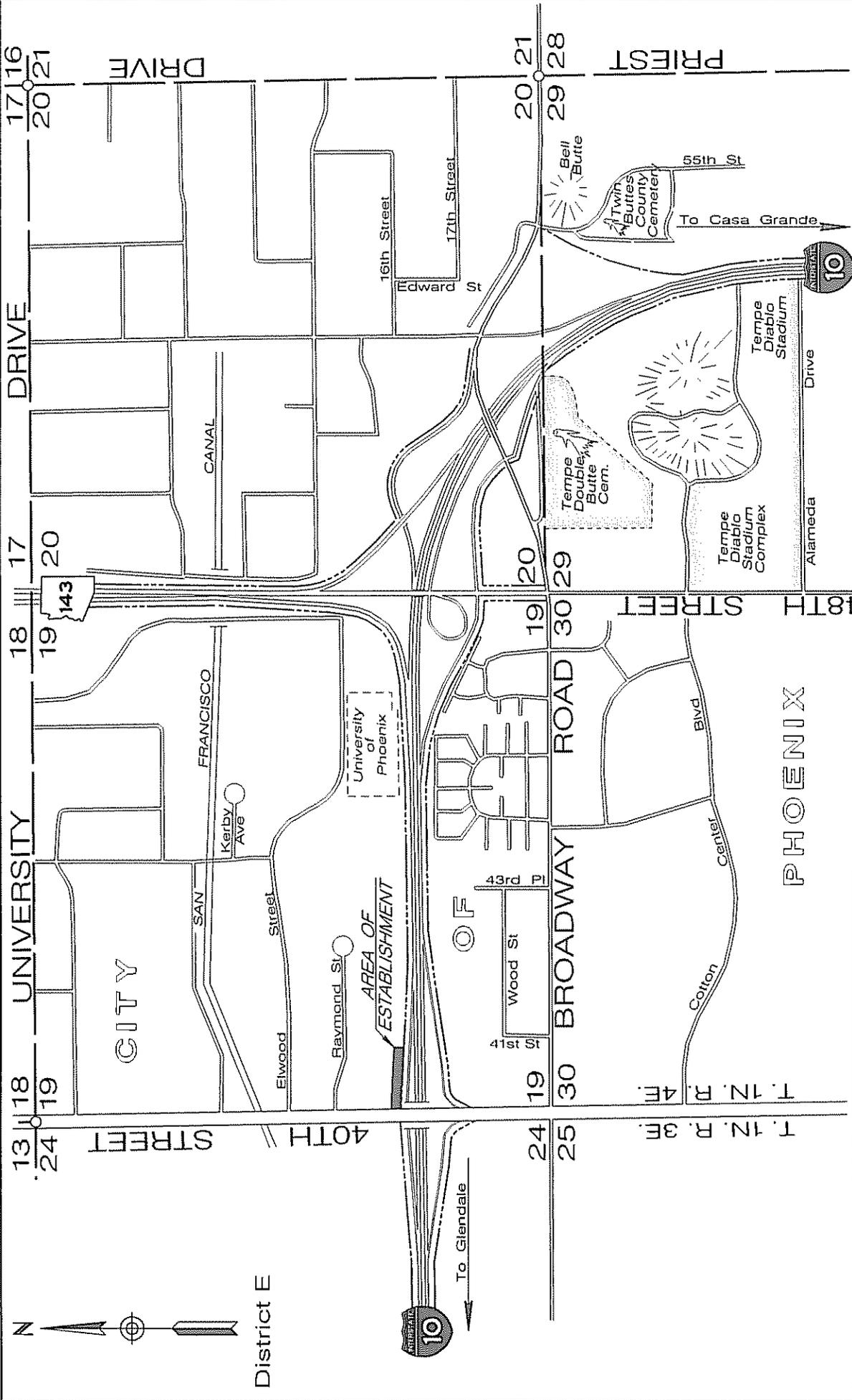
APPROVED  
  
\_\_\_\_\_  
John S. Halikowski  
Director  
Arizona Department of Transportation  
10/15/10



A LEGIBLE COPY CAN BE OBTAINED FROM THE  
 ARIZONA DEPARTMENT OF TRANSPORTATION  
 STATE ENGINEERS OFFICE  
 LOCATED AT  
 206 SOUTH 17TH AVENUE  
 PHOENIX, ARIZONA 85007  
 MAIL DROP 102A

010 MA 151 H7441 01R  
 PHOENIX - CASA GRANDE HWY  
 Salt River - Baseline Road  
 Maricopa County

**APPENDIX "A"**



A LEGIBLE COPY CAN BE OBTAINED FROM THE  
 ARIZONA DEPARTMENT OF TRANSPORTATION  
 STATE ENGINEERS OFFICE  
 LOCATED AT:  
 206 SOUTH 17TH AVENUE  
 PHOENIX, ARIZONA 85007  
 MAIL DROP 102A

010 MA 151 H7441 01R  
 PHOENIX - CASA GRANDE HWY  
 Salt River - Baseline Road  
 Maricopa County

AREA OF ESTABLISHMENT

APPENDIX "A"

October 15, 2010

RES. NO. 2010-10-A-078  
PROJECT: N-900-0-700 / 084PN166.5H555101R  
HIGHWAY: GILA BEND - CASA GRANDE  
SECTION: Santa Rosa Wash Bridge  
ROUTE NO.: State Route 84  
ENG. DIST.: Tucson  
COUNTY: Pinal  
PARCEL NO: 11-0877

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 84 within the above referenced project.

This portion was previously established as a state route and state highway designated State Route 84 by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes; thereafter various Resolutions established additional right of way for improvements thereof.

This project involves improvements in and around the existing right of way for S.R. Route 84. A Temporary construction easement outside the existing right of way is needed for a Bridge Scour Retrofit Project. Accordingly, it is now necessary to establish and acquire the temporary construction easement needed.

The area of the temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, GILA BEND - CASA GRANDE Highway, Project N-900-0-700 / 084PN166.5H555101R."

October 15, 2010

RES. NO. 2010-10-A-078  
PROJECT: N-900-0-700 / 084PN166.5H555101R  
HIGHWAY: GILA BEND - CASA GRANDE  
SECTION: Santa Rosa Wash Bridge  
ROUTE NO.: State Route 84  
ENG. DIST.: Tucson  
COUNTY: Pinal  
PARCEL NO: 11-0877

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement depicted in Appendix "A" be acquired in order to improve this portion of State Route 84.

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 SOUTH 17TH AVENUE  
R/W Operations, MD 612E  
PHOENIX, AZ 85007-3213

October 15, 2010

RES. NO. 2010-10-A-078  
PROJECT: N-900-0-700 / 084PN166.5H555101R  
HIGHWAY: GILA BEND - CASA GRANDE  
SECTION: Santa Rosa Wash Bridge  
ROUTE NO.: State Route 84  
ENG. DIST.: Tucson  
COUNTY: Pinal  
PARCEL NO: 11-0877

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on October 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of a temporary construction easement necessary for the improvement of State Route 84.

The area of the temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, GILA BEND - CASA GRANDE Highway, Project N-900-0-700 / 084PN166.5H555101R."

WHEREAS the temporary construction easement is needed beyond the existing right of way State Route 84; and

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made a part of this resolution; be it further

October 15, 2010

RES. NO. 2010-10-A-078  
PROJECT: N-900-0-700 / 084PN166.5H555101R  
HIGHWAY: GILA BEND - CASA GRANDE  
SECTION: Santa Rosa Wash Bridge  
ROUTE NO.: State Route 84  
ENG. DIST.: Tucson  
COUNTY: Pinal  
PARCEL NO: 11-0877

RESOLVED that the Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes Section 28-7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director compensate the necessary parties for the Temporary Construction Easement to be acquired. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

October 15, 2010

RES. NO. 2010-10-A-078  
PROJECT: N-900-0-700 / 084PN166.5H555101R  
HIGHWAY: GILA BEND - CASA GRANDE  
SECTION: Santa Rosa Wash Bridge  
ROUTE NO.: State Route 84  
ENG. DIST.: Tucson  
COUNTY: Pinal  
PARCEL NO: 11-0877

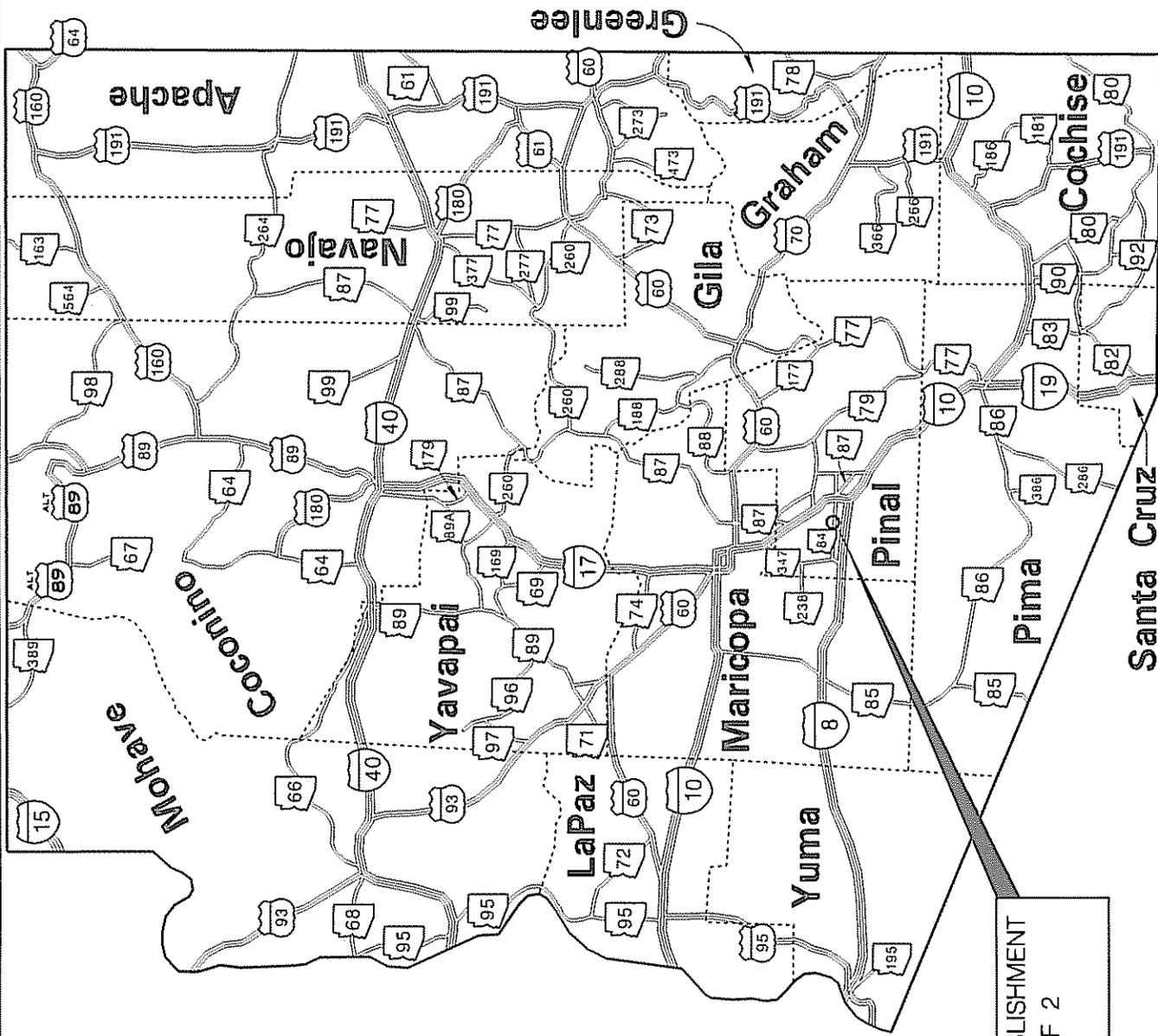
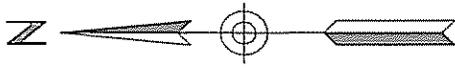
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on October 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on October 15, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

RECEIVED  
*John S. Halikowski*  
Arizona Department of Transportation  
October 15, 2010

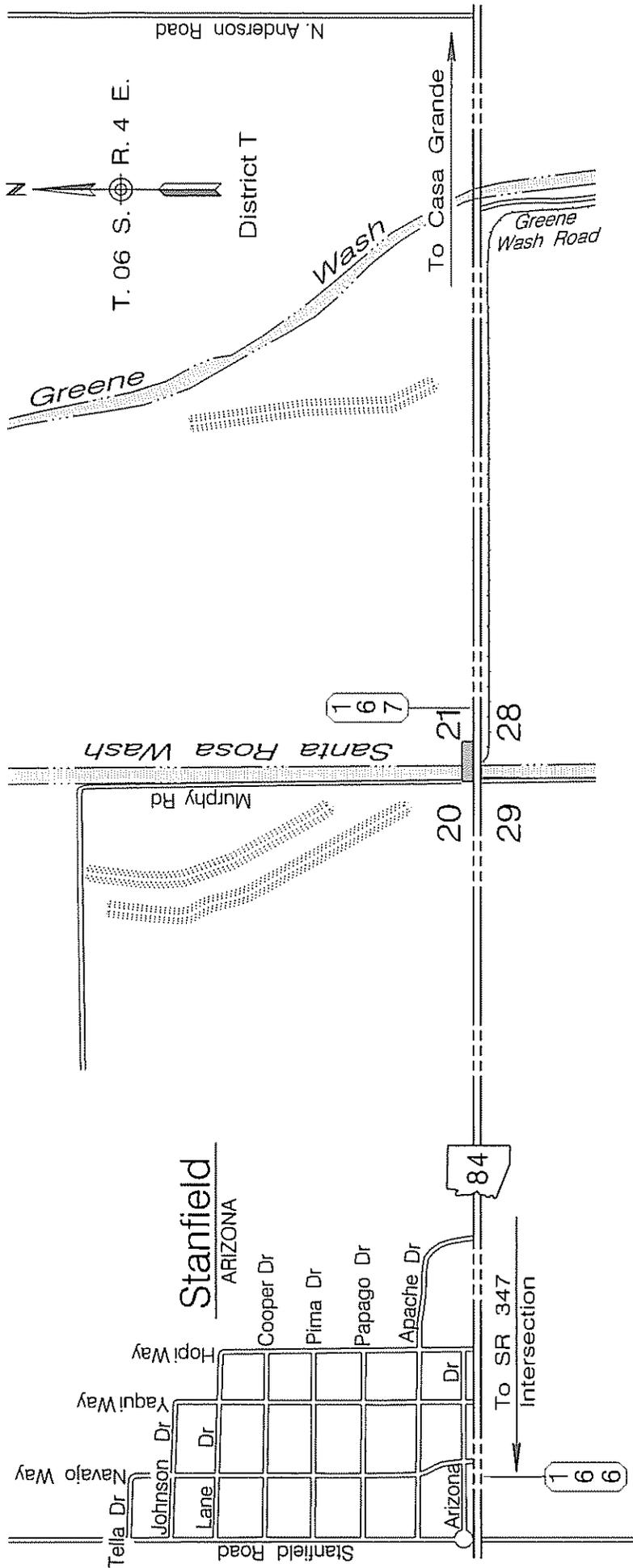


AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

A LEGIBLE COPY CAN BE OBTAINED FROM THE ARIZONA  
DEPARTMENT OF TRANSPORTATION STATE ENGINEER'S  
OFFICE RIGHT OF WAY GROUP 205 SOUTH 17TH  
AVENUE PHOENIX, ARIZONA 85007 MAIL DROP 612E

APPENDIX "A"

084 PN 166.5 H5551 01R N 900-0-700  
GILA BEND- CASA GRANDE HWY  
Santa Rosa Wash Bridge  
Pinal County  
OCT. 15, 2010 SHEET 1 OF 2



A LEGIBLE COPY CAN BE OBTAINED FROM THE  
 ARIZONA DEPARTMENT OF TRANSPORTATION  
 STATE ENGINEER'S OFFICE  
 RIGHT OF WAY GROUP  
 205 SOUTH 17TH AVENUE  
 PHOENIX, ARIZONA 85007  
 MAIL DROP 612E

AREA OF TEMPORARY  
 CONSTRUCTION EASEMENT

APPENDIX "A"

084 PN 166.5 H5551 01R  
 N 900-0-7000  
 GILA BEND - CASA GRANDE HWY  
 Santa Rosa Wash Bridge  
 Pinal County

OCT. 15, 2010 SHEET 2 OF 2

October 15, 2010

RES. NO. 2010-10-A-079  
PROJECT: U-191-B-802 / 191GH087H503701R  
HIGHWAY: BOWIE JCT. - SAFFORD  
SECTION: I-10 - S.R. 266  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Safford  
COUNTY: Graham  
PARCEL NO.: 5-0425-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of U.S. Route 191 within the above referenced project.

The existing alignment was previously established as a state route and state highway designated State Route 81 by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes; Resolution dated March 29, 1938, page 516 of the Official Minutes renumbered and redesignated State Route 81 to U.S. Route 666; thereafter Arizona Transportation Board Resolution 92-09-A-064, dated September 18, 1992, renumbered and redesignated U.S. Route 666 to U.S. Route 191; various Resolutions established additional right of way thereof.

New right of way is now needed for widening improvements along U.S. Route 191. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new right of way to be established and acquired as a state route and state highway for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled " Right of Way Plans, BOWIE JCT. - SAFFORD Highway, U-191-B-802 / 191GH087H503701R."

October 15, 2010

RES. NO. 2010-10-A-079  
PROJECT: U-191-B-802 / 191GH087H503701R  
HIGHWAY: BOWIE JCT. - SAFFORD  
SECTION: I-10 - S.R. 266  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Safford  
COUNTY: Graham  
PARCEL NO.: 5-0425-A

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established as a state route and state highway.

I recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, including exchanges and donations and material for construction, haul roads and various easements necessary for or incidental to the improvement.

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state route and state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This Resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 SOUTH 17TH AVENUE  
R/W Operations, MD 612E  
PHOENIX, AZ 85007-3213

October 15, 2010

RES. NO. 2010-10-A-079  
PROJECT: U-191-B-802 / 191GH087H503701R  
HIGHWAY: BOWIE JCT. - SAFFORD  
SECTION: I-10 - S.R. 266  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Safford  
COUNTY: Graham  
PARCEL NO.: 5-0425-A

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on October 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of U.S. Route 191 as set forth in the above referenced project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, BOWIE JCT. - SAFFORD Highway, Project U-191-B-802 / 191GH087H503701R."

WHEREAS establishment and acquisition of the new right of way as a state route and state highway is necessary for this improvement, and includes authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, including exchanges and donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway needed for this improvement; and

October 15, 2010

RES. NO. 2010-10-A-079  
PROJECT: U-191-B-802 / 191GH087H503701R  
HIGHWAY: BOWIE JCT. - SAFFORD  
SECTION: I-10 - S.R. 266  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Safford  
COUNTY: Graham  
PARCEL NO.: 5-0425-A

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state route and state highway by this Resolution action and that no further conveying document is required; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, including exchanges and donations and material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated; With the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

October 15, 2010

RES. NO. 2010-10-A-079  
PROJECT: U-191-B-802 / 191GH087H503701R  
HIGHWAY: BOWIE JCT. - SAFFORD  
SECTION: I-10 - S.R. 266  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Safford  
COUNTY: Graham  
PARCEL NO.: 5-0425-A

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on October 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on October 15, 2010.

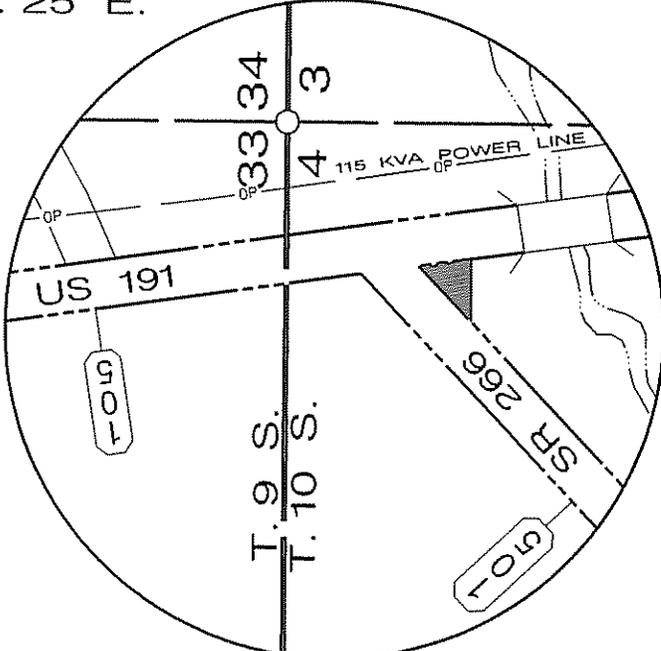
JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

*John S. Halikowski*  
\_\_\_\_\_  
John S. Halikowski  
Director  
Arizona Department of Transportation  
Date: 10/15/10

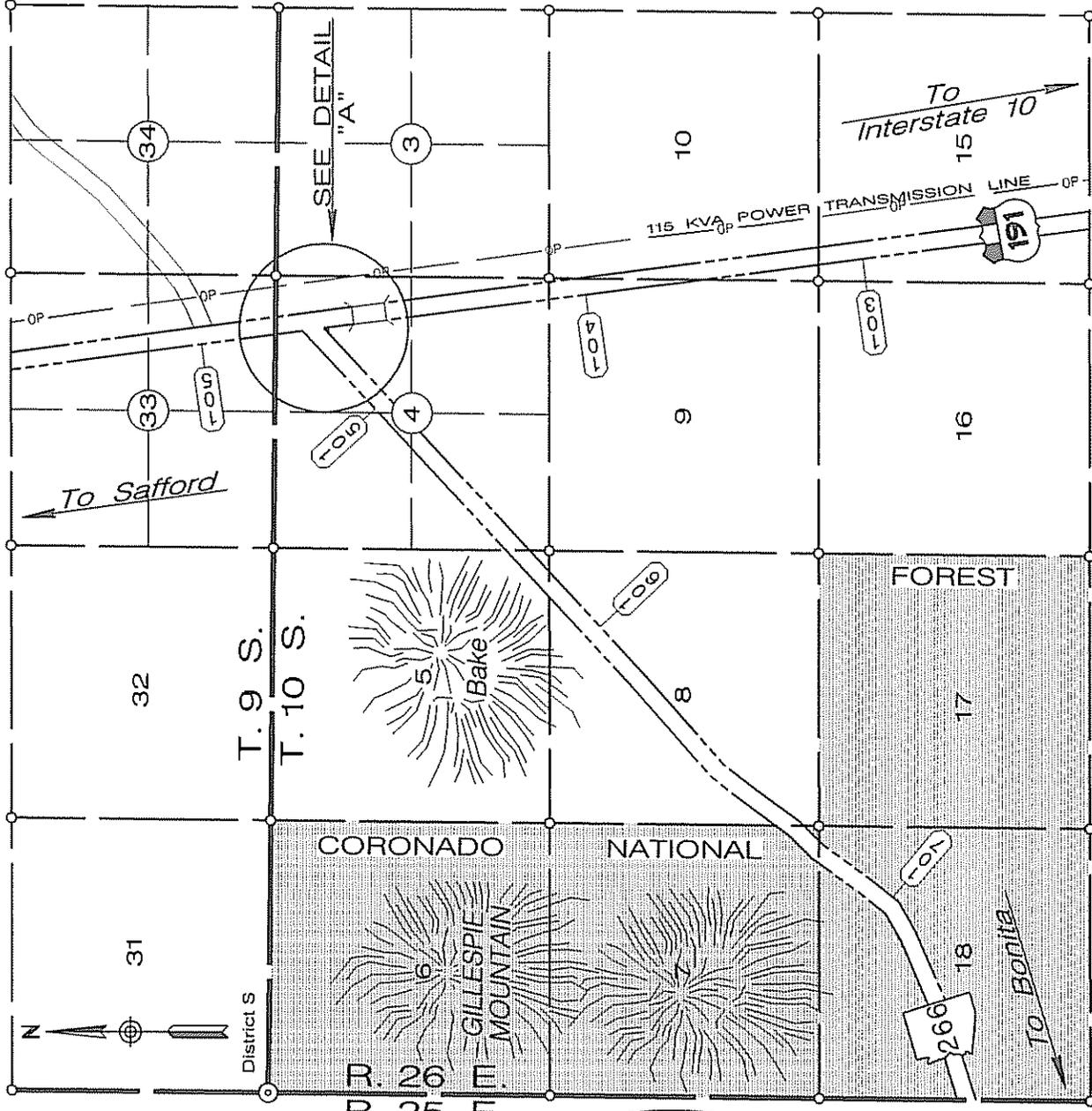




District S



**DETAIL "A"**  
**NOT TO SCALE**



A LEGIBLE COPY CAN BE OBTAINED FROM THE ARIZONA  
 DEPARTMENT OF TRANSPORTATION STATE ENGINEER'S  
 OFFICE RIGHT OF WAY GROUP 205 SOUTH 17TH  
 AVENUE PHOENIX, ARIZONA 85007 MAIL DROP 612E

AREA OF  
 ESTABLISHMENT

APPENDIX "A"

191 GH 087 H5037 01R  
 BOWIE JUNCTION-SAFFORD HWY  
 I-10 - SR 266  
 Graham County

OCT. 15, 2010 SHEET 2 OF 2

October 15, 2010

RES. NO. 2010-10-A-080  
PROJECT: N-900-0-700 / 019SC019.3H555101R  
HIGHWAY: NOGALES - TUCSON  
SECTION: SPP Culvert @ M.P. 19.32  
ROUTE NO.: Interstate Route 19  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0516

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of Interstate Route 19 within the above referenced project.

This portion was previously established as a state route and state highway by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes; thereafter, various Resolutions established additional right of way for improvements thereof.

This project involves improvements in and around the existing right of way for Interstate Route 19. A Temporary construction easement outside the existing right of way is needed for access and staging of a Scour Retrofit Project. Accordingly, it is now necessary to establish and acquire the temporary construction easement needed.

The area of the temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "60% Design Plans, dated August 25, 2010, NOGALES - TUCSON highway."

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement depicted in Appendix "A" be acquired in order to improve this portion of Interstate Route 19.

October 15, 2010

RES. NO. 2010-10-A-080  
PROJECT: N-900-0-700 / 019SC019.3H555101R  
HIGHWAY: NOGALES - TUCSON  
SECTION: SPP Culvert @ M.P. 19.32  
ROUTE NO.: Interstate Route 19  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0516

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 SOUTH 17TH AVENUE  
R/W Operations, MD 612E  
PHOENIX, AZ 85007-3213

October 15, 2010

RES. NO. 2010-10-A-080  
PROJECT: N-900-0-700 / 019SC019.3H555101R  
HIGHWAY: NOGALES - TUCSON  
SECTION: SPP Culvert @ M.P. 19.32  
ROUTE NO.: Interstate Route 19  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0516

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on October 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of a temporary construction easement necessary for the improvement of Interstate Route 19.

The area of the temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "60% Design Plans, dated August 25, 2010, NOGALES - TUCSON Highway."

WHEREAS the temporary construction easement is needed beyond the existing right of way for access and staging purposes; and

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made a part of this resolution; be it further

October 15, 2010

RES. NO. 2010-10-A-080  
PROJECT: N-900-0-700 / 019SC019.3H555101R  
HIGHWAY: NOGALES - TUCSON  
SECTION: SPP Culvert @ M.P. 19.32  
ROUTE NO.: Interstate Route 19  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0516

RESOLVED that the Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes Section 28-7092, temporary construction easement or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director compensate the necessary parties for the Temporary Construction Easement to be acquired. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

October 15, 2010

RES. NO. 2010-10-A-080  
PROJECT: N-900-0-700 / 019SC019.3H555101R  
HIGHWAY: NOGALES - TUCSON  
SECTION: SPP Culvert @ M.P. 19.32  
ROUTE NO.: Interstate Route 19  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0516

CERTIFICATION

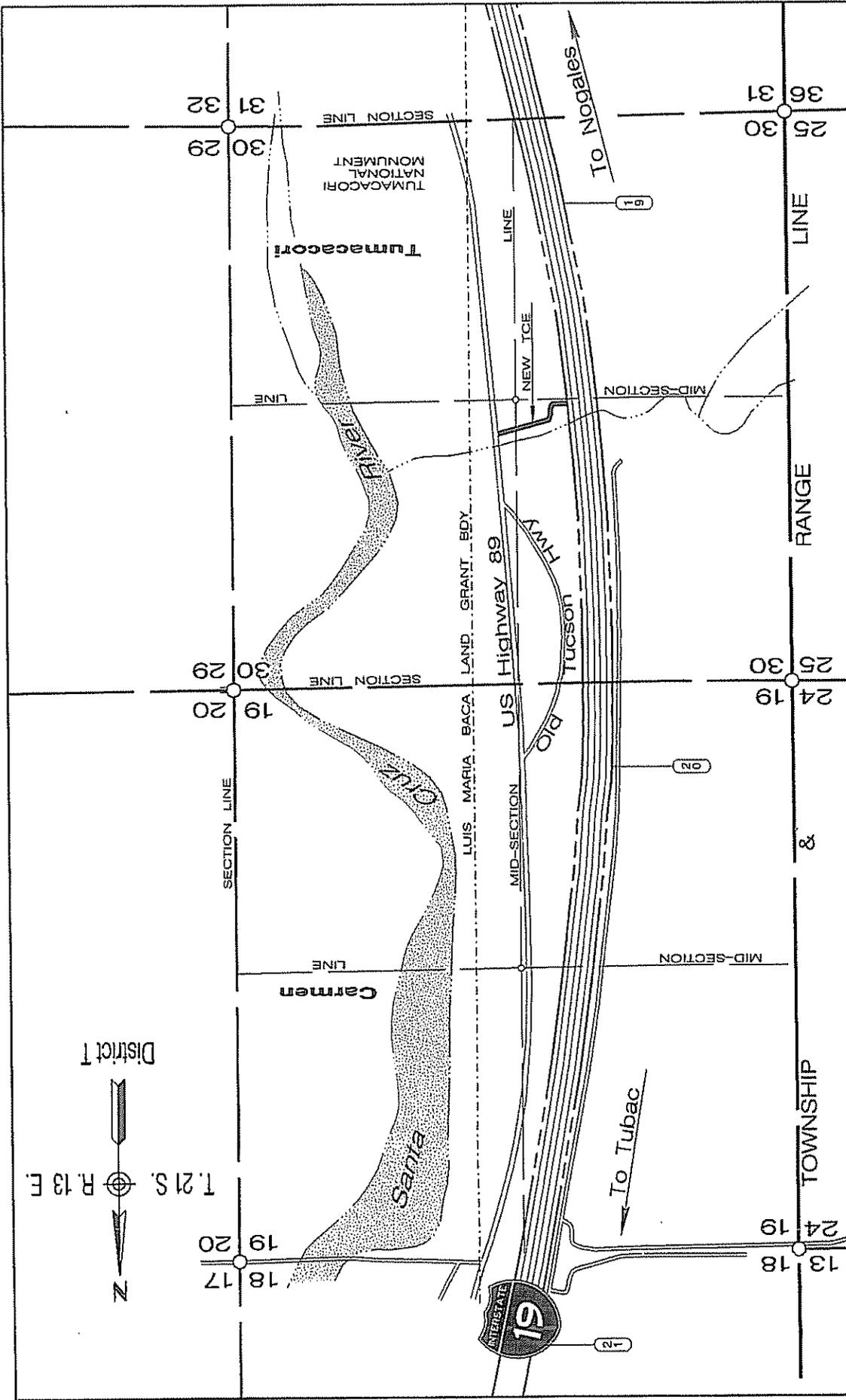
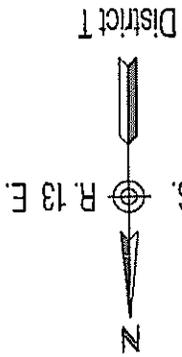
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on October 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on October 15, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

*John S. Halikowski*  
\_\_\_\_\_  
John S. Halikowski  
Secretary for Department  
of Transportation





019 SC 019.3 H5551 01R  
 N 900-0-700  
 NOGALES - TUCSON HIGHWAY  
 Scour Retrofit Str # 6667, 1740 /2, 1748 /0, 1570 /1  
 Santa Cruz County

AREA OF TEMPORARY  
 CONSTRUCTION EASEMENT

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE  
 ARIZONA DEPARTMENT OF TRANSPORTATION  
 STATE ENGINEER'S OFFICE  
 RIGHT OF WAY GROUP  
 205 SOUTH 17TH AVENUE  
 PHOENIX, ARIZONA 85007  
 MAIL DROP 612E

OCT 15, 2010 SHEET 2 OF 2

October 15, 2010

RES. NO. 2010-10-A-081  
PROJECT: U-093-A-701 / 093MO000H395501R  
HIGHWAY: KINGMAN - HOOVER DAM  
SECTION: Hoover Dam Bypass  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for U.S. Route 93 within the above referenced project.

The construction has been completed on the Hoover Dam Bypass, as administered by the Federal Highway Administration.

The New right of way utilized for the bypass will now be established into the State Highway System. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, KINGMAN - HOOVER DAM Highway, Project U-093-A-701 / 093MO000H395501R."

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established as a state route and state highway, and that access is controlled.

October 15, 2010

RES. NO. 2010-10-A-081  
PROJECT: U-093-A-701 / 093MO000H395501R  
HIGHWAY: KINGMAN - HOOVER DAM  
SECTION: Hoover Dam Bypass  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

I recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges or donations, or such other interest as is required.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 SOUTH 17TH AVENUE  
R/W Operations, MD 612E  
PHOENIX, AZ 85007-3213

October 15, 2010

RES. NO. 2010-10-A-081  
PROJECT: U-093-A-701 / 093MO000H395501R  
HIGHWAY: KINGMAN - HOOVER DAM  
SECTION: Hoover Dam Bypass  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on October 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for U.S. Route 93 as set forth in the above referenced project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, KINGMAN - HOOVER DAM Highway, Project U-093-A-701 / 093MO000H395501R."

WHEREAS construction has been completed on the Hoover Dam Bypass, as administered by the Federal Highway Administration; and

WHEREAS establishment and acquisition of the new right of way as a state route and state highway is now necessary, and includes authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 an estate in fee, or such other interest as required, to include access control; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

October 15, 2010

RES. NO. 2010-10-A-081  
PROJECT: U-093-A-701 / 093MO000H395501R  
HIGHWAY: KINGMAN - HOOVER DAM  
SECTION: Hoover Dam Bypass  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 an estate in fee, or such other interest as required, to include access rights, as delineated on said maps and plans;

October 15, 2010

RES. NO. 2010-10-A-081  
PROJECT: U-093-A-701 / 093MO000H395501R  
HIGHWAY: KINGMAN - HOOVER DAM  
SECTION: Hoover Dam Bypass  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

CERTIFICATION

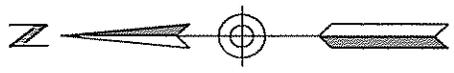
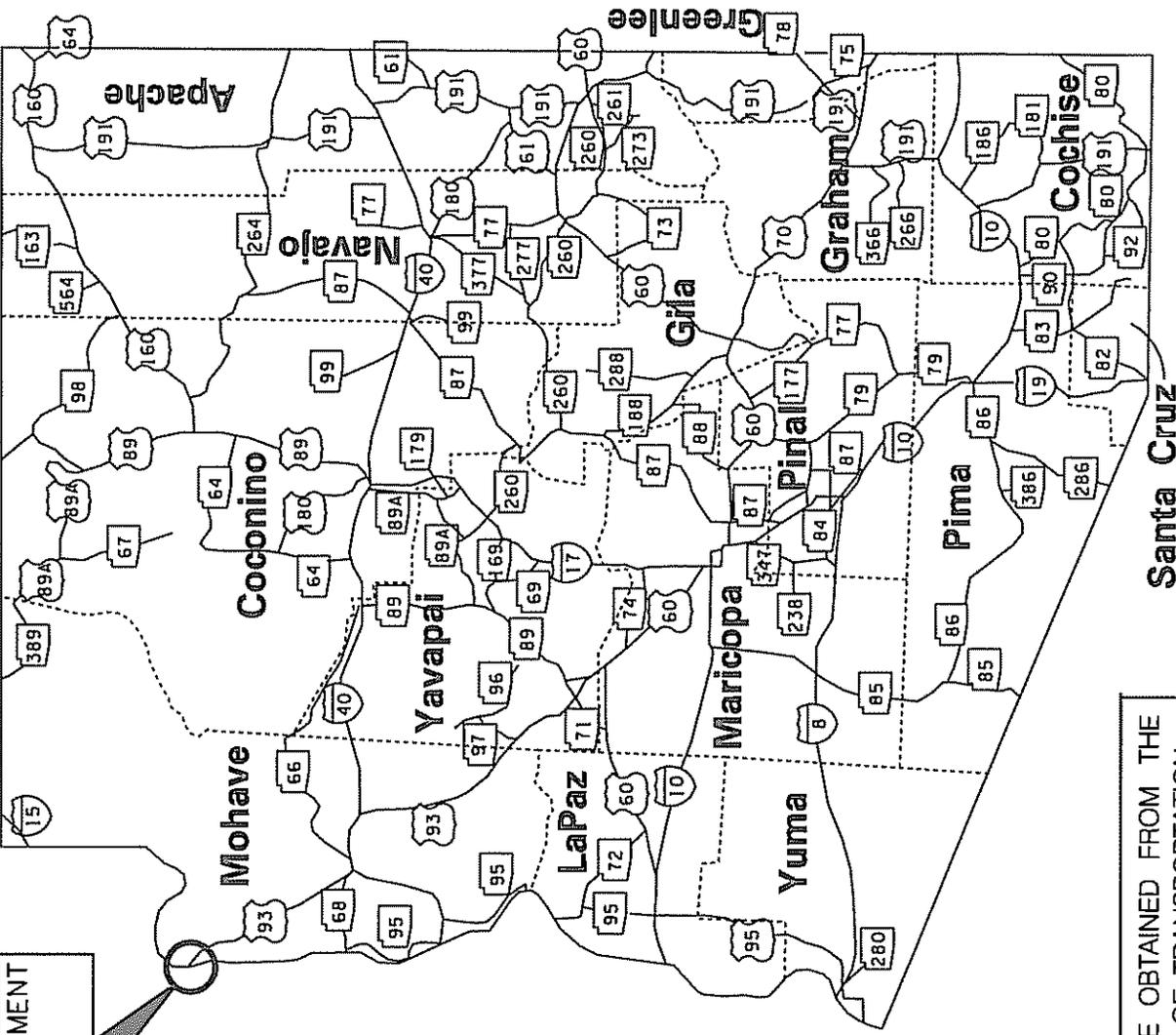
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on October 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on October 15, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

*John S. Halikowski*  
\_\_\_\_\_  
John S. Halikowski  
Director  
Arizona Department of Transportation  
10/15/10

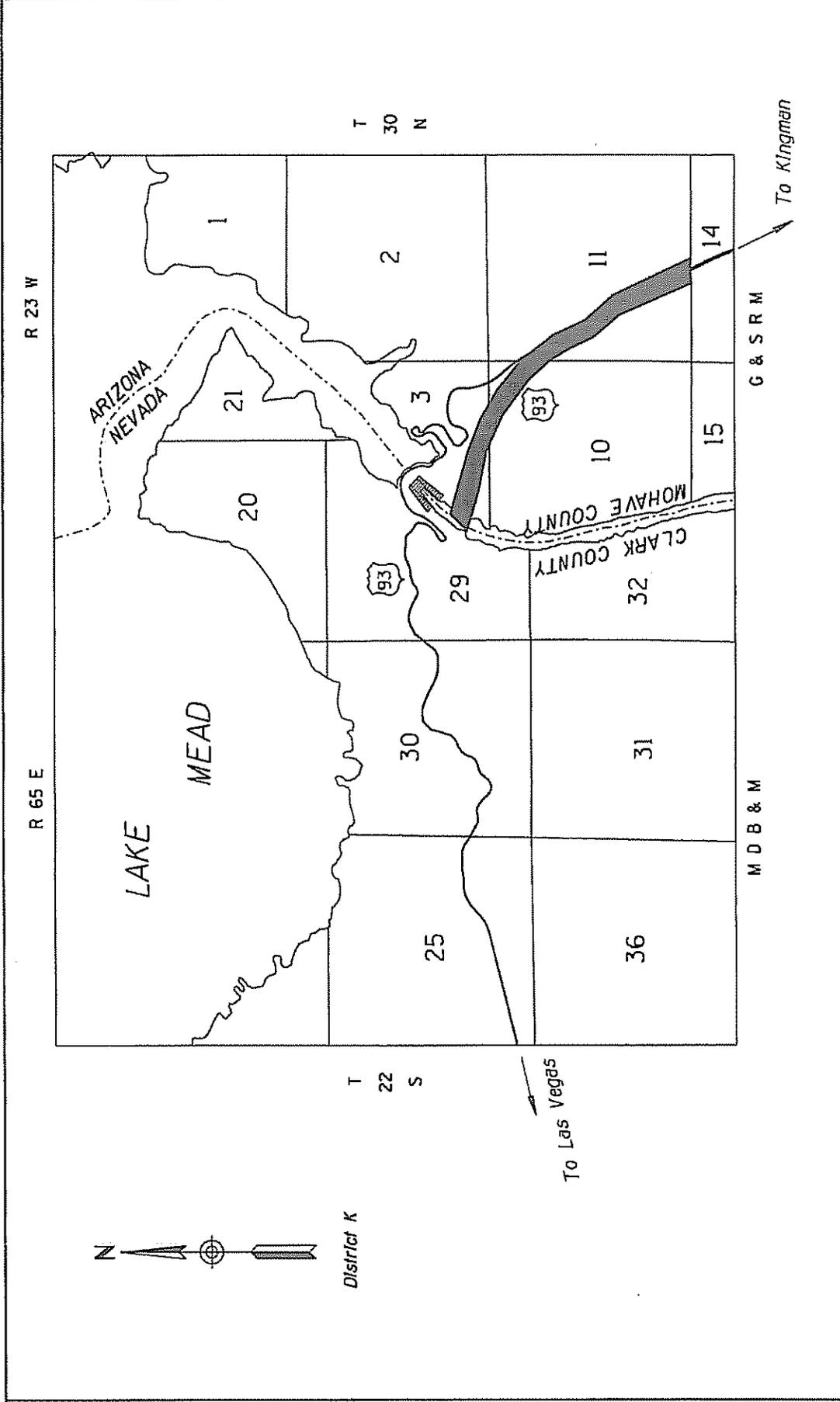
AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS



A LEGIBLE COPY CAN BE OBTAINED FROM THE  
ARIZONA DEPARTMENT OF TRANSPORTATION  
STATE ENGINEERS OFFICE  
LOCATED AT:  
206 SOUTH 17TH AVENUE  
PHOENIX, ARIZONA 85007  
MAIL DROP 102A

APPENDIX "A"

093 MO 000 H3955 01R  
U 093-A-701  
KINGMAN -- HOOVER DAM  
Hoover Dam Bypass  
Mohave County  
DATE: OCT 15, 2010 SHEET 1 OF 2



093 MO 000 H3955 01R  
 U 093-A-701  
 KINGMAN - HOOVER DAM  
 Hoover Dam Bypass  
 Mohave County

DATE: OCT 15, 2010 SHEET 2 OF 2

AREA OF  
 ESTABLISHMENT

**APPENDIX "A"**

A LEGIBLE COPY CAN BE OBTAINED FROM THE  
 ARIZONA DEPARTMENT OF TRANSPORTATION  
 STATE ENGINEERS OFFICE  
 LOCATED AT:  
 206 SOUTH 17TH AVENUE  
 PHOENIX, ARIZONA 85007  
 MAIL DROP 102A

October 15, 2010

RES. NO. 2010-10-A-082  
PROJECT: 089YV289H773201R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Kirkland Jct. - M.P. 293  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of State Route 89 within the above referenced project.

The existing alignment was previously established by Resolution of the Arizona State Highway Commission in the Official Minutes of September 9, 1927 at page 26; thereafter Arizona Transportation Board Resolution 85-04-A-08 dated April 26, 1985, established additional right of way for intersection improvements; various Resolutions established additional right of way for improvements thereof.

New right of way is now needed for drainage improvements. Accordingly, it is necessary to establish and acquire the new right of way for this improvement project.

The new right of way to be established and acquired for the improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "95% Design Plans, dated August 9, 2010, WICKENBURG - PRESCOTT Highway."

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route and that prior to construction the new right of way shall be established as a state highway.

October 15, 2010

RES. NO. 2010-10-A-082  
PROJECT: 089YV289H773201R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Kirkland Jct. - M.P. 293  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, exchanges, donations or such other interest as is required, including material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 SOUTH 17TH AVENUE  
R/W Operations, MD 612E  
PHOENIX, AZ 85007-3213

October 15, 2010

RES. NO. 2010-10-A-082  
PROJECT: 089YV289H773201R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Kirkland Jct. - M.P.  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on October 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of State Route 89 as set forth in the above referenced project.

The new right of way to be established and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "95% Design Plans, dated August 9, 2010, WICKENBURG - PRESCOTT Highway."

WHEREAS establishment and acquisition of the new right of way is necessary for this improvement, and includes authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges, donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement; therefore, be it

RESOLVED that the recommendation of the Director is adopted and made part of this resolution; be it further

October 15, 2010

RES. NO. 2010-10-A-082  
PROJECT: 089YV289H773201R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Kirkland Jct. - M.P. 293  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

RESOLVED that the right of way as depicted in Appendix "A" is hereby designated a state route and that prior to construction the new right of way shall be established as a state highway; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges, donations and material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

October 15, 2010

RES. NO. 2010-10-A-082  
PROJECT: 089YV289H773201R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Kirkland Jct. - M.P. 293  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

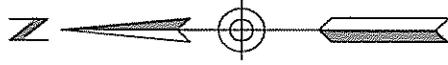
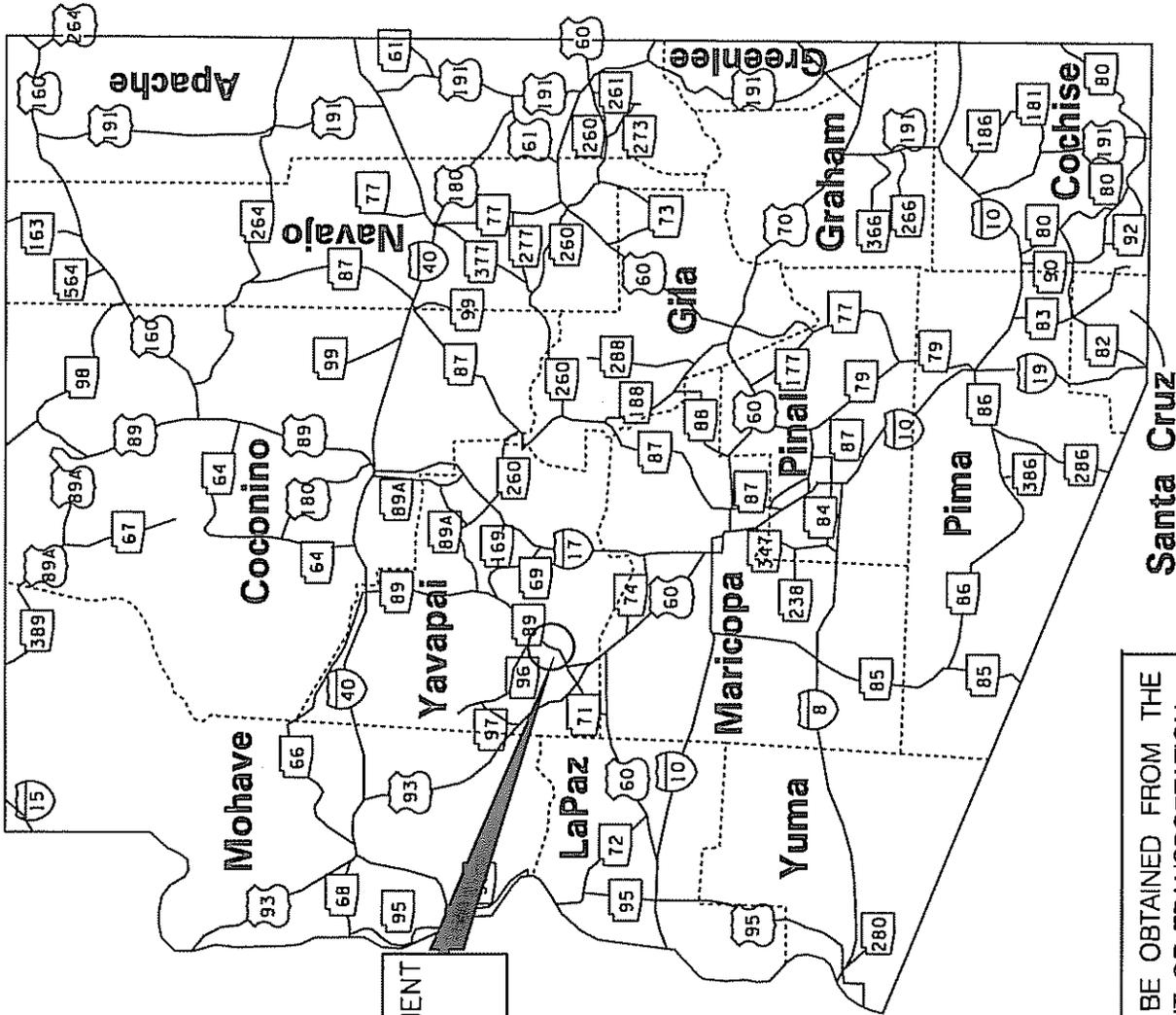
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on October 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on October 15, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

10/15/2010  
John S. Halikowski  
Director  
Arizona Department of Transportation  
10/15/2010

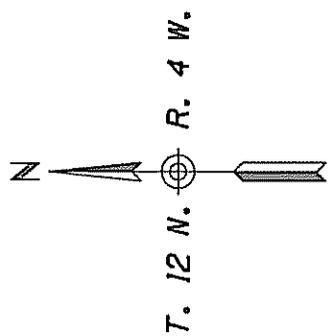
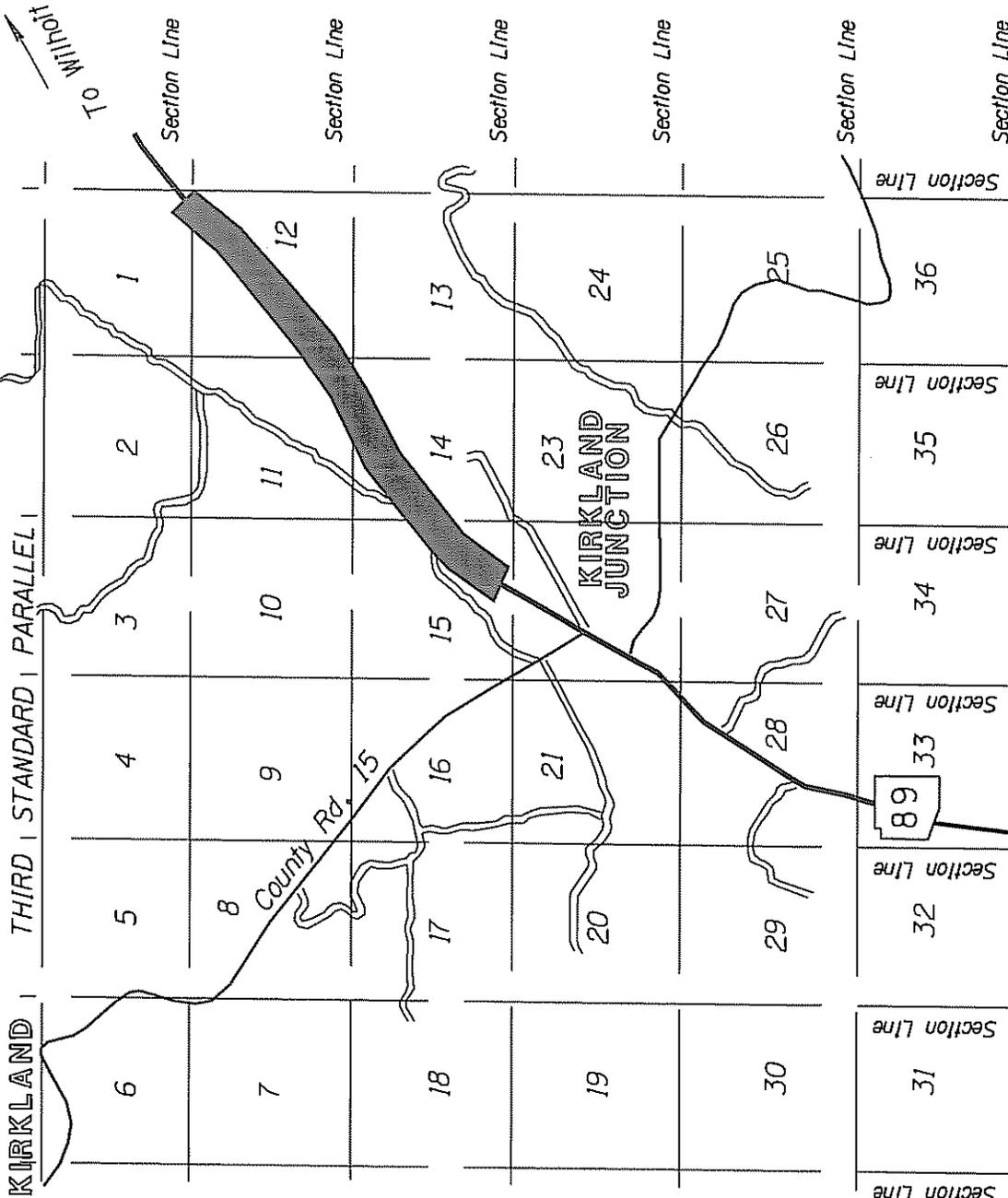


AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

LEGIBLE COPY CAN BE OBTAINED FROM THE  
ARIZONA DEPARTMENT OF TRANSPORTATION  
STATE ENGINEERS OFFICE  
LOCATED AT:  
206 SOUTH 17TH AVENUE  
PHOENIX, ARIZONA 85007  
MAIL DROP 102A

089 YV 289 H7732 01R  
WICKENBURG - PRESCOTT HWY  
Unassigned  
Kirkland Junction - MP 293  
Yavapai County

APPENDIX "A"



T. 12 N. R. 4 W.

Section 22

AREA OF ESTABLISHMENT

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE  
 ARIZONA DEPARTMENT OF TRANSPORTATION  
 STATE ENGINEERS OFFICE  
 LOCATED AT:  
 206 SOUTH 17TH AVENUE  
 PHOENIX, ARIZONA 85007  
 MAIL DROP 102A

089 YV 289 H7732 01R  
 WICKENBURG - PRESCOTT HWY  
 Unassigned  
 Kirkland Junction - MP 293  
 Yavapai County

DATE: OCT 15, 2010 SHEET 2 OF 2

PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

FY 2011 - 2015 Transportation Facilities Construction Program Requested Modifications  
(For discussion and possible action – Jennifer Toth)

\*ITEM 7a:

ROUTE NO: I-10 @ MP 104.0  
COUNTY: Maricopa  
DISTRICT: Phoenix Construction  
SCHEDULE: FY 2011  
SECTION: I-10 / 303L TI, Phase I (I-10 Realignment)

TYPE OF WORK: Construct traffic interchange  
ADVERTISEMENT DATE: 01/28/2011  
PROGRAM AMOUNT: \$251,000,000  
PROJECT MANAGER: Eric Prosnier  
PROJECT: H713901C, Item # 43311  
REQUESTED ACTION: Decrease the construction project by \$19,300,000 to \$231,700,000 in the FY 2011 Highway Construction Program. **Funds to be returned to the RTP Cash Flow.**

NEW PROGRAM AMOUNT: \$ 231,700,000



**\*ITEM 7b:**

ROUTE NO: SR 303L @ MP 105.0

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: New Project Request

SECTION: Thomas Rd to Camelback Rd.

TYPE OF WORK: Utility relocation

CLEARANCE DATE: May 2011

PROGRAM AMOUNT: New Project

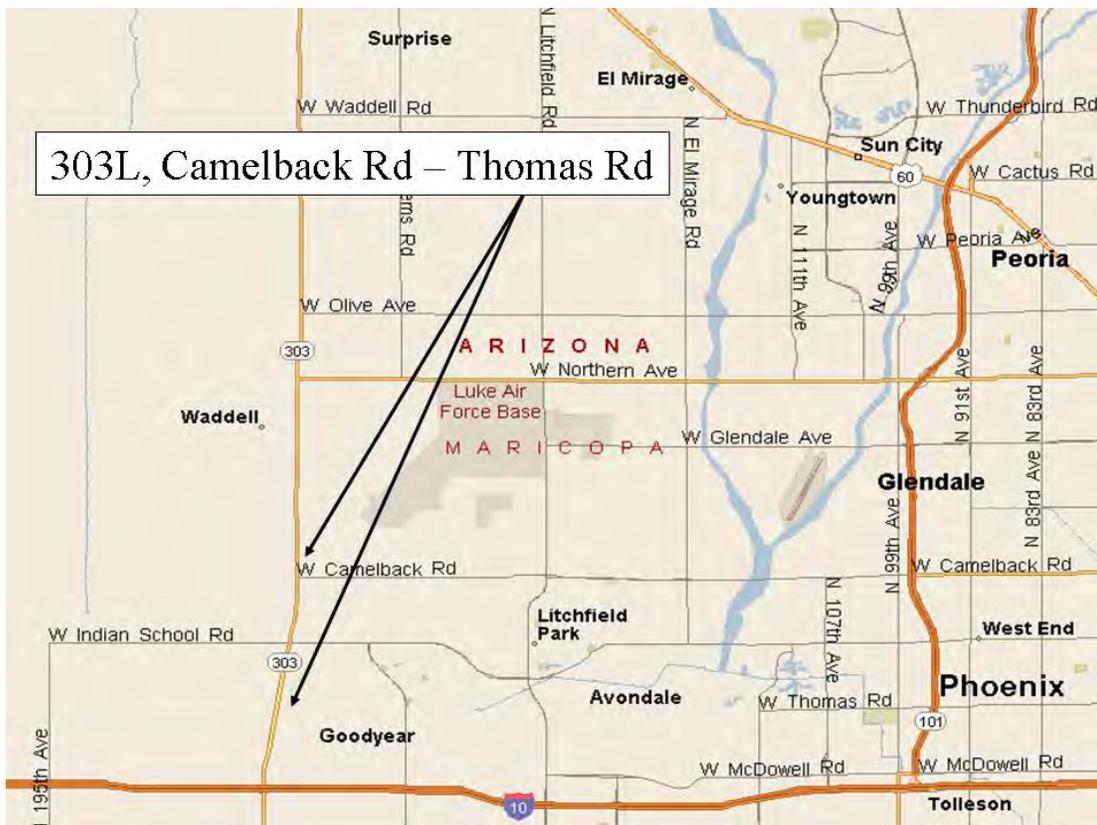
PROJECT MANAGER: Eric Prosnier

PROJECT: H787201U

REQUESTED ACTION: Establish a new utility project for \$1,500,000 in FY 2011 Highway Construction Program. **Funds are available from the RTP Cash Flow.**

NEW PROGRAM AMOUNT:

\$ 1,500,000

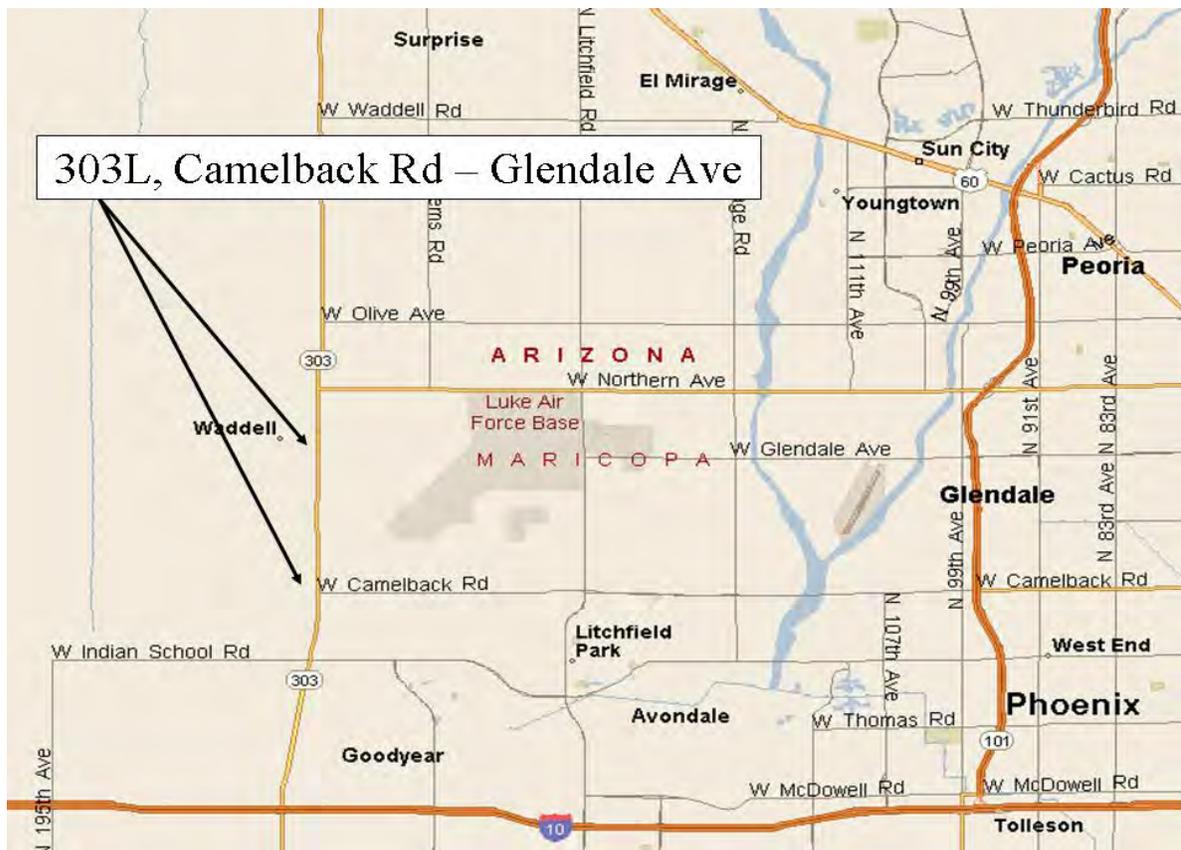


**\*ITEM 7c:**

ROUTE NO: SR 303L @ MP 107.0  
COUNTY: Maricopa  
DISTRICT: Phoenix Construction  
SCHEDULE: New Project Request  
SECTION: Camelback Rd to Glendale Ave.  
TYPE OF WORK: Utility relocation  
CLEARANCE DATE: May 2011  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Eric Prosnier  
PROJECT: H787301U  
REQUESTED ACTION: Establish a new utility project for \$8,000,000 in FY 2011 Highway Construction Program. **Funds are available from the RTP Cash Flow.**

NEW PROGRAM AMOUNT:

\$ 8,000,000

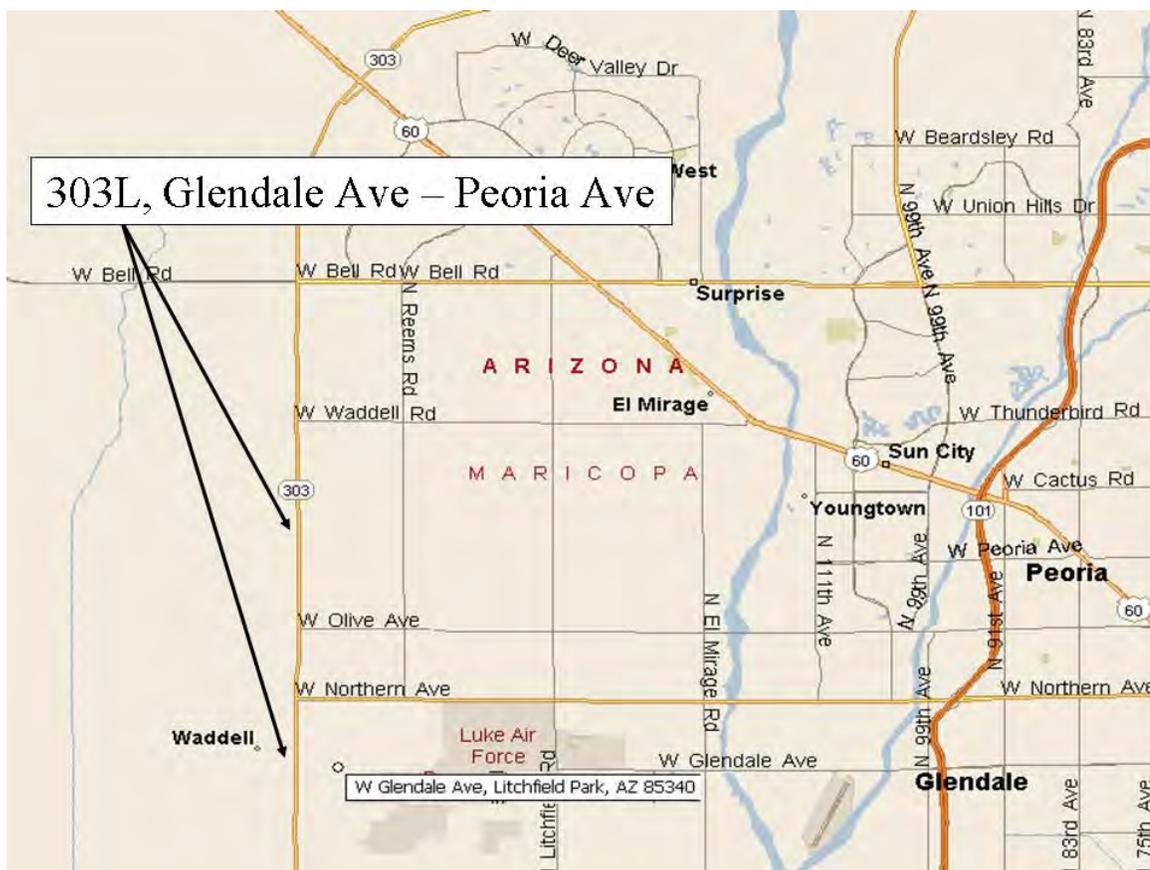


**\*ITEM 7d:**

ROUTE NO: SR 303L @ MP 109.0  
COUNTY: Maricopa  
DISTRICT: Phoenix Construction  
SCHEDULE: New Project Request  
SECTION: Glendale Ave to Peoria Ave.  
TYPE OF WORK: Utility relocation  
CLEARANCE DATE: October 2011  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Eric Prosnier  
PROJECT: H787401U  
REQUESTED ACTION: Establish a new utility project for \$9,800,000 in FY 2011 highway construction program. **Funds are available from the RTP Cash Flow.**

NEW PROGRAM AMOUNT:

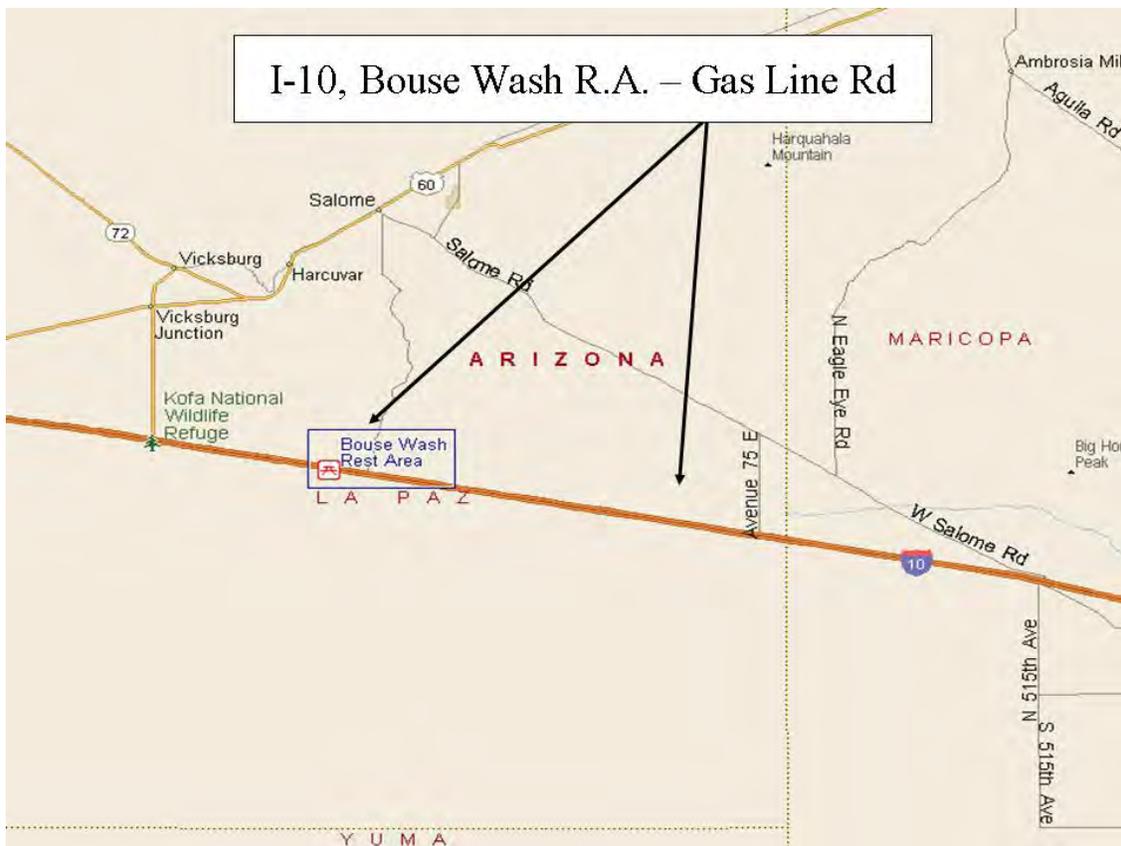
\$ 9,800,000



**\*ITEM 7e:**

ROUTE NO: I-10 @ MP 52.0  
 COUNTY: Yuma  
 DISTRICT: Yuma  
 SCHEDULE: FY 2011  
 SECTION: Bouse Wash Rest Area - Gas Line Rd  
 TYPE OF WORK: Pavement preservation  
 ADVERTISEMENT DATE: 01/01/2011  
 PROGRAM AMOUNT: \$9,207,000  
 PROJECT MANAGER: Yumi Shapiro  
 PROJECT: H751101C, Item # 16411  
 REQUESTED ACTION: Increase the construction project by \$2,093,000 to \$11,300,000 in the FY 2011 Highway Construction Program.  
**Funding sources are listed below.**

FY 2011 District Minor Fund #73311	\$ 100,000
FY 2011 Pavement Preservation Fund #72511	\$ 1,993,000
<b>NEW PROGRAM AMOUNT:</b>	<b>\$ 11,300,000</b>

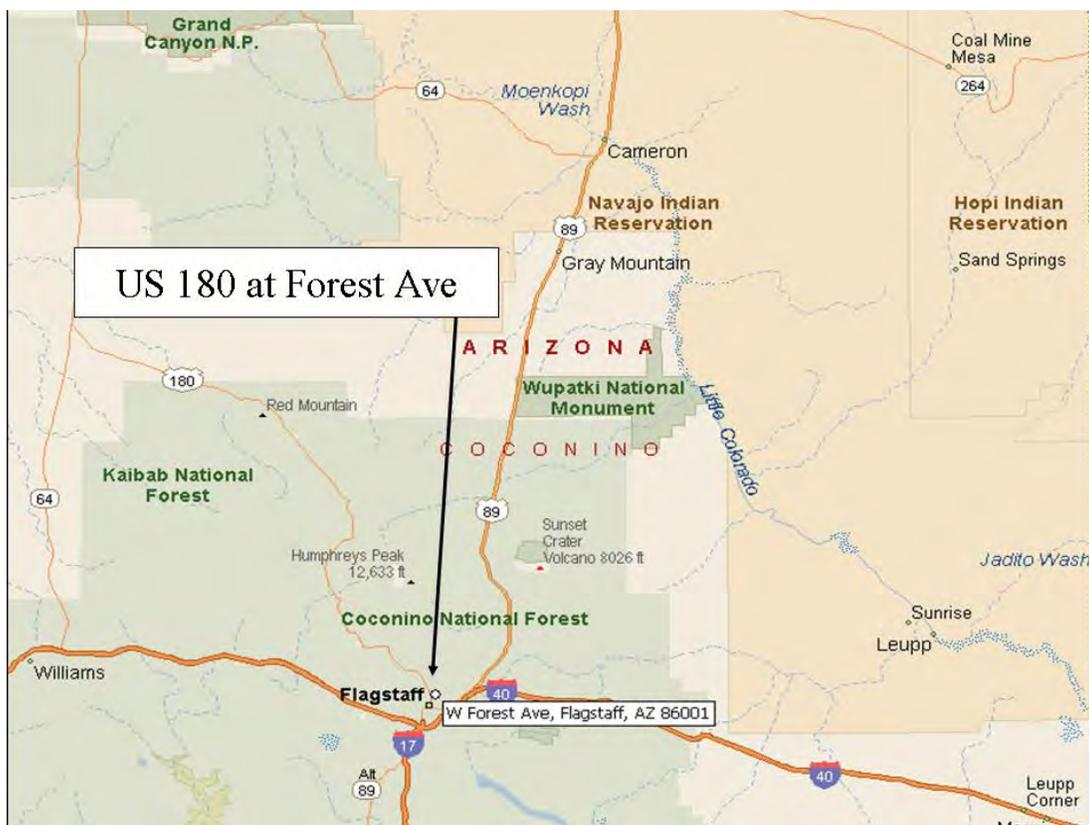


**\*ITEM 7f:**

ROUTE NO: US 180 @ MP 216.0  
 COUNTY: Coconino  
 DISTRICT: Flagstaff  
 SCHEDULE: New Project Request  
 SECTION: US 180 at Forest Ave  
 TYPE OF WORK: Intersection improvements  
 ADVERTISEMENT DATE: 01/15/2011  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Hasina Luna  
 PROJECT: HX17101C  
 REQUESTED ACTION: Establish a new project in the FY 2011 Highway Construction Program for \$251,000. **Funds are available from the FY 2011 Traffic Signals Fund #71211.**

NEW PROGRAM AMOUNT:

\$ 251,000





**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:08/31/2010

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

09/21/2010

**4. Project Manager / Presenter Information:**

Eric Prosnier

(602) 712-8495

**5. Form Created By:**

Eric Prosnier

9250 Valley Project Management

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

I-10/303L TI, PHASE I (I-10 REALIGNMENT)

**7. Type of Work:**

CONSTRUCT TI

**8. CPS Id:**

DJ1J

**9. District:**

Phoenix

**10. Route:**

303L

**11. County:**

Maricopa

**12. Beg MP:**

104

**13. TRACS #:**

H713901C

**14. Len (mi.):**

0

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

**17. Original Program Item # (Current 5 Yr Program):**

43311

**18. Current Approved**

**Program Budget (in \$000):**

251,000

**18a. (+/-) Program Budget**

**Request (in \$000):**

-19,300

**18b. Total Program Budget**

**After Request (in \$000):**

231,700

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Fund Item #:**

**Amount (in \$000):** -19,300

**Fund Item #:** 43311.

**Comments:**

**Details:**

**Comments:**  
FY 11 I-10/303 TI Phase I,  
Construct TI

**Details:**

FY:0--.

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

11

**22. Current Bid Pkg Ready Date:**

-

**23. Current Bid Adv Date:**

01/28/2011

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?NO**

**24c. Work Type Changed?NO**

**24b. Project Name/Location Changed?NO**

**24d. What is the current Stage?Stage IV**

**Have ENVIRONMENTAL Clearance?NO**

**Have MATERIALS Memo?NO**

**Have U&RR Clearance?NO**

**Have C&S Approval?NO**

**Have R/W Clearance?NO**

**Have CUSTOMIZED Schedule?YES**

**Scoping Document Completed?YES**

**25. DESCRIPTION OF REQUEST:**

Return \$19,300,000 to RTP Cash Flow to fund 01U Sub-Phase for H7872 01U (Thomas-Camelback), H7873 01U (Camelback-Glendale) and H7874 01U (Glendale-Peoria)

**26. JUSTIFICATION:**

To fund Thomas-Camelback, Camelback-Glendale & Glendale-Peoria utility projects.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Request to be in PPAC Agenda for 9/29/2010 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:08/31/2010

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

08/31/2010

**4. Project Manager / Presenter Information:**

Eric Prosnier

(602) 712-8495

**5. Form Created By:**

Eric Prosnier

9250 Valley Project Management

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

SR303L: THOMAS ROAD TO CAMELBACK ROAD

**7. Type of Work:**

UTILITY RELOCATION

**8. CPS Id:**

AZ1K

**9. District:**

Phoenix

**10. Route:**

303L

**11. County:**

Maricopa

**12. Beg MP:**

105

**13. TRACS #:**

H787201U

**14. Len (mi.):**

2.0

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

0

**17. Original Program Item # (Current 5 Yr Program):**

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

1,500

**18b. Total Program Budget**

**After Request (in \$000):**

1,500

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Comments:**

**Fund Item #:**

**Details:**

**Amount (in \$000):**

**Comments:**

1,500

**Fund Item #:**

**Details:**

OTHR11

RTP CASH FLOW

FY:0--.

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

-

**23. Current Bid Adv Date:**

May 2011

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

11

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?**NO

**24b. Project Name/Location Changed?**NO

**Have ENVIRONMENTAL Clearance?**NO

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**YES

**24c. Work Type Changed?**NO

**24d. What is the current Stage?**Stage III

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**YES

**25. DESCRIPTION OF REQUEST:**

Establish and fund utility project.

**26. JUSTIFICATION:**

Fund utility relocation project in advance of construction project.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 9/29/2010 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:08/31/2010

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

08/31/2010

**4. Project Manager / Presenter Information:**

Eric Prosnier

(602) 712-8495

**5. Form Created By:**

Eric Prosnier

9250 Valley Project Management

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

CAMELBACK ROAD TO GLENDALE AVENUE

**7. Type of Work:**

UTILITY RELOCATION

**8. CPS Id:**

BA1K

**9. District:**

Phoenix

**10. Route:**

303L

**11. County:**

Maricopa

**12. Beg MP:**

107

**13. TRACS #:**

H787301U

**14. Len (mi.):**

2.0

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

0

**17. Original Program Item # (Current 5 Yr Program):**

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

8,000

**18b. Total Program Budget**

**After Request (in \$000):**

8,000

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Comments:**

**Fund Item #:**

**Details:**

**Amount (in \$000):**

8,000  
RTP CASH FLOW

8,000

**Fund Item #:**

**Details:**

OTHR11

FY:0--.

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

-

**23. Current Bid Adv Date:**

May 2011

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

11

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?**NO

**24b. Project Name/Location Changed?**NO

**Have ENVIRONMENTAL Clearance?**NO

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**YES

**24c. Work Type Changed?**NO

**24d. What is the current Stage?**Stage III

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**YES

**25. DESCRIPTION OF REQUEST:**

ESTABLISH AND FUND UTILITY PROJECT.

**26. JUSTIFICATION:**

FUND UTILITY RELOCATION PROJECT IN ADVANCE OF CONSTRUCTION PROJECT.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 9/29/2010 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:08/31/2010

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

09/21/2010

**4. Project Manager / Presenter Information:**

Eric Prosnier

(602) 712-8495

**5. Form Created By:**

Eric Prosnier

9250 Valley Project Management

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

GLENDALE AVENUE TO PEORIA AVENUE

**7. Type of Work:**

UTILITY RELOCATION

**8. CPS Id:**

BB1K

**9. District:**

Phoenix

**10. Route:**

303L

**11. County:**

Maricopa

**12. Beg MP:**

109

**13. TRACS #:**

H787401U

**14. Len (mi.):**

3.0

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

0

**17. Original Program Item # (Current 5 Yr Program):**

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

9,800

**18b. Total Program Budget**

**After Request (in \$000):**

9,800

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Comments:**

**Fund Item #:**

**Details:**

**Amount (in \$000):**

**Comments:**

9,800

**Fund Item #:**

**Details:**

OTHR11

RTP CASH FLOW

FY:0--.

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

-

**23. Current Bid Adv Date:**

October 2011

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

11

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?**NO

**24b. Project Name/Location Changed?**NO

**Have ENVIRONMENTAL Clearance?**NO

**Have U&RR Clearance?**NO

**Have R/W Clearance?**NO

**Scoping Document Completed?**YES

**24c. Work Type Changed?**NO

**24d. What is the current Stage?**Stage III

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**YES

**25. DESCRIPTION OF REQUEST:**

ESTABLISH AND FUND UTILITY PROJECT.

**26. JUSTIFICATION:**

FUND UTILITY RELOCATION PROJECT IN ADVANCE OF CONSTRUCTION PROJECT.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 9/29/2010 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:09/21/2010  
2. Phone Teleconference?No      At Phone #:  
Video Teleconference?No

**GENERAL INFORMATION**

**3. Form Date:** 09/23/2010      **4. Project Manager / Presenter Information:** Yumi Shapiro (602) 712-7983  
**5. Form Created By:** Yumi Shapiro      9580 Design Section B      205 S 17th Ave, 113, 121F

**PROJECT INFORMATION**

**6. Project Location / Name:** Bouse Wash Rest Area - Gas Line Road      **7. Type of Work:** R&R 1/2" FR(TL) & R&R 4" AC& 1/2" AR-ACFC(PL)  
**8. CPS Id:**      **9. District:** Yuma      **10. Route:** I-10      **11. County:** Yuma      **12. Beg MP:** 52      **13. TRACS #:** H751101C      **14. Len (mi.):** 11      **15. Fed ID #:** 010-A(204)

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**      **17. Original Program Item # (Current 5 Yr Program):** 16411  
**18. Current Approved Program Budget (in \$000):** 9,207      **18a. (+/-) Program Budget Request (in \$000):** 2,093      **18b. Total Program Budget After Request (in \$000):** 11,300

<b>19. Currently Approved Budget Funding List:</b>		<b>19a. New / Budget Change Request Funding List:</b>	
<b>Amount (in \$000):</b> 9,207	<b>Fund Item #:</b> 16411	<b>Amount (in \$000):</b> 100	<b>Fund Item #:</b> 73311
<b>Comments:</b>	<b>Details:</b> FY:2011-BOUSE WASH REST AREA - GAS LINE RD-R&R 1/2" FR (TL) & R&R 4" AC & 1/2" AR-ACFC (PL)	<b>Comments:</b>	<b>Details:</b> FY:2011-DISTRICT MINOR PROJECTS-Construct District Minor Projects
		<b>Amount (in \$000):</b> 1,993	<b>Fund Item #:</b> 72511
		<b>Comments:</b>	<b>Details:</b> FY:2011-PAVEMENT PRESERVATION-Pavement Preservation

**I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.**

**20. JPA #s:**

<b>CURRENTLY APPROVED SCHEDULE</b>	<b>CHANGE REQUEST / NEW PROJECT SCHEDULE</b>
<b>21. Current Fiscal Year:</b> 11	<b>21a. Request Fiscal Year to:</b>
<b>22. Current Bid Pkg Ready Date:</b> 12/01/2010	<b>22a. Request Bid Pkg Ready Date to:</b>
<b>23. Current Bid Adv Date:</b> 01/01/2011	<b>23a. Request Bid Adv Date to:</b>

**ADDITIONAL DETAILS**

<b>24a. Scope Changed?No</b>	<b>24c. Work Type Changed?No</b>
<b>24b. Project Name/Location Changed?No</b>	<b>24d. What is the current Stage?N/A</b>
<b>Have ENVIRONMENTAL Clearance?YES</b>	<b>Have MATERIALS Memo?YES</b>
<b>Have U&amp;RR Clearance?YES</b>	<b>Have C&amp;S Approval?YES</b>
<b>Have R/W Clearance?YES</b>	<b>Have CUSTOMIZED Schedule?YES</b>
<b>Scoping Document Completed?NA</b>	

**25. DESCRIPTION OF REQUEST:**

To increase programmed project cost and to add new funding sources to the project.

**26. JUSTIFICATION:**

The final and C&S approved project cost exceeds the present programmed amount by \$2.1 million, making the total project cost \$11.3 million instead of \$9.207 million. The FY11 Pavement Preservation Funding and District Minor Funding are available for this project.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Request to be in PPAC Agenda for 9/29/2010 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:09/21/2010

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

**GENERAL INFORMATION**

**3. Form Date:**

09/21/2010

**4. Project Manager / Presenter Information:**

Hasina Luna

(602) 712-7371

**5. Form Created By:**

Hasina Luna

9630 Traffic Design/Studies Team

1615 W Jackson St, 922, 065R

**PROJECT INFORMATION**

**6. Project Location / Name:**

US 180 @ FOREST AVE

**7. Type of Work:**

INTERSECTION IMPROVEMENTS

**8. CPS Id:**

WE1G

**9. District:**

Flagstaff

**10. Route:**

180

**11. County:**

Coconino

**12. Beg MP:**

216.0

**13. TRACS #:**

HX17101C

**14. Len (mi.):**

0.1

**15. Fed ID #:**

STP 180-A-(201)A

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**

0

**17. Original Program Item # (Current 5 Yr Program):**

251

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

**18b. Total Program Budget**

**After Request (in \$000):**

251

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Comments:**

**Fund Item #:**

**Details:**

**Amount (in \$000):**

**Comments:**

251

**Fund Item #:**

**Details:**

71211

FY:2011-TRAFFIC  
ENGINEERING-Traffic Signals

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

**23. Current Bid Adv Date:**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

11

12/15/2010

01/15/2011

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

**24b. Project Name/Location Changed?No**

**Have ENVIRONMENTAL Clearance?YES**

**Have U&RR Clearance?YES**

**Have R/W Clearance?YES**

**Scoping Document Completed?YES**

**24c. Work Type Changed?No**

**24d. What is the current Stage?Post Stage IV**

**Have MATERIALS Memo?YES**

**Have C&S Approval?NO**

**Have CUSTOMIZED Schedule?NA**

**25. DESCRIPTION OF REQUEST:**

The project is at the intersection of US180 and Forest Avenue in the City of Flagstaff. The improvements will consist of a new right turn lane from northbound US180 to Forest Ave, new sidewalk/curb/gutter, pedestrian island.

**26. JUSTIFICATION:**

This project is to enhance traffic flow and safety and pedestrian safety.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 9/29/2010 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**  
Page 136 of 173

## STATE ENGINEER'S REPORT September 2010

The Status of Projects Under Construction report for September 2010 shows 158 projects under construction valued at \$1,193,883,552.55. The transportation board awarded 26 projects during September valued at approximately \$63.4 million.

During September the Department finalized 10 projects valued at \$22,860,748.11. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Year to date we have finalized 30 projects. The total cost of these 30 projects has exceeded the contractors bid amount by 7.3%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 4.7%.

MONTHLY CONSTRUCTION REPORT

Sep-10

PROJECTS UNDER CONSTRUCTION	158
MONETARY VALUE OF CONTRACTS	\$1,193,883,552.55
PAYMENTS MADE TO DATE	\$911,134,356.68
INTERSTATE	39
PRIMARY	68
LOCAL GOVERNMENT	44
NON-FEDERAL AID	7
OTHER	0
CONTRACTS EXECUTED IN SEPTEMBER 2010	24
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$62,597,060.81

FIELD REPORTS SECTION

EXT. 7301

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2011**  
 September, 2010

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
IM-010-B(007)B H678001C	BULLARD AVENUE TI Phoenix District Working Days: 197 = 180 + 17 Days Used: 197	9,564,204.15	FNF CONSTRUCTION, INC.	Low Bid = \$8,269,850.33	(\$1,294,353.82) or 13.53% under State Estimate \$8,606,385.09	\$336,534.76	4.1 %
999-A-NFA H699201C	STATEWIDE DYNAMIC MESSAGE Flagstaff District Working Days: 200 Days Used: 192	1,290,752.50	C S CONSTRUCTION, INC.	Low Bid = \$1,068,725.00	(\$222,027.50) or 17.20% under State Estimate \$1,011,524.80	(\$57,200.20)	-5.4 %
AVN-0-(201)A SS65801C	BUCKEYE ROAD Phoenix District Working Days: 121 = 60 + 32 + 29 Days Used: 121	196,324.00	CACTUS TRANSPORT, INC.	Low Bid = \$114,708.28	(\$81,615.72) or 41.57% under State Estimate \$165,617.44	\$50,909.16	44.4 %
101-B-(202)A H666201C	I-17 TO SR 51 Phoenix District Working Days: 259 = 175 + 48 + 36 Days Used: 259	4,216,540.30	C S CONSTRUCTION, INC.	Low Bid = \$4,028,094.00	(\$188,446.30) or 4.47% under State Estimate \$4,024,746.25	(\$3,347.75)	-0.1 %

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2011**  
 September, 2010

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
ARRA-086A(204) H755601C	SR-86 @ SANTA CRUZ RIVER IN TU Tucson District	159,400.00	GRANITE CONSTRUCTION COMPANY	Low Bid = \$125,828.00	(\$33,572.00) or 21.06% under State Estimate \$288,952.49	\$163,124.49	129.6 %
	Working Days: 30 Days Used: 23						
ARRA-017A(210) H780401C	TABLE MESA TI TO ROCK SPRINGS Prescott District	95,265.00	R.K. SANDERS, INC.	Low Bid = \$86,535.04	(\$8,729.96) or 9.16% under State Estimate \$67,973.18	(\$18,561.86)	-21.5 %
	Working Days: 94 = 40 + 40 + 14 Days Used: 94						
010-B-(207) H725301C	I-10, MP 133.60 TO MP 133.90 Phoenix District	98,325.00	J. BANICKI CONSTRUCTION, INC.	Low Bid = \$78,365.75	(\$19,959.25) or 20.30% under State Estimate \$81,585.00	\$3,219.25	4.1 %
	Working Days: 60 Days Used: 60						
A89-B-(206) H804001C	MP 387.9 Flagstaff District	149,415.00	FANN CONTRACTING, INC	Low Bid = \$149,660.00	\$245.00 or 0.16% over State Estimate \$181,542.40	\$31,882.40	21.3 %
	Working Days: 0 Days Used: 12						
ARRA-0160A(200) H635601C	US-160; KAYENTA TO NAVAJO RTE Holbrook District						
	Working Days: 150 Days Used: 127						

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2011**  
 September, 2010

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
ARRA-160B(200)A H658501C	US-160; NAVAJO RTE 59 TO DENNE Holbrook District						
	Working Days: 150 Days Used: 123						
		9,113,478.70	FANN CONTRACTING, INC	Low Bid = \$8,147,258.75	(\$966,219.95) or 10.60% under State Estimate \$8,432,421.44	\$285,162.69	3.5 %

Completed Contracts (Fiscal Year 2011)

September, 2010

	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
<u>Totals</u>	9	\$24,883,704.65	\$22,069,025.15	\$22,860,748.11
# of Projects: 10		<u>Monetary</u>	<u>Monetary</u>	<u>Monetary</u>
		(\$2,814,679.50)	\$791,722.96	

Accumulation to Date (Fiscal Year 2011 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
28	\$268,570,228.55	\$268,451,525.74	\$288,152,366.62	\$19,700,840.88	7.3%

Prepared By:

Yvonne Navarro  
Field Reports Unit, X6849

Checked By:

  
Lenyne Hicks, Manager  
Field Reports Unit, X7301

**FINAL COST VS BID ADJUSTED**

**FISCAL YEAR 2011**

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR			CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3				
Jul-10	\$ 135,327,859	\$ 1,391,903	\$ 1,695,807	\$ -	\$ 3,087,710	\$ 125,800,848	\$ 132,240,149	5.1%
Aug-10	\$ 265,291,619	\$ 2,606,476	\$ 613,517	\$ 46,008	\$ 6,353,711	\$ 246,382,501	\$ 258,937,908	5.1%
Sep-10	\$ 288,152,367	\$ 360,510	\$ 246,109	\$ 15,946	\$ 6,976,276	\$ 268,451,526	\$ 281,176,091	4.7%
Oct-10					\$ 6,976,276		\$ (6,976,276)	
Nov-10					\$ 6,976,276		\$ (6,976,276)	
Dec-10					\$ 6,976,276		\$ (6,976,276)	
Jan-11					\$ 6,976,276		\$ (6,976,276)	
Feb-11					\$ 6,976,276		\$ (6,976,276)	
Mar-11					\$ 6,976,276		\$ (6,976,276)	
Apr-11					\$ 6,976,276		\$ (6,976,276)	
May-11					\$ 6,976,276		\$ (6,976,276)	
Jun-11					\$ 6,976,276		\$ (6,976,276)	
		\$ 4,358,889	\$ 2,555,433	\$ 61,954	\$ 6,976,276			
G:\F_rpts\Board Report FY11								
e-mail to Hari Khanna/Stamley Soesilo								

Non- Federal-Aid (“A” “B”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations)

**\*ITEM 9a:** BIDS OPENED: September 24

HIGHWAY: CITY OF GLENDALE

SECTION: Various

COUNTY: Maricopa

ROUTE NO.: N/A

PROJECT: CM-GLN-0(210)A 0000 MA GLN SS71401C

FUNDING: 61% Federal 39% City of Glendale

LOW BIDDER: C S Construction, Inc.

AMOUNT: \$ 238,127.00

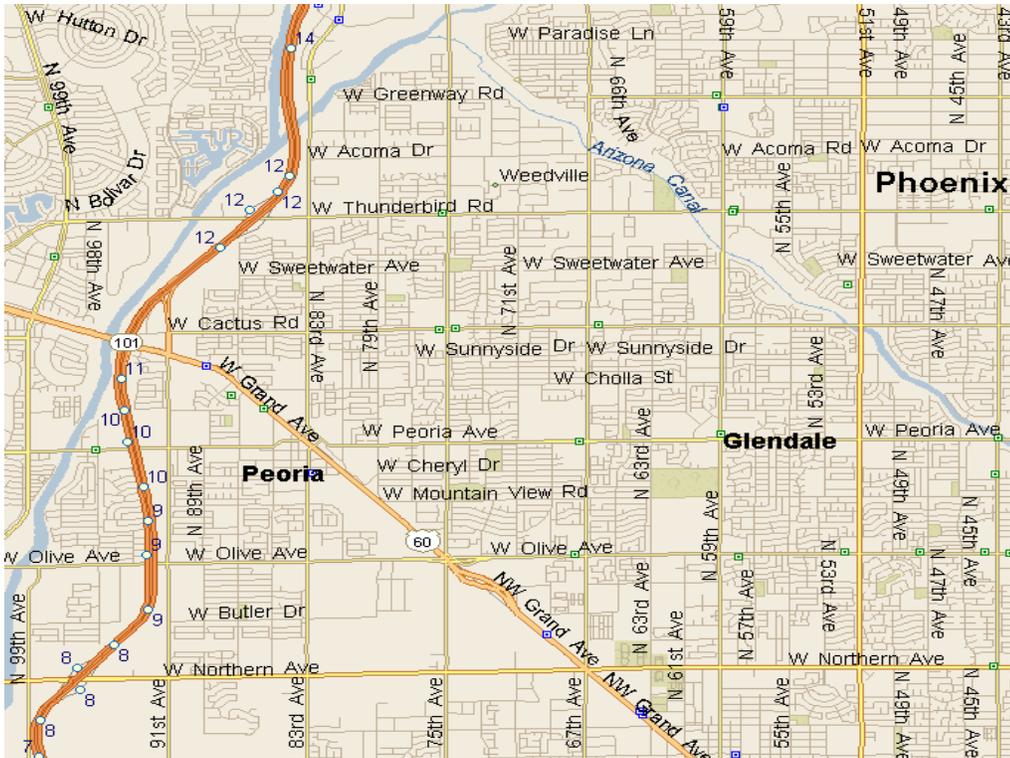
STATE AMOUNT: \$ 363,079.95

\$ UNDER : \$ 124,952.95

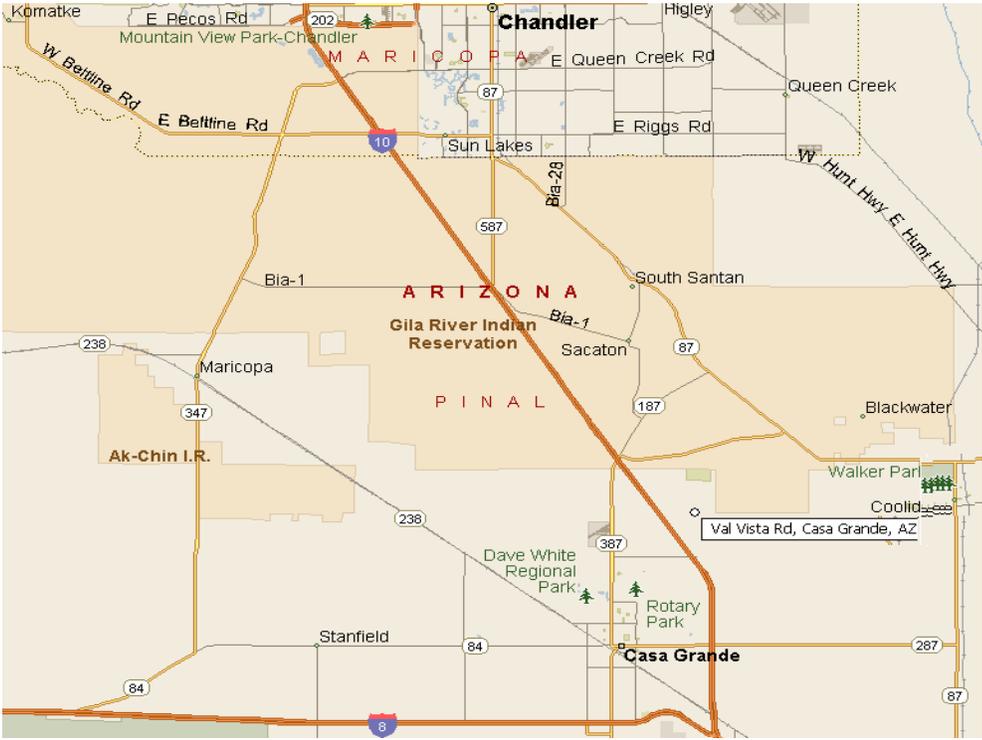
% UNDER: 34.4%

NO. BIDDERS: 10

RECOMMENDATION: AWARD



**\*ITEM 9b:** BIDS OPENED: September 24 **PAGE 169**  
HIGHWAY: PHOENIX-CASA GRANDE HIGHWAY (I-10)  
SECTION: Val Vista Road – Earley Road  
COUNTY: Pinal  
ROUTE NO.: I-10  
PROJECT: NH-TEA-010-C(201)A 010 PN 186 H758501C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: The Ashton Company, Inc. Contractors & Engineers  
AMOUNT: \$ 31,279,307.84  
STATE AMOUNT: \$ 37,634,818.00  
\$ UNDER : \$ 6,355,510.16  
% UNDER: 16.9%  
NO. BIDDERS: 6  
RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 235 Working Days

The proposed culvert extension and replacement work is located in Cochise County on State Route Highway 80 between the Town of Tombstone and the junction with State Route Highway 90. The project begins at the south end of Tombstone at approximate milepost 318.00 and extends south for 14.52 miles to approximate milepost 332.52. The work consists of extending box culverts and pipe culverts, removing and replacing pipe culverts and signing, removing embankment curb and spillways and performing other related work.

Bid Opening Date : 09/16/2010, Prequalification Required, Engineer Specialist : Salahuddin Mohammed

Project No.	Highway Termini	Location	Item
080 CH 318 H574101C STP-080-A(206)A	BENSON-DOUGLAS HIGHWAY, SR 80	TOMBSTONE TO JCT SR90 Safford District	27310

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,792,908.40	DEPARTMENT	
1	\$1,795,000.00	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
2	\$1,975,731.39	SHOW LOW CONSTRUCTION, INC.	P.O. BOX 29 SHOW LOW, AZ 85902-0029
3	\$2,182,400.90	K E & G CONSTRUCTION, INC.	1601 PASEO SAN LUIS - STE #202 SIERRA VISTA, AZ 85635
4	\$2,295,790.00	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
5	\$2,440,272.70	C.S. & W. CONTRACTORS, INC.	6135 N. 7TH STREET PHOENIX, AZ 85014
6	\$2,583,297.23	PIERSON CONSTRUCTION CORPORATION	222 S 52ND STREET TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$2,698,028.45	ACHEN-GARDNER CONSTRUCTION, LLC	550 S. 79TH STREET CHANDLER, AZ 85226
8	\$2,795,881.80	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
9	\$2,897,022.43	BORDERLAND CONSTRUCTION CO., INC.	400 EAST 38TH STREET TUCSON, AZ 85713
10	\$3,126,516.00	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85043

**Apparent Low Bidder is 0.1% Over Department Estimate (Difference = \$2,091.60)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: THURSDAY, SEPTEMBER 16, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            080 CH 318 H5741 01C  
PROJ NO            STP-080-A(206)A  
TERMINI            BENSON – DOUGLAS HIGHWAY, SR 80  
LOCATION            TOMBSTONE – JCT SR 90

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 80	318 to 332.52	SAFFORD	27310

The amount programmed for this contract is \$3,222,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed culvert extension and replacement work is located in Cochise County on State Route Highway 80 between the Town of Tombstone and the junction with State Route Highway 90. The project begins at the south end of Tombstone at approximate milepost 318.00 and extends south for 14.52 miles to approximate milepost 332.52. The work consists of extending box culverts and pipe culverts, removing and replacing pipe culverts and signing, removing embankment curb and spillways and performing other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Removal of Pipe	L.FT.	292
Drainage Excavation	CU.YD.	4,393
Structural Excavation	CU.YD.	1,211
Structure Backfill	CU.YD.	1,817
Borrow (In Place)	CU.YD.	1,569
Aggregate Base, Class 2	CU.YD.	660
Asphaltic Concrete (Miscellaneous Structural)	TON	566
Pipe, Corrugated Metal, ( 24" to 48")	L.FT.	1,860
Structural Concrete (Class S) (f'C = 3,000)	CU.YD.	1,220
Reinforcing Steel	LB.	152,761
Seeding (Class II)	ACRE	4
Erosion Control (Rock Mulch)	CU.YD.	584
Guard Rail, W-Beam, Single Face	L.FT.	2,023
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be 235 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week

following the advertisement for bids. The cost is \$48, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mohammed Salahuddin	(602) 712-8260
Construction Supervisor:	Jackie P. Watkins	(520) 459-5088

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

080 CH 318 H5741 01C  
STP-080-A(206)A  
August 11, 2010

080 CH 318 H5741 01C

Page 6 of 23

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**

313 Working Days

The proposed work is located in Yavapai County in the Town of Prescott Valley. The project begins at Glassford Hill Road (MP 322.15) and continues northeasterly for a distance of approximately 4.11 miles. The work consists of construction of a new two-lane southbound roadway parallel to the existing SR 89A and a new three span post tensioned box girder bridge at Viewpoint Drive, including asphaltic concrete pavement, an asphalt rubber asphaltic concrete friction course, storm drain, culvert extensions, pavement marking and signing, traffic signals, lighting, seeding and related items.

Bid Opening Date : 09/10/2010, Prequalification Required, Engineer Specialist : Pierson Donald

Project No.	Highway Termini	Location	Item
089A YV 322 H727601C A89-A-(202)A	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)	SR 89A, VIEWPOINT DR TI Prescott District	23910

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$11,352,402.87	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$11,613,162.40	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
3	\$12,082,979.20	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$12,126,442.73	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
5	\$12,169,358.78	C.S. & W. CONTRACTORS, INC.	6135 N. 7TH STREET PHOENIX, AZ 85014
6	\$12,373,103.60	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
7	\$12,425,017.94	AUSTIN BRIDGE & ROAD, LP	2538 E UNIVERSITY DRIVE SUITE 200 PHOENIX, AZ 85034

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$12,754,566.21	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
9	\$12,796,321.91	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
10	\$12,918,392.91	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
	\$12,935,198.00	DEPARTMENT	
11	\$13,581,404.87	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040

**Apparent Low Bidder is 12.2% Under Department Estimate (Difference = (\$1,582,795.13))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, AUGUST 27, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            089A YV 322 H727601C  
PROJ NO            AC-EB-STP-TEA-A89-A(202)A  
TERMINI            PRESCOTT-FLAGSTAFF HIGHWAY (SR89A)  
LOCATION            VIEWPOINT DR TI

ROUTE NO.            MILEPOST            DISTRICT            ITEM NO.  
SR 89A                322.15 to 326.26            PRESCOTT            23910

The amount programmed for this contract is \$18,729,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yavapai County in the Town of Prescott Valley. The project begins at Glassford Hill Road (MP 322.15) and continues northeasterly for a distance of approximately 4.11 miles. The work consists of construction of a new two-lane southbound roadway parallel to the existing SR 89A and a new three span post tensioned box girder bridge at Viewpoint Drive, including asphaltic concrete pavement, an asphalt rubber asphaltic concrete friction course, storm drain, culvert extensions, pavement marking and signing, traffic signals, lighting, seeding and related items.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Bituminous Pavement (Milling)(1/2")	Sq.Yd.	147,485
Roadway Excavation	Cu.Yd.	211,409
Aggregate Base, Class 2	Cu.Yd.	65,011
Bituminous Tack Coat	Ton	116
Asphaltic Concrete (Miscellaneous Structural)	Ton	2,063
Asph. Concrete Friction Course (Asphalt-Rubber)	Ton	7,414
Asph. Concrete (SHRP)(End Product)(3/4" Mix)	Ton	25,720
Storm Drain & Culvert Pipe 18"-42")	L.Ft.	2,239
Pavement Marking (Sprayed Thermoplastic)	L.Ft.	187,788
Traffic Signal Poles	Each	20
Seeding (Class II)	Acre	38
Median Cable Barrier	L.Ft.	6,195
Guard Rail	L.Ft.	4,438
Structural Excavation	Cu.Yd.	2,072
Structure Backfill	Cu.Yd.	1,923
Structural Concrete	Cu.Yd.	2,895
Reinforcing Steel	Lb.	360,205
Reinforcing Steel (Epoxy Coated)	Lb.	269,300
Contractor Quality Control	L.S.	1
Construction Surveying and Layout	L.S.	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be **313** working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be **365** calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$160 payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Don Pierson	928-778-4679
Construction Supervisor:	Andy Roth	928-759-2426

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

089A YV 322 H727601C  
AC-EB-STP-TEA A89-A(202)A  
July 16, 2010  
DCP:dcp:u:\word\projects\h727601c\7276adv.doc

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

452 Working Days

The proposed work is located in Maricopa County, at the intersection of SR 143 and Sky Harbor Boulevard, within the City of Phoenix. The work consists of reconstructing the existing Traffic Interchange for these routes, and including construction of PCCP paving, lighting, signing, FMS facilities, new bridge structures, traffic marking and other related work.

Bid Opening Date : 09/16/2010, Prequalification Required, Engineer Specialist : Murphy Richard

Project No.	Highway Termini	Location	Item
143 MA H752801C 143-A-(200)A	HOHOKAM EXPRESSWAY (SR 143)	SR 143/SKY HARBOR BLVD TI Phoenix District	46508

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$17,421,042.00	DEPARTMENT	
1	\$17,816,566.22	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
2	\$19,015,859.79	AUSTIN BRIDGE & ROAD, LP	2538 E UNIVERSITY DRIVE SUITE 200 PHOENIX, AZ 85034
3	\$19,485,000.00	COFFMAN SPECIALTIES, INC.	9685 VIA EXCELENCIA, SUITE 200 SAN DIEGO, CA 92126
4	\$19,788,783.41	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
5	\$19,852,414.07	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
6	\$20,077,667.87	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
7	\$20,540,521.79	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$22,921,596.88	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233-3703

**Apparent Low Bidder is 2.3% Over Department Estimate (Difference = \$395,524.22)**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: THURSDAY, SEPTEMBER 16, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO 143 MA 002 H752801C  
PROJ NO ARRA-STP-EB-143-A(200)A  
TERMINI HOHOKAM EXPRESSWAY (SR 143)  
LOCATION (SR 143/Sky Harbor Blvd. TI)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 143	0.96 to 2.49	PHOENIX	46508

The amount programmed for this contract is \$20,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County, at the intersection of SR 143 and Sky Harbor Boulevard, within the City of Phoenix. The work consists of reconstructing the existing Traffic Interchange for these routes, and including construction of PCCP paving, lighting, signing, FMS facilities, new bridge structures, traffic marking and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Excavation, Various	C Y	216,650
Borrow (In Place)	C Y	2,002
Portland Cement Concrete Pavement	S Y	25,027
Lighting Poles, Various	Each	54
Fiber Optic Cable	L F	41,985
Granite Mulch and Decomposed Granite	S Y	118,315
Trees and Plants, 5 Gal. and larger	Each	534
Retaining Wall	S F	8,659
Landform Graphics	L Sum	1
Class S Concrete	C Y	5,157
AASHTO, Various	L F	8,620
Drilled Shafts, Various	LF	2,198
Trainees	Hour	1,500

The time allowed for the completion of the work included in the Construction Phase of the contract will be **452** working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be **365** calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week

following the advertisement for bids. The cost is **\$ 330**, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of **\$ 10** will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Richard Murphy	(602) 712-8267
Construction Supervisor:	Julie Gadsby	602-426-7377

**BARRY CROCKETT,**  
Engineer-Manager  
Contracts & Specifications Section

143 MA 002 H752801C  
ARRA-STP-EB-143-A(200)A  
RIM:rim:u\projects\752BidAd

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

525 Working Days

The proposed Construct New Roadway work is located on a scenic highway through the Tonto National Forest in Gila County, with the western limit located approximately 17 miles east of the Town of Payson (approximately 17 miles east of the intersection of SR 87 and SR 260) beginning at MP 269.0 and extending easterly just prior the Christopher Creek Campground at MP 272.3, for approximately 3.3 miles. The work consists of reconstructing the existing two-lane undivided roadway into a four lane divided highway. Included with the work is the realignment of local crossroads to align with new median crossover locations. Work consists of installing asphaltic concrete and asphaltic concrete friction course; six concrete bridge structures; 3 new reinforced concrete box culverts; pipe culverts; riprap and gabions; fence; pavement marking; signing; guardrail; seeding; and other incidental work.

Bid Opening Date : 09/16/2010, Prequalification Required, Engineer Specialist : Haque Rashidul

Project No.	Highway Termini	Location	Item
260 GI 269 H469801C NH 053-2-( 43)	PAYSON-SHOWLOW HIGHWAY	DOUBTFUL CANYON Prescott District	11902

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$29,359,128.77	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
	\$30,680,000.00	DEPARTMENT	
2	\$33,311,265.61	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
3	\$33,540,600.00	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
4	\$35,332,331.64	SKANSKA USA CIVIL WEST ROCKY MOUNTAIN DISTRICT INC.	1250 W. WASHINGTON ST TEMPE, AZ 85281
5	\$35,796,403.83	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$35,979,882.01	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W DRIVERS WAY TEMPE, AZ 85284
7	\$36,110,522.61	R E MONKS CONSTRUCTION CO LLC (JV) MEADOW VALLEY CONTRACTORS	16646 E. LASER DRIVE FOUNTAIN HILLS, AZ 85268
8	\$38,642,721.35	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040

**Apparent Low Bidder is 4.3% Under Department Estimate (Difference = (\$1,320,871.23))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: (THURSDAY, SEPTEMBER, 16, 2010), AT 11:00 A.M. (M.S.T.)

TRACS NO            260 GI 269 H469801C  
 PROJ NO            AC-NH-053-2(043)N  
 TERMINI            PAYSON –SHOWLOW HIGHWAY(SR 260)  
 LOCATION            DOUBTFUL CANYON

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR260	269. to 272.3	PRESCOTT	11902

The amount programmed for this contract is \$42,625,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Construct New Roadway work is located on a scenic highway through the Tonto National Forest in Gila County, with the western limit located approximately 17 miles east of the Town of Payson (approximately 17 miles east of the intersection of SR 87 and SR 260) beginning at MP 269.0 and extending easterly just prior the Christopher Creek Campground at MP 272.3, for approximately 3.3 miles. The work consists of reconstructing the existing two-lane undivided roadway into a four lane divided highway. Included with the work is the realignment of local crossroads to align with new median crossover locations. Work consists of installing asphaltic concrete and asphaltic concrete friction course; six concrete bridge structures; 3 new reinforced concrete box culverts; pipe culverts; riprap and gabions; fence; pavement marking; signing; guardrail; seeding; and other incidental work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Clearing and Grubbing	ACRE	82
Removal of AC Pavement	SQ.YD	15,129
Removal of Pipe	L.FT.	1,408
Remove and Salvage Guard Rail	L.FT	10,677
Remove Fence	L.FT.	30,383
Remove (Signs)	EACH	93
Roadway Obliteration and Restoration	L.SUM	1
Excavation	CU.YD.	1,288,534
Aggregate Base, Class 3	CU.YD.	30,224
AC(Miscellaneous Structural)	TON	4,468
ACFC(Misc.)	TON	454
ACFC (Asphalt-Rubber)	TON	4,473
AC(3/4 " Mix)(End Product)(Special Mix)	TON	74,159
Pipe	L.FT.	5,810
Concrete Catch Basin	EACH	16
Headwall	EACH	12
Rock Staining	SQ.FT	40,000
Metal Hand Rail	L.FT.	250
Structural Concrete(Class S)	CU.YD.	9,503
Reinforcing Steel(Various)	LB.	1,840,854
Precast, P/S Member(AASHTO Type 6 & Type 5 –Modified)	L.FT.	8,461
Pavement Marking (Thermoplastic, White/Yellow)	L.FT.	118,540

Seeding (Class II)	ACRE	99
Tree/Shrub	EACH	2,237
Drilled Shaft	L.FT.	1216
Fence (Various Type)	L.FT.	36,988
Guard Rail	L.FT.	23,188
Dump/Wire Tied Ripraps & Gabions	CU.YD.	44,665
Retaining Wall	SQ.FT.	7,812
Provide On-The-Job Training	HOUR	3,000
Miscellaneous Work (Deep Foam Injection)	LB.	37,800
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1
Engineers Field Office	L.SUM	1
Rumble Strip	L.FT.	48,370

The time allowed for the completion of the work included in the Construction Phase of the contract will be 525 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 730 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$240.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and earthwork report may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

One CD containing the geotechnical investigation report is available for sale at Contracts and Specifications. The cost of each CD is \$5.00, payable at time of order by cash, check or money order

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days

prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Rashidul Haque	(602) 712-8261
Construction Supervisor:	Tom Goodman	(928) 468-5063

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

260 GI 269 H469801C  
AC-NH-053-2 (043) N  
July 19, 2010

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 90 Working Days

The proposed project is located in Maricopa County within the City of Glendale on Olive Avenue. The work includes the installation of fiber optic infrastructure from 59th Avenue to 75th Avenue, the installation of three new closed-circuit television (CCTV) cameras, and the installation of communications equipment.

Bid Opening Date : 09/24/2010, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA GLN SS71401C GLN-0-(210)A	CITY OF GLENDALE	OLIVE AVE, 75TH AVE TO 59TH AV Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$238,127.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE PHOENIX, AZ 85027
2	\$258,544.60	ROADWAY ELECTRIC, LLC	2033 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$290,350.61	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303
4	\$292,556.50	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
5	\$298,806.93	G.U.Y. CONSTRUCTION, L.L.C.	1050 N EL MIRAGE RD, SUITE# H111 AVONDALE, AZ 85323
6	\$303,917.48	TETRA TECH CONSTRUCTION SERVICES, INC.	3345 W. 62ND AVE. UNIT B DENVER, CO 80216
7	\$316,017.67	VELLUTINI CORPORATION DBA ROYAL SOUTHWEST	8481 CARBIDE CT. SACRAMENTO, CA 95828
8	\$343,898.20	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$363,079.95	DEPARTMENT	
9	\$403,615.29	ITS ENGINEERS AND CONSTRUCTORS OF UTAH INC.	22505 NORTH 19TH AVE SUITE 1 PHOENIX, AZ 85027
10	\$404,686.80	HAN MAR ENERGY, INC.	1221 N MONDEL DR GILBERT, AZ 85233
		TEL TECH NETWORKS INC.	810 E. HAMMOND LANE PHOENIX, AZ 85034

**NON RESPONSIVE**

Bid not read and declared non-responsive due to submission of incomplete bid schedule.

**Apparent Low Bidder is 34.4% Under Department Estimate (Difference = (\$124,952.95))**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: Thursday, September 16, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 MA GLN SS71401C  
PROJ NO            CM-GLN-0(210)A  
TERMINI            City of Glendale  
LOCATION            Various

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Phoenix	Local

The amount programmed for this contract is **\$ 550,000**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County within the City of Glendale on Olive Avenue. The work includes the installation of fiber optic infrastructure from 59th Avenue to 75th Avenue, the installation of three new closed-circuit television (CCTV) cameras, and the installation of communications equipment.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
FLASHING ARROW PANEL	EACH-DAY	27
FLAGGING SERVICES (LOCAL ENFORCEMENT OFFICER)	HOUR	40
ELECTRICAL CONDUIT (DIRECTIONAL DRILL)	L. FT.	500
ELECTRICAL CONDUIT (TRENCH)	L. FT.	8,500
ELECTRICAL CONDUIT (3-CELL GEOTEXTILE INNERDUCT)	L. FT.	1,100
PULL BOX (No.7, No.9, Vault)	EACH	21
ELECTRICAL AS-BUILT DRAWINGS	L. SUM	1
SINGLE MODE FIBER OPTIC CABLE (12 & 96 FIBER)	L. FT.	11,840
FIBER OPTIC SPLICE CLOSURE	EACH	9
CABLE INNERDUCT (1")	L. FT.	948
CCTV FIELD EQUIPMENT	EACH	3
PULL BOX & CONDUIT RECONDITIONING	L. SUM	1
ETHERNET BACKBONE SWITCH	EACH	2
ETHERNET DISTRIBUTION SWITCH	EACH	4
VIDEO ENCODER	EACH	3
SURVEYING & LAYOUT	L. SUM	1

The time allowed for the completion of the work included in this project will be **90** working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is **\$ 21**, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of **\$ 5** will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be

made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Thomas Mowery-Racz	(602) 712-6741
Construction Supervisor:	Girgis Girgis	(602) 712-6813

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

TRACS NO: 0000 MA GLN SS71401C  
PROJECT NO: CM-GLN-0(210)A  
TODAY'S DATE: August 12, 2010  
ADVERTISEMENT DATE: August 16, 2010  
BC:TM-R

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 470 Working Days

The proposed work is located in Pinal County on Interstate 10 between Milepost 186.65 and Milepost 196.42, approximately 2 miles north of Casa Grande. The work encompasses widening Interstate 10 from four lanes to six lanes including the reconstruction of the McCarthey Road traffic interchange ramps. The work consists of: earthwork, aggregate base, asphaltic concrete, concrete barrier, pipe and concrete box culvert extensions, guardrail, granite mulch, landform graphics, signing, pavement marking, and other miscellaneous work.

Bid Opening Date : 09/24/2010, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
010 PN 186 H758501C 010-C-(201)A	PHOENIX-CASA GRANDE HIGHWAY (I-10)	VAL VISTA ROAD TO EARLEY ROAD Tucson District	30110

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$31,279,307.84	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
2	\$31,349,526.00	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$32,612,317.40	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
4	\$33,526,400.00	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
5	\$34,592,875.51	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W DRIVERS WAY TEMPE, AZ 85284
6	\$36,674,892.90	COFFMAN SPECIALTIES, INC.	9685 VIA EXCELENCIA, SUITE 200 SAN DIEGO, CA 92126

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$37,634,818.00	DEPARTMENT	

**Apparent Low Bidder is 16.9% Under Department Estimate (Difference = (\$6,355,510.16))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: THURSDAY, SEPTEMBER 16, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            010 PN 186 H758501C  
 PROJ NO            NH-TEA-010-C(201)A  
 TERMINI            PHOENIX-CASA GRANDE HIGHWAY (I-10)  
 LOCATION           VAL VISTA ROAD-EARLEY ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	186.65 to 196.42	TUCSON	30110

The amount programmed for this contract is \$56,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pinal County on Interstate 10 between Milepost 186.65 and Milepost 196.42, approximately 2 miles north of Casa Grande. The work encompasses widening Interstate 10 from four lanes to six lanes including the reconstruction of the McCartney Road traffic interchange ramps. The work consists of: earthwork, aggregate base, asphaltic concrete, concrete barrier, pipe and concrete box culvert extensions, guardrail, granite mulch, landform graphics, signing, pavement marking, and other miscellaneous work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Bituminous Pavement (Milling)(Various Depths)	Sq. Yd.	466,000
Roadway Excavation	Cu. Yd.	170,000
Borrow (In Place)	Cu. Yd.	61,000
Aggregate Base	Cu. Yd.	122,000
Asphaltic Concrete Pavement 3/4" (End Product)	Ton	296,000
Asphaltic Concrete Friction Course (AR-ACFC)	Ton	14,000
Pipe (Various Types & Sizes)	L. Ft.	1,600
Catch Basin	Each	30
Structural Concrete (Class S)	Cu. Yd.	1,680
Precast Reinforced Concrete Box Culvert (Various Sizes)	L. Ft.	1,400
Reinforcing Steel	Lb.	330,500
Sign Structure	Each	12
Pavement Marking (Paint)	L. Ft.	802,100
Pavement Marking (Thermoplastic)	L. Ft.	407,800
Pavement Marking, Preformed, Patterned, White Stripe	L. Ft.	69,600
Raised Pavement Marker	Each	11,660
Granite Mulch	Sq. Yd.	42,800
Seeding	Acre	136
Fence	L. Ft.	6,000
Guard Rail, W-Beam, Single Face	L. Ft.	1,250
Guard Rail Terminal (Tangent Type)	Each	21
Concrete Barrier	L. Ft.	22,600
Riprap	Cu. Yd.	630
Sound Barrier Wall (Concrete)	Sq. Ft.	128,650

Slope Paving	Sq. Yd.	3,280
On-The-Job-Training	Hour	2,500
Landform Graphics	Each	19
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip (12 Inch)	L. Ft.	205,400

The time allowed for the completion of the work included in this project will be 470 working days.

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This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

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Arizona Department of Transportation  
Intermodal Transportation Division  
Contracts and Specifications Section  
1651 West Jackson Street, Room 121F  
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mohammed Patwary	(602) 712-8187
Construction Supervisor:	Carter McKune	(520) 836-2501

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

MP: mp: UVA PROJECTS\H758501C\ADVERTISE: Long AD H7585  
Date: 07/19/2010