

**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, February 18, 2011, beginning at 9:00 a.m., at the Board of Supervisors Meeting Room, 1108 Joshua Avenue, Parker, AZ 85344. 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, February 18, 2011, 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 discussion 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 11th day of February, 2011
STATE TRANSPORTATION BOARD
By: Mary Currie



Arizona Department of Transportation

State Transportation Board

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

William J. Feldmeier
Chairman

Bobbie Lundstrom
Vice Chairman

Felipe A. Zubia
Victor Flores
Stephen W. Christy
Kelly Anderson
Robert M. Montoya

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

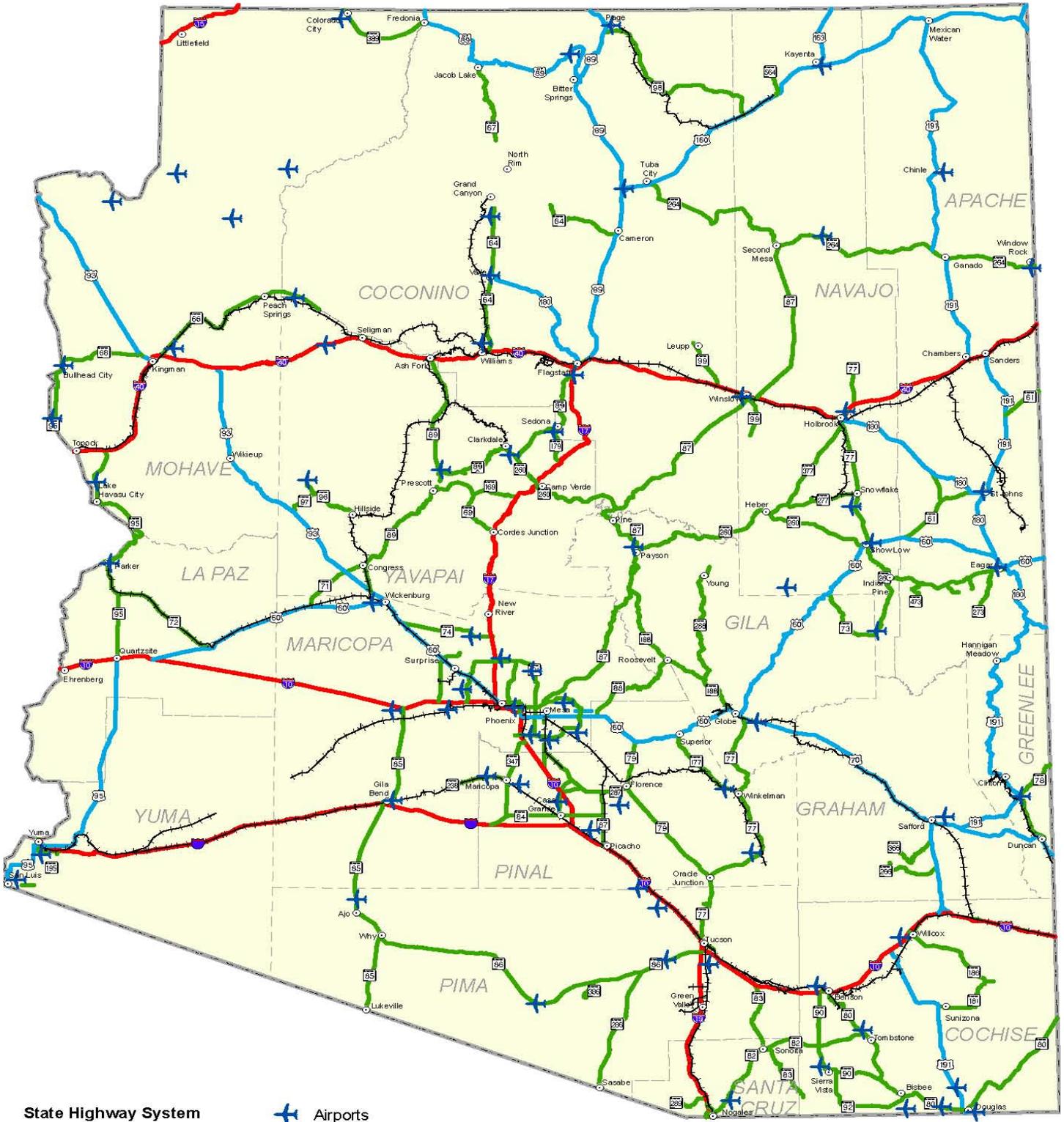
Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly 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.

Arizona Highways, Airports, and Railroads



State Highway System

- Interstate
- State Route
- US Highway

- Airports
- Railroads (In Service)
- Cities and Towns
- County Boundaries



Prepared by:
 Arizona Department of Transportation
 Multimodal Planning Division
 Data Bureau GIS Section
 (602) 712-7333

July 2009

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AGENDA
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, February 18, 2011
La Paz County
Board of Supervisors Meeting Room
1108 Joshua Avenue
Parker, Arizona 85344

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, February 18, 2011, 9:00 a.m., at the La Paz County Board of Supervisors Meeting Room, 1108 Joshua Avenue, Parker, Arizona 85344. 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, February 18, 2011. 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 Feldmeier.

Roll Call

Roll call by Board Secretary, Mary Currie

Opening Remarks

Opening remarks by Chairman Feldmeier

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 - Alvin Stump, Yuma District Engineer [Acting])

ITEM 2: Director's Report
The Director will provide a report on current issues and events affecting ADOT.
(John Halikowski, Director)

A) Individual Topics

- 1) I-11 Update**
- 2) Legislative Budget Hearing Update**

(For information and discussion only)

B) Last Minute Items to Report

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under "Last Minute Items to Report", unless the specific matter is properly noticed for action)

***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: Legislative Report
Staff will provide a report on State and Federal legislative issues.
(For information and discussion only - Eileen Colleran)

ITEM 5: 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, the Federal-Aid Highway Program, and other financial information relative to the Board and Department.
(For information and discussion only – John Fink)

ITEM 6: 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 7: 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 8: Priority Planning Advisory Committee (PPAC)**

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)

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ITEM 9: State Engineer's Report

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)

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***ITEM 10: Construction Contracts**

Staff will present recommended construction project awards that are not on the Consent Agenda.

(For discussion and possible action – Floyd Roehrich)

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***ITEM 11: 2012-2016 Tentative program review and request for approval for public comment.**

Staff will present its recommended FY 2012 – 2016, 5-Year Facilities Construction Program Recommendations (Including FY 2011 Modifications); FY 2012-2016 Statewide Subprograms, FY 2012-2016 Statewide Highway Construction Program (excluding MAG & PAG), FY 2012-2016 PAG Regional Highway Construction Program, FY 2012-2016 MAG Regional Highway Construction Program and FY 2012-2016 Airport Development Program.

(For discussion and possible action – Jennifer Toth and Steve Hull)

ITEM 12: 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

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

MINUTES APPROVAL

- Board Meeting Minutes, December 17, 2010
- PPAC Minutes, January 5, 2011
- Study Session Minutes, January 10, 2011
- Special Board Meeting Minutes, January 10, 2011
- Regular Board Meeting Minutes, January 21, 2011
- Highway Program Monitoring Report

RIGHT OF WAY RESOLUTIONS

ITEM 3a: RES. NO: 2011-02-A-007
 PROJECT: 347PN175H722901R
 HIGHWAY: MARICOPA ROAD (S.R. 238 MOBILE – MARICOPA)
 SECTION: S.R. 238 Sidewalks
 ROUTE NO. State Route 238 & State Route 347
 ENG. DIST. Tucson
 COUNTY: Pinal
 RECOMMENDATION: Establish new right of way as a state route to construct side-walks and encourage pedestrian travel.

ITEM 3b: RES. NO: 2011-02-A-008
 PROJECT: 070GH288H691001R
 HIGHWAY: GLOBE - LORDSBURG
 SECTION: Gila River Bridge, Bylas
 ROUTE NO. U.S. Route 70
 ENG. DIST. Safford
 COUNTY: Graham
 RECOMMENDATION: Establish new right of way as a state route and state highway to replace existing bridge with upgraded structures that meet current safety requirements to enhance safety of the traveling public.

ITEM 3c: RES. NO: 2011-02-A-009
PROJECT: 017MA205H788701R
HIGHWAY: PHOENIX – CORDES JCT.
SECTION: Bethany Home Rd. – Northern Ave.
ROUTE NO. Interstate Route 17
ENG. DIST. Phoenix
COUNTY: Maricopa
RECOMMENDATION: Establish additional right of way as a state route and state highway for sidewalk improvements along frontage road to enhance pedestrian safety.

ITEM 3d: RES. NO: 2011-02-A-010
PROJECT: 101LMA001H555101R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: S.R. 101L HOV Lanes, I-10 to Tatum Blvd.
ROUTE NO. State Route 101 Loop
ENG. DIST. Phoenix
COUNTY: Maricopa
RECOMMENDATION: Establish new right of way as a state route to construct HOV lanes and Noise walls.

ITEM 3e: RES. NO: 2011-02-A-011
PROJECT: 101LMA009H555102R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Olive Avenue
ROUTE NO. State Route 101 loop
ENG. DIST. Phoenix
COUNTY: Maricopa
RECOMMENDATION: Establish new right of way as a state route and state highway for widening improvements.

ITEM 3f: RES. NO: 2011-02-A-012
PROJECT: I-17-2-805 / 017YV262H426901R
HIGHWAY: PHOENIX – CORDES JUNCTION
SECTION: Cordes Junction T.I.
ROUTE NO. Interstate Route 17
ENG. DIST. Prescott
COUNTY: Yavapai
RECOMMENDATION: Amend Resolution 2010-03-A-024 as a state route and state highway due to design change.

ITEM 3i: BIDS OPENED: January 28
HIGHWAY: TUBA CITY – WINDOW ROCK HIGHWAY (SR 264)
SECTION: Black Creek Bridge Structure #624
COUNTY: Apache
ROUTE NO.: SR 264
PROJECT: STP 264-A(201)A 264 AP 474 H712101C
FUNDING: 94% Federal 6% State
LOW BIDDER: Show Low Construction, Inc.
AMOUNT: \$ 235,098.00
STATE AMOUNT: \$ 245,770.00
\$ UNDER: \$ 10,672.00
% UNDER: 4.3%
NO. BIDDERS: 10
RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD
MEETING MINUTES
9:00a.m., Friday, December 17, 2010
Mohave County Board of Supervisors Auditorium
700 West Beale
Kingman, Arizona 86401**

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 (absent), Victor Flores, Steve Christy (telephone), and Kelly Anderson (absent).

Opening Remarks

Chairman Montoya thanks the city of Kingman, Mohave County Board of Supervisors for their hospitality and the wonderful job last night with the dinner. . Driving down Route 66 brings back memories. In one of his former lives, he used to have a service station in the 1960's and this morning when he and Bill were driving from the motel to this auditorium, he was reminiscing about how the service station business has really changes over the last 40 years.

Today is a bittersweet day for him. It is his last meeting on the ADOT Board as an official Board Member and as Chairman. He has had a great year and he wants to thank Kingman for hosting his last meeting.

Bill Feldmeier presented a gift from all the Board Members to Bob for his service. He also thanked Felipe for helping them put this together for Bob.

Call to the Audience

Mayor John Salem: Expressed his thanks for the Board coming to Kingman. They are really going to miss Bob. They are very pleased with the performance of the ADOT Board with respect to their area. Over the years, they have developed a good relationship with ADOT and they hope to continue many more years with that relationship and networking with all of them. He is here to say thank you for all of the wonderful things they have done for the Kingman region in the last couple of years even with the new bridge. There have been several pavement preservation projects in and around the Kingman area that he knows would not have happened without the efforts of this Board and the ADOT staff. They would also like to express their gratitude for retaining the Rancho Santa Fe interchange on the 5 year plan. They understand that at this time, they are facing many funding challenges that would really help different areas around the state. In the Kingman area, they have a couple of interchanges that they would really like to see go through. The fact that ADOT is, retaining the Rancho Santa Fe interchange really speaks volumes to the efforts in maintaining what they have in rural Arizona.

Gary Watson, Mohave County Supervisor.: He expresses thanks for coming and presents a lapel pin for their appreciation for the Board coming to Mohave County.

Mayor Anthony Smith, City of Maricopa: He asks for the support of Board Agenda Item 8e. This is SR 347 and Union Pacific Rail Road. This is a route and intersection that is traveled by not only the city of Maricopa but Ak-Chin Indian Reservation Communities, Gila River Indian Community, the County, and people who are going from the metro Phoenix are to San Diego. Just recently the intersection had been approved as a double track project. There are a number of trains that go through Maricopa, sometimes 40. Now the number of trains that will be going through that intersection are about 70 as an estimate. There are also plans for this to be triple tracked. When they go through Maricopa at about 70 miles an hour, there have been fatalities in the past and they are trying to prevent fatalities in the future. There is extreme congestion also in this area; approximately 35,000 cars per day that go through this intersection. This includes about 2,000 school children who are traveling on buses and also the casino charter buses. The city of Maricopa, even during these tough alleged times is allocated matching funds of \$500,000 towards this project. for FY2011. They have had Engineering Development Fund money and District Minor Fund money which is much appreciated to advance this project towards being shovel ready.

Bob Riley, Director of Economic Development, Kingman Airport Authority: With him today is, Brenda Chastain, Director of Corporate Administration. They are both past presidents of the Arizona Airport Association. He and the elected officials in the area welcome the Board to Kingman and say thank you for the continued support for the development of the airport system throughout their state. Kingman airport has been a beneficiary of the funding that they have provided. Numerous improvements to the airport have been made as a result of all the efforts. They looked forward to working in the future with ADOT and they are proud to say that they are working with ADOT now.

Paul Johnson, Deputy Mayor of Yuma: He is attending on behalf of the City, Yuma County Board of Supervisors, Yuma Metropolitan Planning Organization, and the towns of San Luis, Somerton, and Wellton. For a long period of time, there has been a dispute in the community on how to connect SR 195 to US 95. They have been going through an extensive study on it and it has been a matter of great controversy in their community and he is here to report to the Board that they have come to an agreement and should have a hearing in the Spring. They have three resolutions here today, the city, YMPO, and Yuma County and they will be resolutions for the other communities who supported it and are also the cheapest for ADOT to build. No one loves the idea but it is something they can all live with. It has taken a long time for them to come to a consensus on this but they have done it and it is the cheapest solution for ADOT.

ITEM 1: District Engineer's Report – Mike Kondelis, Kingman District Engineer

He welcomes everyone to Kingman. Last year they thought this Board Meeting may coincide with the opening of Hoover Dam Bypass. It was close, but fortunately the project finished a few months early rather than 2 months later. Several members of the Board attended the Opening Ceremonies which were held on October 14th. The bypass opened on the weekend of October 19th. After 9/11 and with the truck restrictions, they were seeing holiday traffic with peak counts at 11,500 vehicles a day. Over thanksgiving, the next day and that Sunday, they were almost 20,000 vehicles a day. Normal traffic flow now is around 12,000 – 13,000 vehicles a day. SR-68 and the detour route are not very heavily used so that is a nice easy drive now.

South of the Bypass project they had with US-93 to MP217 project, it has been a great project for the Kingman district and for ADOT. In May 2006, they were given the funding to do that whole project as one. Initially it was designed as four separate projects which would have taken a lot of years to

complete. They wanted to open that 15 miles which completes the four lane going through Kingman to the state line at Hoover Dam. They got the project under construction in January last year and they were able to open up all lanes by November 23rd. It was the biggest project that they have had in the Kingman district. It was about \$71M. One of the challenges that they had was that they were working in within a National Park and they were very particular about how the road way looked. The old and new road had to look the same, so they put a lot of work for more beautification. The Park Service is very happy with it and consider it an asset. They did finish the North end in time for opening the bypass.

On 93 south, where they have been working for the last 15+ years, they have finished the center section which is Wikieup up to Santa Maria River that has been completed for a couple of years. Over the past 3 years they have been working on a large segment which is Wikieup to I-40. They have completed four projects there, and have two more that they have combined into one construction project. This is a big project as well, it is about \$26M and it is converting another 7 miles of roadway into four lanes. It is a two year project, to be completed in about 1 year. In the north section, that leaves 3 projects and we will have that 3 miles including the four lanes as well. Two of the projects for ARRA program for FY2014 and the center one is not programmed yet. They are hopeful to get funding to complete and have about 75 miles of that stretch completed with new roadways in the next several years. They have heard this morning a little bit about the interchange projects in Kingman between the Rancho Santa Fe Parkway formally known as Rattlesnake Wash interchange. They will continue to look for ways to be able to build that project. Again it is a joint project with the city of Kingman.

Also another project on the US 93 corridor where US 93 and I-40 intersect. They are going to start design concept report right after the first of the year. They have a consultant selected and that will be about a 2 year process. Back in the mid 1990's there were three bottlenecks identified on US 93 CANAMEX corridor. One was Wickenburg and that has been addressed with the interim Bypass. The second was Hoover Dam and this is the third. They want to be able to at least get something on paper so they know what they have to look for programming. They have had a number of smaller projects, pavement preservation, and bridge projects on I-40. With these projects coming up they will have completed all 11 miles of resurfacing of I-40 from the state line of California through Kingman. They are going to continue looking at projects over in the Seligman area and keep working on I-40. Another project that is important here in the Kingman area is the stretch from Grandview Road to Ranch Road more commonly known as Coyote Pass. It is the section of 93 that used to go to Las Vegas. They do have a project planned and will probably begin right after the first of the year and can plan on constructing that next spring and summer.

In the western part of the district, they have been working on the SR 95 realignment for a number of years to provide an alternate connection from SR 68 around Bullhead City and Mohave Valley and connect on I-40. That is a full on environmental impact statement and DCR. It is still about 3 years away in 2014. That will be a very expensive project; about 42miles of new roadway. They did complete a feasibility study for an alternate route for SR 95 around Lake Havasu City. They are looking for some funds and take that one to the design concept report phase as well. That is the next priority on the list.

ITEM 2: Director's Report – John McGee, Executive Director for Planning and Policy

Mr. McGee sends Director Halikowski's regards to the Board. He was not able to attend today because of a prior commitment and wishes that he could be there. He thanks the city of Kingman for hosting the great event last night. He also thanks Mr. Montoya for his many years of service and dedication to the Board. He will be missed.

- A) There are a couple of items that he wants to report on very briefly.
- Sedona Route Transfer – On November 23rd, the Sedona city council met on the route transfer. It was a great meeting, very positive. The tone was very cordial, very professional. The city council had a number of questions and they were all good questions. He believes that ADOT staff was able to answer those questions completely and thoroughly. In the end, the Council seemed pleased with the answers that they heard. There was some opposition expressed from some council members, but a great deal of support was also given on behalf of the council. At the end of the meeting, the council did vote unanimously to move forward with a public hearing process in order to gauge public support for the route transfer. The council members also expressed their gratitude to the Board with the time extension granted to the City to go through that process. It was a very long meeting. ADOT staff answered questions for close to an hour and a half, but it went very well.
 - San Luis II Port of Entry – Mr. Feldmeier and he along with several of the ADOT's staff attended the opening ceremonies for the San Luis II Port of Entry last week. Governor Brewer was there, attended the event, and spoke along with three or four other dignitaries. During the course of those remarks, ADOT received many warm thanks for their investment in the Yuma region. They had the opportunity to tour the port. It was a very impressive facility, state of the art, with great expansion potential. The Yuma region and particularly the Yuma Port Authority were commended for their foresight and determination in bringing this to reality. The facility will add greatly to the development of the region and the state as a whole.

ITEM 3: Consent Agenda

Motion to approve the Consent Agenda by Mr. Feldmeier and a second by Mr. Flores. In a voice note, the motion carries.

ITEM 4: Financial Report – John Fink

November HURF results:

- November HURF was \$96.1M, that is up 1% when compared to last year's results but it was down a little bit compared to the estimate. For the year now, HURF stands at \$490.4M, up by 1.2% compared to last year and down slightly compared to the estimate. This month's HURF results include a \$2M one time reversion of funding that was previously transferred to DBS, if this is backed out of this year's revenue, they are right on estimate at \$400,000.
- By category, gas tax revenue for the year is \$188.4M. That is up 1.4% compared to last year but is down about 1.2% compared to the estimate.

Chairman Montoya: He makes the observation that the gas tax is increasing. Right now the average price of gas is \$3 a gallon. It is unfortunate that they did not have the foresight to put a percentage on what they were going to be selling tax as far as gas tax. The only people who are making money are the gas companies.

John Fink: The analysis that they have done view just the current gas tax at \$0.18 for both inflation and changes in fuel efficiency. The gas tax at both the state and federal level would have to be about \$0.40 a gallon.

- Use fuel tax revenue for the year was \$74.3M, that is up 7.4% compared to last year but is down about 1.6% compared to the estimate.
- With regard to the category results, the weakness still continues to be VLT. It is the only category where the results continue to below last year. YTD revenue is \$135.8M, this is down 5% compared to last year and is down 3% compared to the estimate. November new car registrations were up 1.7% compared to last November. Despite that increase it is still running at annualized rate in car registrations, that is about half of what it was 3 – 4 years ago. Through the first 5 months of the year, the average car value is up 5% compared to last year so people are buying new cars, more expensive vehicles. On the downside, revenue from renewal registrations is down almost \$19M compared to last year even though the number of renewal registrations for the first five months is up slightly. Finally, a year or two ago the legislature passed a law that authorized 5 year VLT, thus far there have been a little over 15,000 vehicles that have taken advantage of the ability to register their vehicle for 5 years and pay 5 years of VLT. The revenue is included this year because it was essentially prepaid. It keeps the years of VLT and keeps the results from being impacted.

Regional Area Road Fund:

- October RARF was \$24.8M. This is up 3% compared to last year. This is the first positive year over year revenue seen in RARF in 36 months. That is going back to October 2007. October is still down by 1% compared to the estimate.
- For the year, RARF stands at \$96.9M. That is down about 2% compared to last year and down about 3% compared to the estimate.
- By category, retail sales are about \$45.5M that is down slightly compared to last year and is down about 4% compared to the estimate.
- On the RARF side, the weakness continues in contracted revenue that stands at \$9.2M and that is down 16.8% compared to last year and down 6.3% compared to the estimate. He keeps looking for a bottoming in the contracting revenue but it never seems to happen. This is continuing a downward decline. At some point, this can only drop to 0 and there has to be some level above 0 where it will stabilize.

Aviation Fund:

- November revenue was \$6.6M. That is a significant upward change from last year's \$462,000 and was due to early received applied property tax. It is also up considerably compared to the estimate.
- Year to date revenue is about \$11M, almost double last year and almost double the estimate.
- By category, applied property tax due to early receipt totaled about \$5M and federal grants totaled about \$4.26M.

Investment report:

- The average investment balance for November is \$1.13B. They have 99.84% of that invested.
- November interest received was about \$661,000 for annualized yield of 0.71%.
- YTD interest received is about \$3.5M and that is an annualized growth of about 0.81%.
- In terms of HELP Fund cap balance, that stands at \$70.3M as of the end of November and they currently have four loans outstanding totalling about \$5.4M.

ITEM 5: Financing Program – John Fink

He will talk about the upcoming Grant Anticipation Notes or GAN issuance. He has included in the reports a copy of the time table for this issue and also a copy of the Draft of the Official statement for the issue. They plan to print the Official statement the week of December 27th. They are still planning pricing the week of January 10th however that is subject to conditions and plan to close approximately 2 weeks after that. They are anticipating ratings for the issue in the next few days. They are expecting that the rating agencies will turn ratings at the levels for the GAN program. He notes that the Municipal market has been extremely unsettled over the last several weeks due to a number of factors. Rates have risen significantly in the past several weeks. The plan is to be somewhat less full with the pining of the pricing of this issue and they could delay somewhat if the market does not cooperate. Finally, in the District Engineer's report, it mentioned a couple of the US 93 projects that are going to be starting very soon. They are planning to use the proceeds of this issue to starting at least a portion of two of those projects.

ITEM 6: Adoption of Authorizing Resolution, Grant Anticipation Notes, Series 2011

John Fink

They are requesting approval of the Supplemental Resolution for the ADOT Series 2011A, Grant Anticipation Notes. This resolution supplements and amends the Master GAN resolution that the Board adopted on June 9th, 2000.

They are recommending the approval of the resolution authorizing the issuance allowance up to \$170M for Series 2011A Grant Anticipation Notes.

Motion to approve the Grant Anticipation Notes Series 2011A by Mr. Flores and a second by Mr. Zubia. In a voice vote, the motion carries.

ITEM 7: Multimodal Planning Division Report – Jennifer Toth

In the long range transportation plan that is What Moves You Arizona is really focusing division of bqAZ and developing the goals and objectives. Those goals and objectives have been completed and presented to the team and will be presented to the policy committee at the next meeting probably at the end of January or beginning of February. In addition, the team has drafted two baseline alternative investment choices which are two different ways of spending the funding based on the different modes and also based on three different topics: preservation, modernization, and expansion. The baseline being those projected revenues over the next 25 years. In addition, they will be developing how the investment choices perform based on performance measures associated with the goal objectives. In regard to the planning assistance for rural areas, they recently selected 16 new ARRA studies to the tune of about \$3.5B. Those are all funds that are provided to rural areas for planning systems ranging from transit, trail, and multimodal transportation system studies. The city of Kingman was the

recipient from last round and that project will be finishing up very soon. Bullhead City was also a recipient from the last round and Lake Havasu City will be in the most recent round of studies.

ITEM 8: Priority Planning Advisory Committee (PPAC) – Jennifer Toth

She proposes to take Items 8a – 8d as one item and then Items 8e – 8i as one item.

Felipe Zubia: Requested a presentation on this item

Items 8a – 8d, the first four items are related to advancing SR 802 known as the Gateway Freeway from 2016 into 2012. The city of Mesa is providing the funding to advance the project. The HPANS or the Highway Project Advancement Notes was established about 10 years ago to help cities do this type of thing. The city has a liability associated with the HPANS and the city of Mesa has also done this in the past. The difference is that some are for SR 802 and some for SR 24. The route numbering committee has established that the actual route number should be SR 24 instead of 802 which was just a planning placeholder number and will be moving forward with calling that SR 24 in the future.

Felipe Zubia: He has a question with regard to the name change. As he understands, that is a Board action to change the route name, is that a Board responsibility?

Jennifer Toth: To her knowledge the route numbering committee is an internal committee to ADOT that establishes the route numbers.

Unknown speaker: The number will be changed through a Right of Way resolution which usually goes under the Consent Agenda.

Felipe Zubia: So just for clarification, that is a Board responsibility?

Unknown speaker: Yes.

Felipe Zubia: Since it is the Board's responsibility to do that, he just wanted a little bit more of an explanation. He understands that the 802 is a placeholder but what was the reason for changing it to 24 and going away from the loop numbering system?

Jennifer Toth: As the route numbering committee noted that there were a number of actual projects, 802, 801, north – south corridor, there were a few others also. As to what they should be numbering them convention wise. Convention-wise numbers within the east – west direction are even numbered routes and odd numbers are north – south routes. The loop configuration generally has 3 digit numbers versus 2 digit numbers. The SR 802 as it is, is not a loop configuration route, it is actually an east – west corridor. Looking at the route numbering system that is in place, it shows numbers that met in between the different numbers associated with the east route – west route as well as the north – south routes. Once those are established by the Board through resolution with the Right of Way, those would also need to be established through the AASHTO route numbering committee for their approval as well.

Felipe Zubia: He brings that up because the Board is not really responsible for much but the things that they are, he would really like a more detailed explanation. He assumes at some point then the same thing will be done with 801.

Jennifer Toth: She recommends to do a briefing at a Study Session on what the route numbering committee came up with the and what the preferred route study has associated.

John McGee: The January study session, at this point, has a number of planning items that Jennifer is going to be presenting on activities that will be going on in her area. He suggests that this is added to that agenda and she can report in depth on that process.

Felipe Zubia: He has a number of questions regarding these routes. He approached Mr. McGee before the meeting and he answered probably one of the more critical questions and that has to do with the HPANS and clarified that this is separate from what the HELP loan would be. In fact one of the other questions was alluded to which was the north – south freeway and how this ties into that. Another question, again they are only talking about the portion that ends at the Maricopa County line, so what happens after that. Is it a dead end freeway? What is being done to plan for the extension into Pinal County? He understands the importance and the timing of this particularly for the challenges that Maricopa County is facing with the EPA and trying to get this in, but he really does want a little bit more of an explanation beyond what is here. If it is okay with the staff and okay with the Board, he would like a more full presentation of this whole item maybe even at the work session and then possible action at that point. He thinks that this still meets MAG's timing and that gives the Board a little bit more time to kind of understand it and make again an appropriate decision.

For the record, in case the Board does want to continue it. He has mentioned what happens in Pinal County. The other issue is that he did note in one of the items, Item 8b, that there are STAN funds involved. He would like an explanation as to how that money came back because he thought it was swept previously. He thinks there are a lot more questions in here than they have dealt with over the past couple of years that he thinks needs to be discussed.

Jennifer Toth: She can address the Pinal County portion now.

Bill Feldmeier: He is in agreement, he would like to know more about this and he thinks that the Study Session would be a good time to explain. His question was when he prepped for this meeting, he circled \$148,200,000, and then Jennifer piqued his interest when she said that it was a funding amount that was being advanced by Mesa and then it will be paid back. They just want to get it going quicker so they will put the money in so the project moves ahead faster?

Jennifer Toth: Yes.

John Fink: He has been working on this topic for a number of years, relative to the advancement of financing. They are now at a point where Mesa is ready to advance the construction of the project. Mesa had previously issued HPANS to advance the design of the Right of Way acquisition. Those at HPANS were issued probably 1.5 – 2 years ago, about \$20B and that has pretty much extended those funds and are now at the point where the project is ready for construction. Mesa has issued, again \$148M, of HPANS state fund at no obligation to repay those. They will be secured by excise taxes that the city of Mesa collects. The only obligation of the state is to use program dollars as they are available to repay the HPANS and be repaid in the year that this project was currently programmed for in 2016. They were expecting to close on the project to occur is when the timing of that repayment will be. If those amounts are unavailable for any reason the State would have the obligation to pay. With regard to Mr. Zubia's question, last year the legislature due to the number of reasons including the fact that Mesa is interested in having some of the standpoint that was previously swept from this

project restored, the legislature did create a mechanism that would withstand statutes where the director was authorized to establish a sub-account and was authorized to transfer up to \$10M of STAN funds to that sub-account. The way to establish that it was written, the only project that qualifies for a \$10M transfer was this project. There were no other projects statewide that would qualify. It had to be the projects that had an originally approved STAN funding. In August the director did establish that sub-account based on his recommendation and the amount of \$10M was transferred to that sub-account. There is \$10M of the STAN funds that has been awarded to this project.

Felipe Zubia: He wants to make a motion to move on and avoid all the details of the project. The next study section is on January 4th. He makes a motion that the Board continues this item for discussion and possible action on January 4th.

Victor Flores: Jennifer, do they all coincide, can you not extract one or two of these and move on now? Is the STAN issue what is holding this up?

Felipe Zubia: All four go together so if one does not go the other three really do not matter is his understanding.

Victor Flores: He does not know why they cannot all stand together to agree. He needs to establish that this is the only program and that is basically all that is done, it is moved from 2016 to 2012 because the funding is being provided by Mesa. On Item 8b, there is the issue of STAN and made sure that it was noted that would designate that money to go directly to that project. They all seem to be separate and he does know what will happen when it is moved to January.

Felipe Zubia: Item 8a also had the item in there with regard to changing the highway designation.

John McGee: Because of the interconnected nature of the four items, he thinks it would be in the Department's recommendation that they have an action item in a Special Meeting after the Study Session in January to either approve or not approve those four items.

Motion made by Mr. Zubia and seconded by Mr. Feldmeier to continue Items 8a – 8d from today's meeting to January 4th in a Special Meeting after the Study Session. At that time it will be an agenda item for action. In a voice vote, the motion carries.

Jennifer Toth: Items 8e was spoken about earlier by Mayor Smith to establish DCR and environmental assessment for grade separation of SR 347 at the UPRailroad crossing. As noted, the city is splitting the cost with ADOT, they are putting in \$500,000 in addition to ADOT putting in \$500,000. The remaining items are signal projects as well as pavement preservation items and Item 8i is a MAP grant the FAA grant provided to the Phoenix-Mesa Gateway Airport.

Motion to approve by Mr. Christy and second by Mr. Flores for Items 8e – 8i. In a voice vote, the motion carries.

ITEM 9: State Engineer's Report – Floyd Roehrich

They have a high number of projects under construction netting at more than \$1.1B. Many of those projects are in the final stages. They only have about \$240M worth of work left on those existing contracts. As they are getting into the holiday season, a number of the projects either shut down or

slow down, although there will still be active work zones out there. Construction will pick up again after the first of the year as people come back and continue the project.

Steve Christy: Requested a brief update of the widening project on I-10 from SR 87 to Casa Grande.

Floyd Roehrich: The contractor has most of the area opened up as far as clearing. He has quite a bit of the barriers up and a number of activities working and has isolated some of his work zone areas. He is clearing up some of the intermittent activities so he can start building the major earthwork and open up long stretches of the road. He does know that one issue with ARRA work that he had a problem with and it looks like the district worked with him to resolve that. Overall the project is probably going right on track or going a little slow but they are seeing activities shift in place that will allow him to increase his productivity when they complete some of these intermittent pieces of work.

Steve Christy: The bridge at the interchange from I-10 over to SR 87 towards Coolidge, as part of the project, that will be a major factor in that project. Are there any time frames on when that might be addressed in addition to the current widening?

Floyd Roehrich: That is going to be a very critical element for this project. He does not have the details on that activity. With the Board's permission he will get a summary pulled together from the project team and get that sent to the Board by this afternoon or no later than Monday.

ITEM 10: Construction Contracts – Floyd Roehrich

There were 9 contracts this month, 6 were awarded on the Consent Agenda. The total amount of the award is \$133M. This creates a lot of activities as they meet the spring timeframe within the next 40 – 60 days.

The first one is a project in the town of Bisbee. It is a rural government project that has to do with constructing a pedestrian path and other amenities associated with landscaping and earthwork. This project was originally estimated at \$2.2M and then came to \$1.7M about 23% under the Department's estimate. After evaluating the bids with this contractor and related bids, they feel it is a competent bid. The contract has worked in the area and has significant amount of resources available. He is able to do mobilization as well as the amount of equipment that he has. They are receiving great prices with asphalt, concrete, and production in that area.

Motion to approve by Mr. Flores and second by Mr. Zubia Item 10a. In a voice vote, the motion carries.

Item 10b is a project on SR 95 in the vicinity of Parker. This is a project to take out emergency flashers and put in a traffic signal. It is a small project isolated in the area. The Department's estimate was \$160,000. The lowest bid was \$132,000 that is 17.3% under the Department's estimate.

Motion to approve by Mr. Feldmeier and second by Mr. Zubia for Item 10b. In a voice vote, the motion carries.

The last project, 10c is an HOV construction project that is widening to the median on SR 101. This completes the HOV loop system on SR 101. The project limits are from I-10 in the West Valley all the way around and past I-17 to approximately Tatum Boulevard. The joint venture is the low bidders of Kiewit and Sundt and bid just under \$90M which is \$22M under the Department's estimate. They feel it is a competent bid and recommend the Board award Item 10c.

Motion to approve by Mr. Flores and second by Mr. Feldmeier for Item 10c. In a voice vote, the motion carries.

ITEM 11: Fain Road Update – Dallas Hammit

Fain Road is a connector between SR 69 and SR 89. It is a connector between I-17 and I-40 below 5,000ft. When there is a snow up in the Flagstaff area, vehicles can take this route and stay out of the downtown areas of Prescott and Prescott Valley and bypass the higher elevation. Recently the city of Prescott completed a project with the Board that took a high grade intersection and made it into a traffic interchange again making the road a little bit safer. Two months ago, the Board awarded a project to F & F construction that began work this week to take away another high grade intersection and widening ADOT's portion of SR 89A spur.

A draft IGA is being worked between Yavapai County and ADOT. ADOT will take ownership and maintenance of Fain Road. At that point they will construct a project which is about a \$30M project that would take an existing two lane roadway and change it to a four lane divided roadway, complete one interchange, and then signalize a high grade intersection. At the same time, Yavapai County will take ownership of sections of SR 89 between SR 69 and SR 89A. SR 89A is very close to being completed and once it is done they will have an understanding on the two different route transfers. Both will be depending on the Board's action and then eventual funding for the project.

Bill Feldmeier: How much more time will it take to complete the IGA?

Dallas Hammit: Depending on the reviews, he thinks that he can have the details done within a couple to three weeks.

Bill Feldmeier: Then that would be scheduled for the January meeting?

Dallas Hammit: Typically the IGA's do not go to the Board. They definitely can present updates but do not require any Board action.

Bill Feldmeier: If the Board does not need to approve, then he is fine with that. He would like to have the update that it is completed.

ITEM 12: 2011 Draft Board Meeting & Public Hearing Dates and Locations – John McGee

Victor Flores: Notes what is not noted here is the July and August locations, they are tentatively finalized with Globe meeting in July and Williams in August.

John McGee: All of the cities noted other than the July and August which are To Be Announced, we received confirmations that they are willing to host the Board. He moves to approve everything except for the July and August and once they are confirmed bring those back. Because of the state Furlough requirements in August and September Board meetings will have to be held on Thursdays.

Motion to approve by Mr. Flores and second by Mr. Zubia. In a voice vote, the motion carries.

ITEM 13: Comments and Suggestions

Steve Christy: Two items that have been brought to his attention from people in his district, one is that whenever there is an accident or issue on I-10 particularly between Casa Grande and Tucson, it

appears that when these events occur the entire system is shut down anywhere from a couple of hours to half a day. This completely impedes any traffic or commerce between there and Tucson and it basically just stops all traffic and can be for hours. A number of people have come to him and asked for a reason as to why this has to occur or why there cannot be other policies or plans in place to accommodate for that situation. This is not necessarily ADOT's fault for action that is involved in this but is probably DPS.

The second item involves ADOT properties in the Tucson downtown region. These buildings are needed for the redevelopment of downtown Tucson and a number of entities have interests in them. They came to the county several years ago and they are not up to date and ADOT has indicated that they will provide new appraisals for these properties. He is requesting an update on how the new appraisal process is going.

Chairman Montoya: John and Mary follow up on those items and he is sure that Mr. Feldmeier will be happy to put those on the Study Session Board Agenda.

Victor Flores: He wants to thank the Mayor and the people in Kingman for hosting this meeting and he publicly wants to thank the Chairman for his leadership and friendship. He will personally miss him and will be watching to make sure the next Chairman fills his boots.

Felipe Zubia: Shares Victor's sentiments.

Chairman Montoya: He also thanks Kingman and Mohave County for everything they have done for the Board and their gracious hosting of the events over the last six years when they have been there and he will miss the ADOT Board and staff.

Motion made by Mr. Flores and a second by Mr. Feldmeier to adjourn the meeting. In a voice vote, the motion passed.

Bob Montoya, Chairman
State Transportation Board

John McGee, Executive Director for Planning and Policy
Arizona Department of Transportation

**MINUTES OF THE
ARIZONA DEPARTMENT OF TRANSPORTATION
PRIORITY PLANNING ADVISORY COMMITTEE
206 S. 17TH AVE., PHOENIX, ARIZONA
TRANSPORTATION BOARD ROOM
10:00 A.M., WEDNESDAY, JANUARY 5, 2011**

The meeting of the Priority Planning Advisory Committee (PPAC) was held on January 5, 2011, at 10:00 AM with Chairman Jennifer Toth presiding.

Other committee members were present as follows:

John Fink, Don Mauller was in for Scott Omer, Eileen Colleran was in for John Carlson, Ken Potts was in for Michael Klein, Robert Samour, Floyd Roehrich, Mike Normand, Terry Conner, Sam Maroufkhani, Shannon Scutari, 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 Roc Arnett

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 DECEMBER 1, 2010

The minutes of the Regular meeting held on December 1, 2010, were approved.

Chairman Toth called for a motion to approve minutes of the December 1, 2010 meeting.

John Fink made the motion to approve.

Floyd Roehrich seconded the motion, the motion carried.

5. HIGHWAY CONTINGENCY FUND REPORT

Joan Cameron reported that the highway contingency fund as of December 20, 2010, showed a positive balance of \$4,330,000.00.

Due to a scheduling conflict, John McGee was moved up to present Items 8a through 8h

8 a. ROUTE NO: SR 89A @ MP 371.0 Page 36
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: FY 2011
SECTION: West Sedona (NB & SB)
TYPE OF WORK: Pavement Preservation
ADVERTISEMENT DATE: 2013
PROGRAM AMOUNT: \$ 4,370,000
PROJECT MANAGER: John McGee
PROJECT: H756001C, Item #12711
REQUESTED ACTION: Reduce the project by \$220,800
to \$4,149,200 in the 2011
Highway Construction Program.
**Transfer funds to the FY 2011
Statewide Contingency Fund
#72311.**
NEW PROGRAM AMOUNT: \$ 4,149,200

A correction will be made to Item 8a: This project will be deferred from FY 2011 to FY 2013. The new funding will come from FY 2013 Pavement Preservation Fund and the Transportation Enhancement Fund. The original funding sources will be returned to the FY 2011 Pavement Preservation Fund and the Transportation Enhancement Fund. The PRB form will be revised.

8 b. ROUTE NO: SR 89A @ MP 371.0 Page 38
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: New Project Request
SECTION: Andante Signal Project
TYPE OF WORK: Install traffic signal
ADVERTISEMENT DATE: 2011
PROGRAM AMOUNT: New Project
PROJECT MANAGER: John McGee
PROJECT: N/A
REQUESTED ACTION: Establish a new traffic signal
project for \$400,000 in the 2011
Highway Construction Program.
**Funds are available from the
FY 2011 Statewide
Contingency Fund #72311.**
NEW PROGRAM AMOUNT: \$ 400,000

8 c. ROUTE NO: SR 89A @ MP 369.4 Page 39
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: New Project Request
SECTION: Sedona Route Transfer
TYPE OF WORK: Route transfer
PROGRAM AMOUNT: New Project
PROJECT MANAGER: John McGee
PROJECT: N/A
REQUESTED ACTION: Establish a new route transfer agreement for \$1,375,000.
Funds are available from the FY 2011 Statewide Contingency Fund #72311.

NEW PROGRAM AMOUNT: \$ 1,375,000

8 d. ROUTE NO: SR 89A @ MP 371.0 Page 40
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: FY 2011
SECTION: Dry Creek to Airport Road
TYPE OF WORK: Highway lighting and traffic signal
ADVERTISEMENT DATE:
PROGRAM AMOUNT: \$ 2,000,000
PROJECT MANAGER: John McGee
PROJECT: H713001C, Item #10911
REQUESTED ACTION: Increase the lighting project by \$640,000 to \$2,640,000 in Highway Construction Program.
Funds are available from the Highway Safety Improvement Program #72815. Defer the project from FY 2011 to FY 2015. Change name of the project to “Alternative Safety Improvement Project.”

NEW PROGRAM AMOUNT: \$ 2,640,000

A correction will be made to Item 8d: The new funding will come from FY 2015 Highway Safety Improvement Program Fund. The original funding source will be returned to the FY 2011 Highway Safety Improvement Program Fund. The PRB form will be revised.

8 e. ROUTE NO: SR 89A @ MP 369.4 Page 42
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: New Project Request
SECTION: Sedona Route Transfer
TYPE OF WORK: Sedona Route Transfer
ADVERTISEMENT DATE:
PROGRAM AMOUNT: New Project
PROJECT MANAGER: John McGee
PROJECT: N/A
REQUESTED ACTION: Establish new funding for route transfer in the FY 2012 Highway Construction Program. **Funds are available from the following sources:**

FY 2012 Pavement Preservation Fund #72512	\$ 850,000
FY 2012 Highway Safety Improvement Program (State) #72812	\$ 810,000
NEW PROGRAM AMOUNT:	\$ 1,660,000

8 f. ROUTE NO: SR 89A @ MP 369.4 Page 44
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: New Project Request
SECTION: Sedona Route Transfer
TYPE OF WORK: Sedona Route Transfer
ADVERTISEMENT DATE:
PROGRAM AMOUNT: New Project
PROJECT MANAGER: John McGee
PROJECT: N/A
REQUESTED ACTION: Establish new funding for route transfer in the FY 2013 Highway Construction Program. **Funds are available from the following sources:**

FY 2013 Pavement Preservation Fund #72513	\$ 850,000
FY 2013 Highway Safety Improvement Program (State) #72813	\$ 810,000
NEW PROGRAM AMOUNT:	\$ 1,660,000

8 g. ROUTE NO: SR 89A @ MP 369.4 Page 46
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: New Project Request
SECTION: Sedona Route Transfer
TYPE OF WORK: Sedona Route Transfer
ADVERTISEMENT DATE:
PROGRAM AMOUNT: New Project
PROJECT MANAGER: John McGee
PROJECT: N/A
REQUESTED ACTION: Establish new funding for route transfer in the FY 2014 Highway Construction Program. **Funds are available from the following sources:**

FY 2014 Pavement Preservation Fund #72514	\$ 850,000
FY 2014 Highway Safety Improvement Program (State) #72814	\$ 810,000
NEW PROGRAM AMOUNT:	\$ 1,660,000

8 h. ROUTE NO: SR 89A @ MP 369.4 Page 48
COUNTY: Yavapai
DISTRICT: Flagstaff
SCHEDULE: New Project Request
SECTION: Sedona Route Transfer
TYPE OF WORK: Sedona Route Transfer
ADVERTISEMENT DATE:
PROGRAM AMOUNT: New Project
PROJECT MANAGER: John McGee
PROJECT: N/A
REQUESTED ACTION: Establish new funding for route transfer in the FY 2015 Highway Construction Program. **Funds are available from the following sources:**

FY 2015 Pavement Preservation Fund #72515	\$ 850,000
FY 2015 Highway Safety Improvement Program (State) #72815	\$ 805,150
NEW PROGRAM AMOUNT:	\$ 1,655,150

**Chairman Toth called for a motion to approve Items 8a through 8h
Floyd Roehrich made the motion to approve Items 8a through 8h
John Fink seconded the motion, the motion carried unanimously. No legal agreement has been signed and is in negotiation with the Attorney General and the City of Sedona.**

6. 2010 COORDINATED BORDER INFRASTRUCTURE PROGRAM RECOMMENDATIONS

Gail Lewis presented Item 6 and provided a list of 15 projects to be endorsed by PPAC and the State Transportation Board prior to FHWA approval. A plan will now be implemented to utilize the CBI funds. One project (the Mariposa Entry and Egress Lanes), will be removed from the list because it is included in agenda Items 8o and 8p. This list will be revised and presented to the State Transportation Board.

Chairman Toth called for a motion to approve Item 6.

Floyd Roehrich made the motion to approve Item 6.

Sam Maroufkhani seconded the motion, the motion carried.

7. ADDITIONAL RECOMMENDATIONS TO THE ROUND 18 TRANSPORTATION ENHANCEMENT PROJECTS

Chairman Toth asked for a call to the audience.

Tami Ryall, Assistant Town Manager of Gilbert, indicated her concerns on the TERC process. Normally, the TERC has an orderly ranking of projects based on the quality of applications it receives. For Round 18, TERC discovered that it had extra money to fund other projects. However, the two projects in Item 7 were selected but it did not follow the ranking selection process. In the ranking, the Town of Gilbert was the next project in line to receive the funding but was bypassed. The two projects in the Item 7 received lower rankings than the Town of Gilbert's application. Ms Ryall stated that the town feels disillusioned about the TERC process and asked for a more transparent process.

Chairman Toth called the motion to approve Item 7.

Floyd Roehrich made the motion to approve Item 7.

Sam Maroufkhani seconded the motion. Discussion was made on PPAC's role on policy making. PPAC members debated and Chairman Toth advised the members that PPAC is only an advisory committee and does not set policy.

Shannon Scutari amended the motion and moved that the State Transportation Board needs to have discussion on the process of the TERC funding of projects and transparency.

John Fink seconded the motion.

Chairman Toth called for a vote count.

Vote was two for "Yes," six for "No," and one abstention. The motion did not carry.

Chairman Toth announced that Item 7 will be presented to the State Transportation Board and they will be asked about the procedural issues of the TERC process.

FY 2011-2015 Transportation Facilities Construction Program – Requested Modifications

Tammy Flaitz presented Item 8i.

8 i.	COUNTY	Statewide	Page 50
	DISTRICT:	Statewide	
	SCHEDULE:	New Project Request	
	SECTION:	Transportation Enhancement Milestone Project	
	TYPE OF WORK:	Signage at entry points to Arizona for the Centennial	
	ADVERTISEMENT DATE:	2011	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Tammy Flaitz	
	PROJECT:	N/A	
	REQUESTED ACTION:	Establish a new project for \$3,500,000 in the FY 2011 Highway Construction Program. Funds are available fom FY 2011 Transportation Enhancement Fund #75311.	
	NEW PROGRAM AMOUNT:		\$ 3,500,000

Chairman Toth called for a motion to approve Item 8i.

Sam Maroufkhani made the motion to approve Item 8i.

Floyd Roehrich seconded the motion, Chairman Toth called for a vote.

Votes were eight for “Yes” and one vote for “No,” motion carried.

Farzana Yasmin presented Item 8j.

8 j. COUNTY: Maricopa Page 52
DISTRICT: Phoenix Construction
SCHEDULE: New Project Request
SECTION: ADOT TOC Control Room
TYPE OF WORK: Upgrade of video wall and
reconfiguration of consoles
ADVERTISEMENT DATE: 2011
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Farzana Yasmin
PROJECT: M502701X
REQUESTED ACTION: Establish new project for
\$1,000,000 in the FY 2011
Highway Construction Program.
**Funding is available from the
ITD Engineering Development
Fund #70711.**
NEW PROGRAM AMOUNT: \$ 1,000,000

Chairman Toth called for a motion to approve Item 8j.

Robert Samour made the motion to approve Item 8j.

Mike Normand seconded the motion, motion carried.

**This is a procurement project and does not need to be approved by the State
Transportation Board.**

This project will go the MAG Regional Council on January 26, 2011.

Xuafan Xu presented Item 8k

8 k. ROUTE NO: US 70 @ MP 292.0 Page 54
COUNTY: Graham
DISTRICT: Safford
SCHEDULE: New Project Request
SECTION: Gila River Bridge at Bylas #2945
TYPE OF WORK: Bridge Replacement
ADVERTISEMENT DATE: June 2011
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Xuafan Xu
PROJECT: H691001C
REQUESTED ACTION: Establish a new project for
\$17,800,000 in the FY 2011
Highway Construction Program.
**Funds are available from the
following sources:**
FY 2011 Bridge Replacement & Rehabilitation (State) #76211 \$ 12,275,000
FY 2011 Bridge Inspection & Repair #71411 \$ 778,000
FY 2011 Bridge Deck Rehabilitation Fund #78911 \$ 4,747,000
NEW PROGRAM AMOUNT: \$ 17,800,000

Chairman Toth called for a motion to approve Item 8k.

Floyd Roehrich made the motion to approve Item 8k.

Sam Maroufkhani seconded the motion, the motion carried.

The project manager will coordinate with the Safford District on traffic management.

Noon Viboolmate presented Item 8 l.

8 l. ROUTE NO: I-10 @ MP 0.0 Page 56
COUNTY: La Paz
DISTRICT: Yuma
SCHEDULE: New Project Request
SECTION: Ehrenberg Bridge Structure #619
TYPE OF WORK: Bridge Repair
ADVERTISEMENT DATE: 2011
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Noon Viboolmate
PROJECT: H733201C
JPA: 07-093 with the California Dept. of Transportation
REQUESTED ACTION: Establish a new bridge project for
\$442,000 in the FY 2011
Highway Construction Program.
**Funds are available from the
Bridge Inspection and Repair
Fund #71411.**
NEW PROGRAM AMOUNT: \$ 442,000

Chairman Toth called for a motion to approve Item 8 l.

Floyd Roehrich made the motion to approve Item 8 l.

Sam Maroufkhani seconded the motion, the motion carried.

California will design and advertise this project. The project manager will make sure that federal funding is eligible and advise California that Arizona will use federal funding for this project.

Mafiz Mian presented Items 8m and 8n.

8 m. COUNTY: District Wide Page 58
DISTRICT: Yuma
SCHEDULE: New Project Request
SECTION: Yuma District Wide
TYPE OF WORK: Pavement Preservation
ADVERTISEMENT DATE: February 1, 2011
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Mafiz Mian
PROJECT: H815001C
REQUESTED ACTION: Establish a new project for
\$1,000,000 in the FY 2011
Highway Construction Program.
**Funds are available from the
FY 2011 Minor Pavement
Preservation Fund #74811.**
NEW PROGRAM AMOUNT: \$ 1,000,000

8 n. ROUTE NO: SR 264 @ MP 438.8 Page 60
COUNTY: Apache
DISTRICT: Holbrook
SCHEDULE: New Project Request
SECTION: Tse La Nii to Ganado HS
TYPE OF WORK: Pavement Preservation
ADVERTISEMENT DATE: April 4, 2011
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Mafiz Mian
PROJECT: H814701C
REQUESTED ACTION: Establish a new pavement
preservation project for
\$1,300,000 in the FY 2011
Highway Construction Program.
**Funds are available from the
FY 2011 Minor Pavement
Preservation Fund #74811.**
NEW PROGRAM AMOUNT: \$ 1,300,000

**Chairman Toth called for a motion to approve Items 8m and 8n.
Sam Maroufkhani made the motion to approve Items 8m and 8n.
Don Mauller seconded the motion, the motion carried.
The project manager will coordinate with the District for the traffic management needed at
this location.**

David Brauer presented Items 8o and 8p.

8 o. ROUTE NO: SR 189 @ MP 0.0 Page 61
COUNTY: Santa Cruz
DISTRICT: Tucson
SCHEDULE: New Project Request
SECTION: International Border
TYPE OF WORK: Design interim roadway improvements
PROGRAM AMOUNT: New Project
PROJECT MANAGER: David Brauer
PROJECT: H820001D
REQUESTED ACTION: Establish a design project for
\$500,000 in the 2011 Highway
Construction Program. **Funds are
available from the Coordinated
Border Infrastructure Fund
#79611.**
NEW PROGRAM AMOUNT: \$ 500,000

8 p. ROUTE NO: SR 189 @ MP 0.0 Page 62
COUNTY: Santa Cruz
DISTRICT: Tucson
SCHEDULE: New Project Request
SECTION: International Border
TYPE OF WORK: Street widening & reconstruction
ADVERTISEMENT DATE: 2011
PROGRAM AMOUNT: New Project
PROJECT MANAGER: David Brauer
PROJECT: H820001C
REQUESTED ACTION: Establish a new construction
project for \$3,700,000 in the
2011 Highway Construction
Program. **Funds are available
from the Coordinated Border
Infrastructure Fund #79611.**
NEW PROGRAM AMOUNT: \$ 3,700,000

**Chairman Toth called for a motion to approve Items 8o and 8p.
Floyd Roehrich made the motion to approve Items 8o and 8p.
John Fink seconded the motion, the motion carried.
These projects were part of the discussion on Item 7.**

Eric Prosnier presented Items 8r and 8s.

8 r. ROUTE NO: SR 303L @ 104.0 Page 3
COUNTY: Maricopa
DISTRICT: Phoenix Construction
SCHEDULE: FY 2011
SECTION: I-10 / 303L TI, Phase I (I-10 Realignment)
TYPE OF WORK: Construct TI
ADVERTISEMENT DATE: 2011
PROGRAM AMOUNT: \$ 231,700,000
PROJECT MANAGER: Eric Prosnier
PROJECT: H713901C, Item #43311
REQUESTED ACTION: Decrease the construction project by \$2,168,000 to \$229,532,000 in the FY 2011 Highway Construction Program. **Transfer funds to the FY 2011 RTP Cash Flow.**

NEW PROGRAM AMOUNT: \$ 229,532,000

8 s. ROUTE NO: SR 303L @ 0.0 Page 4
COUNTY: Maricopa
DISTRICT: Phoenix Construction
SCHEDULE: FY 2011
SECTION: I-10 / 303L TI, Phase I (I-10 Realignment)
TYPE OF WORK: Utility Relocation
PROGRAM AMOUNT: \$ 2,532,000
PROJECT MANAGER: Eric Prosnier
PROJECT: H713901U
REQUESTED ACTION: Increase the utility project by \$2,168,000 to \$4,700,000 in the FY 2011 Highway Construction Program. **Funds are available from the FY 2011 RTP Cash Flow.**

NEW PROGRAM AMOUNT: \$ 4,700,000

**Chairman Toth called for a motion to approve Items 8r and 8s.
Sam Maroufkhani made the motion to approve Items 8r and 8s
Floyd Roehrich seconded the motion, the motion carried. Project will go to the MAG
Regional Council on January 26, 2011.**

FY 2011-2015 Airport Development Program – Requested Modifications

Nancy Wiley presented Item 9a.

9 a.	AIRPORT NAME:	Cochise College	Page 64
	SPONSOR:	Cochise College	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2011 – 2015	
	PROJECT #:	E1S39	
	PROGRAM AMOUNT:	Changed Project	
	PROJECT MANAGER:	Kenneth Potts	
	PROJECT DESCRIPTION:	Update the Airport Layout Plan and Airport Master Plan	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$0
		Sponsor	\$16,495
		State	\$148,458
		Total Program	\$164,953

Chairman Toth called for a motion to approve Item 9a

Floyd Roehrich made the motion to approve Item 9a

Ken Potts seconded the motion, the motion carried.

The funding amounts were changed to the correct dollar amount according to the Aeronautic Group's recommendation form.

Nancy Wiley presented Items 9b through 9d.

9 b.	AIRPORT NAME:	Phoenix Deer Valley	Page 65
	SPONSOR:	City of Phoenix	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2011 – 2015	
	PROJECT #:	E1F44	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Nancy Wiley	
	PROJECT DESCRIPTION:	Runway 7L/25R and 7R/25L Safety Area Improvements (including grading, erosion control and drainage improvements)	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$11,590,000
		Sponsor	\$305,000
		State	\$305,000
		Total Program	\$12,200,000

9 c. AIRPORT NAME: Phoenix Sky Harbor International Page 66
 SPONSOR: City of Phoenix
 AIRPORT CATEGORY: Commercial Service
 SCHEDULE: FY 2011 – 2015
 PROJECT #: E1F45
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Nancy Wiley
 PROJECT DESCRIPTION: Rehabilitate Apron between Terminal 2 and Terminal 3, Phase 2; Rehabilitate West Air Cargo-East Apron; Construct Connector Taxiway H-5

REQUESTED ACTION: Recommend STB approval.

FUNDING SOURCES: **FAA** \$3,037,500
Sponsor \$533,989
State \$478,511
Total Program \$4,050,000

9 d. AIRPORT NAME: Buckeye Municipal Page 67
 SPONSOR: Town of Buckeye
 AIRPORT CATEGORY: Public GA
 SCHEDULE: FY 2011 – 2015
 PROJECT #: E1F43
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Nancy Wiley
 PROJECT DESCRIPTION: Rehabilitate Runway 17-35 (crack seal and marking, approx. 5,500'x75'); Rehabilitate Parallel Taxiway (crack seal and marking, approx. 5,500'x45' including connecting taxiways) and Rehabilitate Apron (crack seal, approx. 550'x300' including)

REQUESTED ACTION: Recommend STB approval.

FUNDING SOURCES: **FAA** \$446,500
Sponsor \$11,750
State \$11,750
Total Program \$470,000

**Chairman Toth called for a motion to approve items 9b through 9d.
 Floyd Roehrich made the motion to approve items 9b through 9d.
 John Fink seconded the motion, the motion carried.**

10. 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

- February 2, 2011 – 10:00 AM Wed.
- March 2, 2011 – 10:00 AM Wed.
- March 30, 2011 – 10:00 AM Wed.
- May 4, 2011 – 10:00 AM Wed.
- June 1, 2011 – 10:00 AM Wed.
- June 29, 2011 – 10:00 AM Wed.
- August 3, 2011 – 10:00 AM Wed.
- August 31, 2011 – 10:00 AM Wed.
- October 5, 2011 – 10:00 AM Wed.
- November 2, 2011 – 10:00 AM Wed.
- November 30, 2011 – 10:00 AM Wed.

WEB LINKS

Priority Programming

http://www.azdot.gov/MPD/Priority_Programming/Index.asp

PPAC:

http://www.azdot.gov/MPD/Priority_Programming/PPAC/Index.asp

- 11 Adjourn Priority Planning Advisory Committee (PPAC) Meeting

Chairman Toth called for a motion to adjourn the meeting at 11:11 AM.

Floyd Roehrich made the motion to adjourn.

John Fink seconded the motion.

Meeting adjourned.

STATE TRANSPORTATION BOARD STUDY SESSION
MEETING MINUTES
10:00 a.m., Monday, January 10, 2011
Human Resource Development Center (HRDC) Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, Arizona 85009

Pledge

The Pledge of Allegiance led by Victor Flores.

Roll Call

Roll call by Board Secretary, Mary Currie.

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

Bob Montoya – Mr. Christy would like to address the Board in public on the terrible tragedy that happened in Tucson this weekend.

Steve Christy – As a Pima County representative, he would like to address the Board and make a few comments regarding events that took place here in Pima County. They are all shocked, horrified, and deeply saddened by the horrific and obscene acts of violence perpetrated upon the fellow citizens in Pima County last Saturday morning. All Arizonans and all Americans must now be reflective and not reactive. They must compassionately reflect upon the unimaginable conditions that lay so terribly before the victims and their families of this senseless rampage. Fervent and heart filled prayers of love and support go out to all the innocent who asked for none of this and did nothing to provoke this. Congresswoman Gabrielle Giffords has always been fearless in her resolve and a tenacious fighter. They are praying to God to give her all the strength she needs to wage the battle she now faces and to win this fight. He asked for everyone to join them in remembering by praying for those who were killed and their families and by comforting those who survived this unspeakable atrocity. He asks for a moment of silence out of respect and remembrance of the victims and their families.

Call to the Audience

Arif Kazmi – Chandler, Arizona. Spoke in support of a state rail plan and shared personal experience of commuting on I-10 between Phoenix and Tucson.

Leroy Shingoitewa – Chairman of the Hopi Tribe. Spoke in support of a state rail plan and provided an informational letter to the Board Members titled *Hopi South Mesa Rail Line for Distribution of Coal*. The Hopi Tribe has an intricate interest in this proposal and they have some information to provide to the Board.

ITEM 1: Vehicle License Tax (VLT) – John Fink

The VLT continues to be a source of weakness and in fact most of the declines in HURF revenues are due to declines in VLT collections. The purpose of this presentation is to just give the Board a little bit

of additional information on this issue. He will start by giving background information on vehicle license tax.

VLT has been a long time tax and is a part of the movement property tax. It is based on the value of the vehicle according to statutory bylaws. The distribution of vehicle license tax is set by a statute, 45% of that is distributed to the HURF, 6% is distributed for county transportation purposes and 49% is distributed for general purposes. There are a number of different rates that apply. For new vehicles, the rate is \$2.80 per \$100 of assessed value, which is determined at 60% of the vehicles MSRP. Renewal vehicles - the rate is \$2.89 per \$100 of assessed value, however, the assessed value for renewal vehicles is affected by depreciation, in fact, the statutes provide that each year the assessed value declines by 16.25%. Alternative fueled vehicles are taxed at the rate of \$4 per \$100 of assessed value but in that case the assessed value is determined 1% of MSRP. Minimum vehicle license tax is \$10 per year for gasoline powered vehicles and about \$5 per year for alternative fueled vehicles. Most vehicles registered for operation on highways in the state are subject to the vehicle license tax. There are a number of exemptions provided for in law, which includes emergency vehicles, active duty military, etc.

This portrays the distribution of VLT for FY2010. Total VLT collected in FY2010 was \$736M and 45% of that was distributed to the HURF at \$286M. The math shows that this is not exactly 45% and he explains why. The counties for transportation purposes received 5.83% that was \$43M for FY2010. The county general funds in cities and towns each received about 24.6% or \$180.2M each and that is distributed per distributor. There is a block that shows state general funds at \$46M. That is the difference between the \$286M that is shown for HURF and what the calculated amount of 45% of \$736M is. This represents the amounts that are transferred to state general fund that are money that is taken out of the state highway fund distribution of VLT revenues.

The history of VLT revenues deposited and distributed to HURF going back to FY2000. In 2000, it was about \$36.5M. By 2007, this had risen to \$393.5M. VLT revenues exhibited strong growth from 2000 – 2007, and there were a couple of years where the growth was double digits. Then it shows that in the beginning of 2008, VLT revenues have declined and now they are down about 18% from the peak that occurred in FY2007.

What are some of the primary factors that affect VLT revenues? First of all, with replacement of old vehicles and that means essentially trade outs. As people purchase either new vehicles or newer vehicles, they are essentially replacing an old vehicle and that would increase VLT revenues. There is population growth and then new-to-Arizona registration, which represents vehicles that were not previously registered in the state but were then brought into the state. Those growth factors are all set by depreciation that is applied to the existing fleet. The end of the depreciation assuming that the vehicle is kept from one year to the next is 16.25%. So to maintain stable growing VLT revenues, there has to be enough growth to offset that depreciation in the fleet.

The renewal registrations in 2004 represented about 4.6M. By 2007 that had grown to about 5.5M and that has stayed fairly constant since 2007 at around 5.5M vehicles. Where they are seeing the impact is in the new vehicles registered and new-to-Arizona registrations. In 2004, new vehicles represented about 407,000 registrations. By 2009, that had dropped to about 202,000. In 2010, it was about 176,000 and so far for the first 5 months of this fiscal year they are at 70,000 which would be annualized at probably around 150,000 – 160,000 for the year. They are seeing the same thing with

new-to-Arizona registrations. In 2004, it totaled about 226,000. By 2009, it had dropped to about 90,000. In 2010, it dropped a little more to about 87,000 and so far in the first five months there have been about 34,000. If these 5 months are annualized they would be around 75,000 – 80,000 for this year. People are not buying new vehicles or moving to Arizona and registering their vehicles as evidenced by the data. Total registrations have dropped from the peak of about 6.1M in 2007 to about 5.8M today.

In 2004, the average VLT was about \$132. By 2007, it had grown to about \$150 but now has dropped to about \$130. Average VLT is down about 13% from 2007 due to, statutory 16.25% annual depreciation, residents keeping their vehicles longer and fewer people moving to Arizona to offset that depreciation.

In 2009 the legislature passed a law that provided MVD with the ability to offer 5 year registrations. They previously had the ability to register a vehicle for either one or two year renewal option. The benefit of a 5 year renewal is that there is no registration fee for each of those years. In 2010, the legislature passed a subsequent bill that requires us to transfer the difference in revenues that would have been received under the two year registration and what is received under the 5 year registrations to the state general fund. If a resident does renew their vehicle for 5 years, then the state has to send the state federal fund the difference in what they collect for the 5 year renewal and what they would have collected if it were only a two year renewal. MVD implemented this August 29th, 2010 and through December 9th, which is the latest data available, \$1.4M was generated in VLT for the years 3 – 5. Roughly 18,000 vehicles have been registered using this option. The average VLT is \$157. The average VLT paid per year for 3 – 5 is \$77 and based on what they are seeing so far and what they think is going to happen for the rest of the year is that they are estimating that they will have to transfer roughly \$900,000 to the state general funds from this.

Additionally, over the last 10 years, they have transferred roughly \$300M to DPS and the state general fund. Virtually all of that went to the state general fund, \$275M with \$15M to DPS. The funds for state general funds are completely out of the VLT that would have been distributed to the state highway fund so the impact of that \$279M has fallen solely on ADOT.

Bill Feldmeier – The 3 – 5 year option, was this implemented in August?

John Fink – There were two bills, one in 2009 and one in 2010. The one in 2009 authorized them to do a 5 year registration and the one in 2010 said any revenues that are collected as a result have to be submitted to the state general fund.

Bill Feldmeier – He does not remember any discussions relating to either of those two bills or that legislature was going to pass them. This is a complete surprise.

John Fink – He does not recall if these were a part of the legislative updates. There was quite a bit of discussion in the last session in terms of how much would actually be generated from giving the 5 year registrations.

Felipe Zubia – He vaguely remembers Kevin bringing that issue to the Board at one point. He is not sure if there was an update or not. They did not spend a lot of time on it but he does remember it.

There is another question with regard to the transfers, these do not represent all the transfers, were there others thinking about transferring HURF money to gas tax?

John Fink – Yes, although he did not include that chart in this presentation because it is in the previous presentation.

ITEM 2: FY 2012 – 2016 Five Year Program Revenue and Funding Review – John Fink and Jennifer Toth

John Fink – He wants to give a quick overview of some of the revenue and funding issues. They are starting to see stabilization in HURF and now in RARF. He wants to talk a little bit about some of the issues that remain. The funding sources for the current program as adopted by the Board both programs total \$6.1B. Federal funds represent roughly half of that at 49% or \$3B. Bonding represented about 36% of that or \$2.2B. The state and RARF represent the remaining 15%. Next, to show really a comparison of the official forecasts going back to September 2009 and then the most recent official forecast developed in October 2010. In September 2009, the official forecast was projecting total HURF revenues for the period of 2012 – 2016 of just a little bit over \$7B. With the October 2010 official forecast, this has now been brought back to \$6.5B and represents a net decreased of almost \$512M from the forecast. We dropped the compound annual growth rate of the forecast for September 2009 forecast, the compound growth rate is about 3.7%. In October 2010 official forecast, the compound growth rate dropped to about 3%. The good news is that they recognized for some time that September 2009 official forecast probably did not represent a realistic explanation of HURF revenues over the next several years. In most of the planning that he has done over the last year, he has adjusted the official forecast down with the planning forecast and this is actually very similar to the October 2010 official forecast. From that perspective, his expectation is that HURF revenues probably are not going to be significantly below what he has been using for planning purposes and as a result of that, he is not recommending any adjustments.

For the last 20 years, there was some reference at one of the Board Meetings but Director Halikowski alluded to this chart and he wanted to show it this morning. The total revenue deduction for the periods of 2007 – 2026 is \$16B which is an average of \$800M a year. By the time 2026, the differences were \$1.5B. That difference is greater than the current total of HURF revenues. The other key point is that it to get us back up to the 2026 levels that were contemplated with the September 2006 forecast is that they would have to see a compounded annual growth in HURF of almost 10%. They do not anticipate seeing this type of growth.

The next issue he talks about a little bit is the status of the federal funds. There has not been much resolved in the last year relative to federal funding. Just a reminder that SAFTEA-LU expired September 30, 2009. They are currently operating under the 5th continuing resolution that continues federal funding levels through March 4th of this year. So far this year they have received 155 days worth of the annual portion and obligation authority. They still do not have any clear indication of what re-authorization will look like. Federal funding deficits are clearly having an impact. Congress and the President have clearly articulated other priorities. The reason that is important is that as they have dealt with all of the financial issues over the last several years, they reverted from a program that was heavily federally funded but it did also rely on other funding services. They have now converted to a program that is very much dependent on federal funding and any uncertainty in the federal funding levels creates more uncertainty for them.

The new thing that has happened is related to the impact of the change in house rules relative to the highway trust funds. The house did adopt change to rules that have been in place since the beginning of T21 as related to the federal highway trust fund. There is a lot of speculation in terms of what that change means. Even though they have all the issues associated with federal funds, apparently the bond rating agencies do not care. This week they are going to be pricing a series of grant anticipation notes. When they received ratings for that issue Standard and Poor's increased the rating from the worst at AA- to AA.

Discussion regarding transfers to both DPS and the state general fund going back to FY 2000: The lowest is the state highway funds to DPS. The next is HURF to DPS, next is distributions to the DPS per the compensation fund and then the top portion represents the VLT transfers to the state federal fund. Over the last couple of years, 2009 totaled \$195M. 2010 and 2011 have totaled \$166M. 2011 of course is not over yet, there still could be additional sweeps or transfers. Neither the governor nor the legislature has released their proposals yet for 2012. His expectation will be that 2012 is probably going to be similar amounts to the 2010 – 2011 levels. As he goes through the process, he will continue to look at revenues, sweeps and transfers to try and get a better idea of where they may be going beyond 2012.

On a preliminary basis, he gives an idea of what they are thinking in terms of debt issuance over the next 5 years. Going into comparison, this shows about \$1.5B in total debt issued for the new program. The total for the last program that was adopted was about \$2.5B. They are looking at numbers that are roughly \$1B lower. RARF revenues have to find the point that represents pretty much the maximum that can be issued in RARF bonds over the next 5 years based on the estimate of revenues. This means that at some point during this next program cycle, they will get down to the legal covenants relative to debt service coverage on RARF funds and that is going to limit RARF issuance over the next several years.

The level of uncertainty that is dealt with really dictates that they adopted a conservative and flexible program approach. He is hopeful that over the next few months they will get additional clarity relative to some of the issues such as transfers, sweeps, and clarity on the federal side. They are going to need to be flexible and as they do get more information, they will need to be prepared to make adjustments as necessary.

Airport Development Program:

The distribution of revenues to the state aviation fund for FY 2010 totaled about \$25.1M. 38% of about \$9.5M was derived from flight property taxes. 31% of about \$7.7M was derived from aircraft registration and then there was about \$6M or 24% derived from federal grants and then other miscellaneous revenue sources. They began 2011 with a beginning fund balance for state aviation of about \$6.6M. The estimates for the year are revenues totaling about \$24.6M and expenditures totaling about \$17.6M. That would be leaving a pending fund balance of about \$13.6M in the state aviation fund. That does not include any sweeps or transfers that might occur.

In terms of programing levels for various programs, this is what they are going to be recommending for 2012 – 2016. Federal, state, and local will be around \$4M – \$4.5M each year. State and local grants would be in the range of about \$8.3M - \$10M per year, airport development and maintenance in the range of about \$4.6M growing to about \$6M per year. Loans will remain at relatively low level but

they expect that they will be overgrowth at \$0.5M in 2012 to about \$3M in 2016 and planning will be at various levels during those years. In the aggregate looking at 2012 about \$18M, 2013 about \$19M, 2014 about \$20M, 2015 about \$22M, and 2016 about \$24M. Conclusions relative to the airport program like the statewide program he is recommending the costs of programming to see improvement in the state revenue situation and on the highway side there has not been re-authorization from FAA.

Jennifer Toth – She will explain why they do this programming process and to also then follow up with the HURF and Highway funds sweeps that John just talked about. She will also talk about the next steps in planning.

They have the federal regulations as well as state statutes that are associated with the programming process. Every COG and MPO as well as ADOT develops a transportation improvement program which then is rolled up into the statewide transportation improvement program from the federal level. The five year program could be looked at as ADOT's tip and then that gets implemented into the process. It can cover no less than four years and must be updated every four years. Each of the projects shall include the basis of the project including design, construction, and preliminary engineering. It must be consistent with the long range transportation plan and the first two years have to be limited to projects which funds are fully committed to those particular projects. The last two years of the steps can be projects of an illustrative nature and they have additional money for what they typically call as placeholder projects. The overall step needs to be fiscally constrained and as always, it has to have public involvement associated with it.

In the 5 year program, there is specific project criteria and performance measures that they go through in order to develop which projects go into the 5 year program. In addition, the first year has to consist of projects that can with reasonable certainty be advertised within that fiscal year. They do have a priority programming process. There is the Resource Allocation Advisory Committee and technical advisory committee that goes through all the subprograms and any additional requests as well as the projects that are submitted from COGs and MPOs as well as from ADOT staff. As projects get into the program and they go through the Priority Planning Advisory Committee and then make recommendations to the State Transportation Board for adoption.

This is information that John covered; what they did was analyze the last five years from 2007 – 2011. The top number was not just transfers to DPS but also VLT. In addition, there is STAN money that was added in and then STAN money that was taken away, so that added a net of \$141M. The difference between those transfers and what was added was actually \$474M over the last 5 years. The five year average calculates out to about \$95M per year of money that could have been used on many projects. As they met with some of the Board members in preparation for this upcoming programming cycle that was some of the questions that were asked like what could have they done if they had additional money and that money had not been taken away. In addition, some of the discussions they had related to the available funding on preservation versus capacity and how to get the most from sub level. She talked last year specifically about the pavement preservation program and bridge preservation program and how they meet the future expectations from customers. The major projects in greater Arizona, they have 537,000 that they can program into that sixth year in 2016. As they have been stating over the past few years, they were going to reach a point in time where it was mainly preservation and that time has come now. They are not recommending any sub-program increases except for to bring it up to the federal funding levels. There were several sub-programs that were at about 90% of the allocation that was available so they want to make sure that they were transparent

and brought that through to the subprograms and brought those up. They will recommend taking the 537,000 and adding that into the pavement preservation program. This year there were no recommendations for any new sub-programs. There is the possibility now that they have moved to a federal aid program and how much money in terms of the programming aspect. Normally what has happened in the past is they have used the state funds in order to design the projects and only programed in the federal funds to actually construct projects. Now they have to pull some of that money from the construction side to be able to program in the design phases. They are in the process of analyzing this, working with the state engineer and with ITD on what the possibility is if they have to leave projects out of the 5 year program because of having to fund that design in the first few years of the projects that are in the back year.

Felipe Zubia – Has anyone created a sixth year reserve and moved some up?

Jennifer Toth – What is in the program is the design for those projects that would be in the outer years. These would already be in the design phase and headed into the construction phase. In terms of the next steps, they are currently analyzing if they are actually going to have to do that. They anticipate coming out and meeting with the Board members as they develop this program as they have in the past, providing some program recommendations in the February Study Session and to solicit feedback and comments from the Board members and then present the tentative program at the February Board Meeting and seeking approval in order to move forward. Then in the June Study Session, they will discuss any changes to the program based on the public hearings that they held and then seeking adoption in the June timeframe for the 5 year program.

ITEM 3: Update on the Status of the State Rail Plan – Jennifer Toth

Arizona's economy really needs an efficient competitive rail network system in order to take advantage and promote the economy. They really need reliable, accessible, and cost effective service to shippers and the customers across the state. They also need the fast, frequent, reliable passenger rail service between the population centers and tourist destinations that is competitive with auto and air travel time. That is also extremely important as they look at the Sun Corridor in the MAAG region in particular in terms of what it will include and that it includes 85% of the state population by 2050 timeframe. Two-thirds of the housing units are yet to be built within that Sun Corridor area as well as half of the transportation infrastructure to be built out by the year 2050. They started with the rail framework study which laid the foundation for the State Rail plan and these three items are the elements of the State Rail plan and the elements of the federal requirements by FRA that they must address in terms of overall State Rail plans and the applicability for any funding associated with those. They have broken them down into issues and opportunities within the three areas: passenger rail service, some network requirements, and then safety and congestion litigation.

Passenger rail opportunity: They are looking at a system of connecting the urban areas in connection also with other states. They met with the Mayor of Williams and she felt he had a very non-parochial approach to developing rails in Arizona. He really wanted to support the Phoenix to Tucson line because he saw that as a first step in terms of bringing rails to the state and then being able to further expand that into the other areas of this state. In terms of where they are on a national level, the FRA has approved a feasibility study to what is called the "Golden Triangle" that being from the Phoenix area to Las Vegas to Los Angeles to Phoenix. They have committed \$500,000 to the study. The best part is that it potentially leads to Arizona being part of the national rail map as they move and partner

with other areas in other states. One of the key components is getting the Phoenix to Tucson intercity rail study started. ADOT is engaging in that and starting on the alternatives analysis as well as an environmental impact study for the potential different alignments between the Phoenix and Tucson area. In addition, partnering with Amtrak is extremely important. Amtrak would like to pursue some upgrades to increase rider on the Sunset Limited Route including daily service linking with the Texas Eagle and really expanding their shuttle bus service primarily to the Phoenix area. Amtrak has discussed bringing the service back to the Phoenix metro area which could drastically increase the rider availability. In addition, other passenger rail opportunities are to partner with the Class I railroads to implement some operational improvements along the branch lines such as siding, things of that nature that would improve their service as well as help in terms of any passenger service. The rehabilitation of the belting branch has been discussed a lot in looking at that line as Amtrak then discusses bringing service into the Phoenix area.

Network opportunities: These projects are the end result of a very long process with many steps. There are two class-one transcontinental routes in the northern part of the state (BNSF) and the southern part of the state (UP). Connection with Phoenix is via the subdivision lines as well as connection to Mexico in the Nogales area. In addition, they have many short line opportunities. They have the south Mesa Spur. Currently the Hopi tribe is selling all of its coal on an isolated line that does not have rail access to any other potential customers except for its sole buyer the Navajo generating station and that accounts for 88% the would be revenue. The potential retirement of that plant would be a blow to their economic viability. The Hopi has retained firms with global energy practices to requisite cost benefit analysis of building that rail line and these analysis indicate that construction of that rail line for a 30 year south Mesa surface coal mining operation is technically and also economically feasible. Also, the Apache railway company and that is a 38 mile mainline which connects a news print plant near Snowflake with the BNSF transcontinental corridor at Holbrook. It is owned by paper products manufacturer. In addition, they have the Arizona to California Railroad which connects Mathey, Arizona which is 5 miles northwest of Wickenburg on the BNS Phoenix subdivision to Dees, California, the most direct route between Phoenix to Los Angeles. In addition, they have two other routes with the Arizona Central Railroad with the Verde Canyon Railroad with its industrially zoned properties. They provided the only rail service to the Verde Valley portion of Yavapai County. They also have the Arizona Eastern railway that operates 135 miles of railroad between Bowie and Miami and 70 miles from Lordsburg, New Mexico to Clifton. In terms of the south Mesa and also the Arizona Eastern railway, both did applied for Tiger grants and the south Mesa rail Spur applied for the Tiger II funding request. ADOT was part of both of those applications processes.

75% of the rail movements are actually through the state and not necessarily adding value or gaining economic benefit to the state. Rather than being a through state, they want to be a junction state. There is plenty of opportunity in terms of additional advancements with the distribution centers that the state rail plan identifies. There are potential facilities throughout the area including the metro area but also the Yuma and along the UP Redrock Yard, along I-10 has been identified as a potential in terms of freight distribution.

The safety and congestion is the last aspect of the three components and they are looking at it as a systematic approach to replacing or removing those at-grade rail crossings. If these are pieced all together, these corridors of opportunities are really how those elements all work together within geographic areas across the state. The north/ south corridor through the center of the state that links

the northern part of the state with the southern part of the state really demonstrates and supports the growth within the Sun Corridor that they first started with. Some of the recommended implementation strategies have been broken into short-term, intermediate, and long-term aspects. They have been working with MAG in terms of the rail plan and have been partnering with PAG in terms of the modern street car system and how as they move forward with the rail study between Phoenix and Tucson and how those two ends tie into the commuter rail systems.

In addition, they have met one time with the Freight Rail Advisory Council, per state statute, to identify and prioritize the freight and rail improvement projects statewide. As they finish up the state rail plan to really gear up and start meeting with that group on a regular basis. The Phoenix to Tucson intercity rail study, the Walton branch and looking at the feasibility of rehabilitating that line and some of the high speed rail corridors that were identified in the Golden Triangle and partnering with FRA in those studies to move that discussion forward. In terms of intermediate needs within the next 10 years, the Phoenix to Las Vegas corridor is also part of that Golden Triangle opportunity on the FRA study. They are looking at some short line assistance programs and how they might be able to provide technical and financial assistance in the longer term aspect. Within the next 20 years, they would like to see the designing of actual construction and operation on that line between Phoenix and Tucson.

Funding Option: They have been successful in getting the FRA grant for the Phoenix to Tucson line. It is going to be dependent upon the federal funding situation as John spoke about in terms of reauthorization. The difficult part is the match money, which does become a problem from a state level as well as a local.

She has a wonderful staff working on this; Shannon Scutari, Kristen Bornstein and Sara Allred. They have also acquired a rail project manager who will be assisting Ms. Scutari in the alternative analysis as they move forward.

Steve Christy – He urges the Department and Jennifer’s group to be sensitive of potential unintended consequences. One in particular concern to many people in Pima County, is the rail shift between inner city between Phoenix and Tucson and how that could potentially negatively impact Tucson International Airport. Right now Tucson International Airport is being challenged with the thought perception that if people in southern Arizona in the Tucson region and Pima County travel to Phoenix, they can potentially get better rates and save money. Consequently many people from their part of the state are traveling to Sky Harbor and taking planes and traveling in and out of Phoenix. To include this rail program, one of the consequences that could potentially damage much of their regions commerce could impact Tucson International Airport by making it that much easier to take an intercity rail up to the Phoenix area and hop on one of their intercity street cars and go out to Sky Harbor Airport, completely bypassing Tucson International Airport. His point is that though this is a great opportunity for the state to have intercity and high speed rail systems, there could be very strong and negative implications that could impact commerce and business and establish travel centers in Tucson, particularly Tucson International Airport.

Felipe Zubia – First, the comments made by Board member Christy are very good comments. In fact he has never even thought about that or considered that. In that regard, is there anything being done as part of this study to address those issues or look at them or is this the situation where eventually in Tucson this will become too much that they are going to commission their own study to raise those concerns that may cause a problem with the overall study in the end?

Jennifer Toth – She does not feel that they have excluded anyone in the study. As they move forward in the specifics, the state route plan did have regional meetings with stake holders across the state and they will continue to do that as they move forward with the Phoenix to Tucson intercity rail. The intent to really provide those connections between the Phoenix and Tucson areas so that perhaps they see the opposite effect that there would be increased riders to be able to support the Tucson Airport even more especially in the Pinal County area and where they might be able to go either to the Tucson area or to the Phoenix area via the rail line. They will continue to make that effort reach out to the Airports as well as Pima County. PAG was on the selection committee for the consultant associated with the alternatives analysis and will continue to be a strong inter-rail partner in the county as well the airports.

Felipe Zubia – The outreach is probably extensive and is very well done. Is there anything beyond that that can be done to take a look at economic impacts to assess the level of impact? Is it not the time when they should be looking at that?

Jennifer Toth – They will be including that as a component. The economics are always a component in any study that is undertaken.

Felipe Zubia – Moving on to the next question, there is a lot of stuff in there and given his background, they have done a tremendous job but what would be identified as step 1 or top priority as far as everything that is in there? Is it the Golden Triangle or the corridors of opportunity, or is it the Phoenix to Tucson corridor? What is it that they are going to start really focusing on first?

Jennifer Toth – Three top priorities over the next few years. From a national level, the Golden Triangle in terms of being able to get Arizona on the national rail map. Once they are a part of the national rail system, then funding can flow a little easier. Second, the Phoenix to Tucson line. They need to demonstrate the capacity to FRA in terms of moving that study forward. Third, freight rail advisory committee and that taking into account especially those economic opportunities and how can they integrate that discussion into the larger picture over the entire state.

Shannon Scutari – Requested to have the Mayor speak prior to her departure to another meeting.

Mayor Marie Lopez Rogers – She is providing a letter with her comments and she wanted to bring some main issues to the Board. She would like to recognize Director Halikowski and staff for the work that they have done certainly with the city of Avondale and the southwest region of the state. They have continually listened to suggestions and comments and concerns. Recently along with the Mayor's of Tolleson, Goodyear, Litchfield Park, Buckeye, Palo Verde, and the business community of the southwest Chamber of Commerce, they have started the southwest rail partnership. They are meeting quarterly to help recognize the economic benefits of freight and intercity rail to the state of Arizona. The statewide rail plan they have today misses the part in one area. It completely ignores the vision and goals of local jurisdiction. Specifically, the rail plan established by the elected officials in cities and towns is not reflected in the studies. The Tucson area is concerned. They are concerned as well. It is her opinion that more consideration should be given to the intercity rail options from Los Angeles to Phoenix. The report enclosed focuses on the possibility of Tucson to Phoenix corridors but only slight touch ups on the economic advantages from intercity rail from Los Angeles to Phoenix. The report provides known data testing the public opinion of the feasibility of Phoenix to Los Angeles.

It is her personal opinion that corridor would provide more riders and more economic developments in the Phoenix to Tucson corridor. The Wellton Line is appreciated in moving it up to the fifth phase. More research and effort from ADOT consultants doing this study should have included direct contact with municipalities to better understand the visions and goals already established. Regarding the communities, she looks forward to working with them in the future to explore opportunities. She appreciates the enormous efforts that the Departments have made to bring this issue forward.

Felipe Zubia – He did get a call from one of his constituents in the West Valley in the 35th Avenue – Buckeye area, the owner of a major industrial transfer facility where the rail comes directly into that site. He does not know the specific concerns but he raised concerns with that portion of the study. What are they?

Shannon Scutari –If they had an opportunity to have freight and rail shippers, businesses, utility companies, the transcontinental rail representatives, and folks interested from the local standpoint the businesses and the agricultural needs to the state. What they have done is established a very broad state rail plan with all the components. What is being pointed out is that this is more critical than ever to get as specific as possible with the funding that are into these areas as they relate to the economic opportunities for rail and business to traverse the state. She supports that and she asks that this be discussed more on who should be on a Freight Rail Advisory Council and how this could be established potentially through resolution and the kinds of issue that this would need to be discussed more in detail on these issues. To Mr. Christy’s comment with the involvement with the Tucson International Airport: Ms. Bonnie Allen has been a resource for them. She came to the initial meeting that they had with the Freight Rail Advisory Council. They are very focused on making sure that there are connections between the state airports and not leaving any of those entities out. They think this raises the level of economic opportunity for all areas of the state not just Maricopa and Pima Counties.

Felipe Zubia – He appreciates the response. Is there someone that he can direct them to for more specific questions or comments?

Jennifer Toth – Yes, Shannon Scutari.

Felipe Zubia – With regard to Mayor Rogers’ comments, he has heard the concern for the lack of study of the southwest valley and northwest valley, but never heard it directly referred to as really focusing on a Phoenix to Los Angeles route. What is behind that and is that possible?

Jennifer Toth – With the feasibility along with FRA and the Golden Triangle study that was mentioned would then be able to further that discussion of the line between Phoenix and Los Angeles area.

Felipe Zubia – It makes sense to really focus on that as part of the federal study. Getting to the question that has to do with the Tucson to Phoenix line, he understands where it starts. Looking at some of the potential routes that are in and around the population centers in the southeast valley Tempe, Mesa, Gilbert, Chandler areas. What would it take to look at some of the population centers in the northwest valley and southwest valley to look at drawing those in to the center and then to Tucson. Is that a possibility? It seems giving the timing that it would make sense?

Shannon Scutari – Those are part of the study. The entire study area extends almost to the Wickenburg area. They have two different funding sources but the challenges that they are expecting today to

transfer the funding of \$3.5M to the FRA for approximately a \$1M grant from them and then some additional money from state matching. It puts them almost to \$6.5M for the entire study. In that they have commuter rail discussions. That includes an analysis of all of the work that MAG has done up to this point and the commuter rail and how that would connect to the intercity rail line. It is important for the FRA and for the FTA to see that they can combine all these different rail sources and transit sources as the last mile into getting riders to support intercity rail line that connects Phoenix to Tucson. The federal people are telling them that Phoenix to Los Angeles or Arizona to California and Arizona to Nevada, it is important to do a feasibility study at this point. Unless they as a state really show that they can build a viable or at least put a lot of momentum in funding and political will behind the rail line that connects two major metropolitan regions through the state, that they are not going to be able to show they are a good federal funding risk for Arizona to California. They are making sure that they are working with the southwest valley coalition, there are members there today from the Grand Avenue coalition. They think that those things are very important to make sure that the Arizona to California connections and the federal funding there is to help Arizona.

The funding from the FTA is specifically for the Phoenix to Tucson commuter rail. They have to make sure that they work with the FRA and the FTA and that is looking at how the potential commuter rail worked into intercity rail. To make any of it successful they have to figure out the last mile to the end result. The study team includes consultants who have expertise. They see this as a multi-regional partnership that is necessary to make this work.

Steve Christy – He is gratified to hear of the outreach efforts that are being conducted by ADOT’s staff regarding the Tucson areas on the light rail and intercity rail studies. But the perception in the Pima County community is that certain stake holders, particularly the airport, are not being fully drawn into it. That may or may not be the case but he urges that at this particular point, maybe after the meeting, to redouble the efforts of outreach especially to the Tucson International Airport, Bonnie Allen, and other related staff members.

Bob Montoya – He provided time for more public comment.

Leroy Shingoitewa – Chairman of the Hopi Tribe – Spoke in support the rail study. 80% of the resources for the Tribe come from Navajo Generating Station. If they do not market their coal, they become dependents of the government. They need to find a way to take the coal off the reservation and into the marketplace. They are 90 miles away from I-40 in Flagstaff and Winslow. It is very hard to make economic development with businesses on the reservation. The state of Arizona is also dependent upon coal as anyone else in economical development. They have done studies and it costs about \$6B to transfer coal from the basin to the marketplace in Arizona. This will begin to bring development to the northern part of the state, which is in dire need of economic development. One of the benefits is that the Hopi Tribe is able to get onto the rail system. First and foremost, it will be creating jobs in the northern part of the state. It will impact the cities of Winslow, Flagstaff, all the way through Holbrook and possibly get it to the entire state as a whole. They want to be part of the project.

Nada Talayumtewa, Hopi Tribe Council Member – Spoke in support of the rail study. The state of Arizona will benefit because of the increased sales tax revenue that will be issued in the state. The utilities will benefit in lower fuel prices and transportation prices. There is a great opportunity not only

for Hopi and northern Arizona but for the entire state. There is 150 miles to be constructed into that Navajo in the south Mesa area to BNSF.

Serena Unrein, Public Interest Advocate, Arizona PIRG Education Fund - Spoke in support of the rail study. While 75% of the state's population is the Phoenix or Tucson areas, there are no public transportation options between the two cities needing traveler's to drive on an often dangerous freeway or rely on expensive van service between the two cities. Each day an average of 11,400 vehicles make the trip between Phoenix and Tucson and by 2050 that number is projected to grow to 37,000 vehicles per day. The lack of public transportation has been compounded by the fact that Arizona has been one of the fastest growing states in recent years. With increased population come increased congestion, air pollution and increased threats to public health and the environment. Creating good public transportation options such as passenger rail to Arizona will improve the quality of life, reduce congestion on the roads, spur economic development, bring jobs to the state, and help keep the air free from pollution. It will also help those who do not have the ability to drive such as the elderly and people with disabilities and on oxygen to get around. The state rail plan is a visionary document that will help to bring better transportation options to Arizona and the Arizona PIRG Education Fund supports this plan in efforts to expand possible rail in Arizona. Last month she had the opportunity to survey the members on their feelings of transportation and they were overwhelmingly in support of passenger rail and were particularly excited about the possibility for passenger rail service between Phoenix to Tucson. More than 250 Arizonan's across the State signed a petition last month to support the state rail plan. The petition was submitted to the Board secretary.

Matthew Bolin, ASU student - Data states that in the last decade the population has increased by nearly 25% while the options for public transportation were seriously left behind. The next logical step is to provide safer methods for passengers to travel that will decrease congestion along the major traffic ways and helping the environment in terms of gas emissions and other things like that. It will also be more cost effective way for residents to commute.

Gene Holmerud, Educational Vice President for the coalition of Arizona bicyclist - Spoke in support of the rail plan to include cyclists in a safe efficient manner.

David Snider, Pinal County Supervisor, District 3 - Pinal County is very committed to the support of the rail as a part of the total transportation plan. They are actively working and have been actively working with UP on their Redrock facility. They are committed in their own transportation as well as the plan for the CAAG region to passenger, commuter, light rail and transit. Pinal County has a transit feasibility study which is almost completed in its first phase. In 2006, the Pinal Rail Board came into being as a consultant between Pinal County and the cities of Maricopa, Casa Grande and Eloy to negotiate with UP on grade separations for the at grade crossings throughout Pinal County. With regard to the concerns for Tucson, they would like to go to a smaller airport rather than Sky Harbor. As the upcoming second largest county in Arizona, they will be going to Tucson International. They are committed through the Hidden Valley study, transit feasibility study, Pinal County transportation study.

ITEM 4: Update on ADOT's Travel Demand Model – Jennifer Toth

Motion to move this item to a future Board Meeting made by Mr. Zubia and a second by Mr. Feldmeier, in a voice note, motion carries.

ITEM 5: SR 24 Acceleration – Jennifer Toth

She recognized Eric Anderson of MAG in the audience, in case there are questions specific to the Maricopa County portion of this project. Some questions came up at the Kingman Board meeting last month in relation to the SR 24 acceleration. She will cover some background on why this is being done, where they are with current projects in the area such as the north-south corridor and the extension of 24 into Pinal County. She will talk about the funding and discuss the route numbering issue.

MAG, CAAG, and ADOT complete the southeast Maricopa / northern Pinal County area of transportation study in September 2003. That study was initiated to document the transportation relationships between Maricopa and Pinal County to look at the long range transportation needs and identify any projects that would address those particular needs. The information obtained from that or what is incorporated with MAG 20 year regional transportation plan. This study identifies four different corridors, east valley corridor from I-10 to Cordes Junction, the Apache Junction to Coolidge corridor from I-10 to US 60, and the US 60 freeway extension from Baseline to Ray Road and also the Williams Gateway freeway between Loop 202 and US 60. The study determines that development for those four corridors would improve mobility within the region both for Maricopa County and for Pinal County. Subsequent to that, the passage of HB 2456 assigned ADOT, MAG and PAG the responsibility for carrying out definition studies on all four corridors and those were then combined to the three corridor definition studies: Williams Gateway, US 60, Pinal County Corridor Definition. The purpose of all three studies is to make recommendations to the State Transportation Board for the future facilities, general locations for those facilities, and jurisdictional responsibilities for those facilities. In February of 2006, the State Transportation Board adopted the recommendations for those corridor definition studies and incorporated them into ADOT's long range transportation plans. The recommendations include the north-south freeway with other options in the Florence and Coolidge area which is actually further refined and the Board adopted the final corridor through the Coolidge and Florence area in January 2007. The potential for the Williams Gateway freeway is up north or SR 24 and then some future state highways along with some suggestions of widening some of the existing highways in that particular area and then the US 60 Gold Canyon reroute. In addition, MAG and ADOT started the design concept report or preliminary engineering for the Williams Gateway freeway. Where they are right now, SR 24 between 202 to Ironwood Road, there is a DCR effort that held a public hearing in November 2010 and final documents are currently concluding. The segment from 202 to Ellsworth Road is currently under final design. That is what they were discussing at the last Board Meeting. In Pinal County on SR 24, there is a location design concept report and environmental assessment currently on hold pending some development of some alternative alignments within that north-south corridor and to develop a fully directional system that is anticipated to connect those two freeway systems, the north-south and SR 24 in the Pinal County area. In addition, the north-south corridor study is that they are currently in the process of developing a location design concept report and an environmental impact statement and they are waiting for that one to catch up and then be able to start back up on SR 24 in Pinal County area. In addition, they do have US 60 alignment study, again a location and design concept report and environmental assessment effort which held a public hearing in November of this past year and final documents are currently concluding on the US 60 area.

In terms of the funding for SR 24 in Maricopa County, the highway project advancement notes was establish about 10 years ago to help local jurisdictions to advance projects. In this particular case, the city of Mesa issued the debt and advanced the funds to ADOT in order for the project to be advanced

from the year 2016 into the 2012 timeframe. MAG and the Board have established about \$24M out of STAN from Right of Way associated with SR 24 and after the sweeps of STAN subsequent legislation passed that transferred \$10M from one STAN account to the other and the legislation specifically stated that the project had to be previously approved using the STAN money and be less than \$21B. This was really the only project that qualified based on those particular requirements and that funding will be brought into those projects. The remaining funding is through the RTP Cash Flow and programming the amount used to pay back the city of Mesa. The RTP Cash Flow is also responsible for 50% of the interest obligation based on the existing MAG policy.

In terms of the route numbering, they have administrative procedures that are outlined for reference markers and state route numbering plans which is intended to create an effective and rational route numbering system for state highways to eliminate any redundant routes, overlaps, enhancing the safety in operations, and to eliminate unnecessary finance associated to maintenance costs. Route numbering requests are approved by a committee developed within ADOT and recommended to the Director. The Right of Way section then prepares a resolution effecting the number change and the State Engineer presents them onto the State Transportation Board. The resolution for SR 24 was presented and approved September 16th, 2010 Meeting of the State Transportation Board thus numbering the route SR 24. If the change does involve a US numbering change on a US route, an application is then submitted to AASHTO for their approval. US highways are built and maintained by the individual states but in most cases the numbering assigning of the US routes are approved by the American Association of State Highway Transportation Officials. This was a case recently that we did with US 93 with the opening of the reroute to Hoover Dam area and that resolution went through this Board as well.

In general, in terms of how they propose route numbering, they followed the US route numbering convention when considering the route number. Even numbers run from the east and west with increasing to the south and then odd numbers run from the north to south increasing to the west. There are some exceptions like US 93. The increments of low order digits to fill in the grid in between those route numbers.

Felipe Zubia – The route numbering is one of the key functions of the State Board where he thinks would be more appropriate to provide a little more background in discussion when it comes to them the first time. Rather than providing the information on a Consent Agenda. This item came before the MAG regional council last year at which time he and Mr. Flores voted in favor of the request. He supports the MAG recommendation. The issues pertain with what happens outside Maricopa County. Earlier in Maricopa County the pathway goes into Pinal County. He understands the studies that are going on and thinks that the timing is okay but then the issue becomes what happens after it gets out of Maricopa County as far as funding and timing?

Jennifer Toth – She shows where the current alignments are being discussed. Funding has not been identified in the 5 year program for continuing on that route. In looking at the background, the 2030 timeframe shows about 30,000 – 50,000 ADT on the arterial streets and then obviously greater than 50,000 on US 60 so there is a demonstrated need by the year 2030 timeframe including the levels of service on those routes. About 75% of the system in that particular area would be above capacity in the 2030 timeframe. That is the timeframe in terms of the demonstrated need within the Pinal County area.

Felipe Zubia – That is the state demonstrated need for Pinal County. They are only talking about that portion of SR 24 as it ties into 60?

Jennifer Toth – The demonstrated need actually encompasses the Maricopa County area as was mentioned the Pinal County and Maricopa County area, that study, really demonstrated that particular network which shows about 75% of the system will be above capacity of that entire arterial network there. This demonstrates the need for some additional higher capacity freeway network systems.

Felipe Zubia – In general with regard, how does the Board address that? What pool funds are available for that extension outside of Maricopa County?

Jennifer Toth – As they go through the programming process the amount of money that is able to be applied to Greater Arizona is the funding for new capacity projects as was learned earlier this year that in 2016 they will only have \$537,000.

Felipe Zubia – Right now the SR 24 outside of Maricopa County is not programmed. If it gets programmed it will be beyond 2016. Are they looking at that as part of the What Moves You Arizona statewide plan or is that one of the routes that is there as far as the long range plan?

Jennifer Toth – It was looked at in terms of bqAZ and the long range plan is identifying the best strategies but not necessarily identifying particular projects that will be funded over the next 25 years but how from a systematic standpoint are they investing in preservation capacity and enhancement. Then the programming process will then take what is applied from bqAZ and address it within those particular spots. They have three components to the overall planning process. They have bqAZ and flight division that has all the universal projects until 2050. The long range transportation plan is going to identify the funding strategies that they are going to use to be able to meet those needs. Then the programming process will determine which projects meet that particular funding strategy.

Felipe Zubia – The summary for the programming process is just for the 5 year report. The question becomes how they fund that portion that is outside of Maricopa County. The need is there and is a great economic generator that area is going to serve on SR 24. There needs to be some way that they can identify how this will continue beyond that because without it this really does not function as it is intended. There is a reason for raising concern and it is something that the Board has to look at and figure out how this can be addressed.

Eric Anderson, Transportation Director MAG - Because of the declining revenues the interim facility, the first mile of Ellsworth road is the only portion funded now to the County line portion. This is for two reasons. First of all because of the lack of funding in the MAG region but also until ADOT really has a firm idea of the facility used in Pinal County it is probably appropriate for any construction east of Ellsworth Road until the final alignments are determined. We have a joint funding issue both between Maricopa and Pinal County. They look forward to working with ADOT to try and figure out how to fund this facility as well as other state needs.

Felipe Zubia – He agrees that there is a great opportunity for MAG and ADOT to work together. He refers back to the earlier presentation, not only with the declining revenues and the funds sweeps but also the legislation that has gone after the VLT. Is there any sunset language in that statute at all or until someone wants to make an initiative?

John Fink – The question refers to the 5 year VLT. The transfer of state federal funds only occurs this fiscal year. The 5 year VLT registration option will continue but not change.

Felipe Zubia – In talking about \$1.4M up until 6 months of this fiscal year, averaging that is going to be about \$3M this fiscal year. As the economy improves, that is going to be a lot more. What he suggests is that this is an opportunity for ADOT and MAG to work together and propose legislation to give sunset back or reverse that in the near future until the economy is better. This is something that the MAG entities would really support. Given the relationship between MAG and the state legislature may have the opportunity to roll that back because of the all the effects. He would like to make a motion to move this project forward with the condition or with the additional follow up.

Motion to move the project forward made by Mr. Feldmeier and a second by Mr. Zubia, in a voice vote, motion carries.

Bob Montoya, Chairman
State Transportation Board

John McGee, Executive Director for Planning and Policy
Arizona Department of Transportation

**SPECIAL MEETING OF THE STATE TRANSPORTATION BOARD
MEETING MINUTES
Immediately following the Study Session
Monday, January 10, 2011
Human Resource Development Center (HRDC) Grand Canyon Room
1130 North 22nd Avenue
Phoenix, Arizona 85009**

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.

ITEM 1: Priority Planning Advisory Committee (PPAC) – Jennifer Toth

Items 1a – 1d are in relation to the SR 24 Acceleration. There is a typo on 1a that should read SR 24 instead of SR 802. The first Item is in relation to establishing a new construction project associated with the HPANS process in order to advance the project from FY 2016 to 2012. Item 1b is in association with the STAN money being used for the project and then Item 1c and 1d and repayment of the construction loan and interest obligation.

Motion to approve Items 1a – 1d by Mr. Christy and a second by Mr. Anderson. In a voice vote, the motion carries.

ITEM 2: Organization – Bob Montoya

Felipe Zubia - Nominated Board Member Feldmeier as Chairman and Board Member Lundstrom as Vice Chairwoman.

Motion by Mr. Zubia and a second by Mr. Christy to nominate Mr. Feldmeier to Chairman of the State Transportation Board and Bobbie Lundstrom as Vice Chairman, in a voice vote, motion carries.

Ron Aschenbach, Assistant Attorney General - A.R.S. Section 28 – 303(B) specifically says that the person with the least amount of time as the Chairman and the second least amount of time would be the Vice Chairman. He recalls Mr. Feldmeier and Mr. Zubia were brought onto the Board at the same time. Technically under the statute, one of them would be the Chairman and one would be the Vice Chairman.

Bill Feldmeier – Inquired as to why this information was not presented prior to this meeting.

Felipe Zubia – Defers his responsibility of Vice Chair and offers a motion if necessary.

Ron Aschenbach, Assistant Attorney General – Agrees that the current motion can carry forward and they will review the process for Vice Chair.

In a voice vote, motion carries to adjourn the meeting.

Bill Feldmeier, Chairman
State Transportation Board

John McGee, Executive Director for Planning and Policy
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD
MEETING MINUTES
9:00 a.m., Friday, January 21, 2011
City of Nogales Council Chambers
777 North Grand Avenue
Nogales, Arizona 85621**

Pledge

The Pledge of Allegiance was led by Chairman Feldmeier.

Roll Call

Roll call by Board Secretary, Mary Currie.

In attendance: Bill Feldmeier, Felipe Zubia, Bobbie Lundstrom, Victor Flores, Steve Christy, and Kelly Anderson.

Opening Remarks

Chairman Feldmeier stated that he has always loved coming to Nogales and has spent a lot of time there in the past. He thanked Bobbie Lundstrom on behalf of the Board Members for her hospitality and he appreciated meeting folks from the City and County.

Chairman Feldmeier also recognized City of Nogales Council Members Jose Diaz and Ramon Felix and thanked them for taking the time to attend the meeting.

Call to the Audience

Manny Ruiz, Chairman, Santa Cruz County Board of Supervisors: Welcomed the Transportation Board and thanked Vice Chairwoman Lundstrom for her hospitality. He knows there is a tremendous job ahead of the Board especially when there are little funds. In Nogales, they would love to see the opportunity to have money for a train overpass. At times the train has had three side streets to North Morley Avenue blocked off at once which really has an impact on Emergency Services getting to the side streets. He mentioned the surface issue of the SR 82 overpass bridge. They welcome the opportunity to partner with ADOT to solve their transportation issues.

Shane Dille, Nogales City Manager: It has been a long time since he has had the opportunity to be in front of the Board. Partnerships are indeed the answer to public service today. There is certainly a need for those partnerships here in Nogales. He understands the magnitude of what the Board is faced with in dealing with these types of issues local, regional, and statewide. Really nobody can feel the complete weight that is felt and he respects that. There are needs in Nogales presently. There is I-19, SR 189, I-19 Business, Grand Avenue, and SR 82. There are lots of opportunities for partnership. He wants to recognize the support of the district office in Tucson. They will offer what support they can to help mitigate. That bridge that exists today is the only access point they have across the railroad. With the kind of traffic that they generate both local and regional, the critical arterials are a mess. There is a lot of pedestrian and vehicular traffic. These arterials are critical to their ability to be a success as a regional player and as a local community. And so, partnerships are very important. IGA's that they have between city and the state that were put into play 20 – 30 years ago may not be appropriate today. These may need to be revisited to make sure that they still work for the state, city, and the region. It is his hope and effort to address those with the state.

Ann English, Cochise County Supervisor: She thanked the Board for realizing that those in the rural areas of Arizona really have a great number of transportation needs. She also wants to thank the Board for applying for the federal funds for the border infrastructure. Cochise County sits on the border just like Santa Cruz County. This does present unique opportunities for them to enter into cooperation with the federal government in order to get the roadways to a standard that is livable. We did a survey for Cochise County two years ago asking people what were their priorities. What it came down to was for safer roads to drive on. They have to take that seriously as the Board of Supervisors because that is what the communities want and need are better infrastructures so that they can drive from one place to another. It is not the highways that they are concerned about, it is the dirt roads. They have 800 miles of dirt roads out of the 1,400 miles of road structure in Cochise County. There are limited funds at this point and they are trying to maintain the dirt roads as best as possible. Cochise County has two ports of entry one of them is in Douglas and one of them is in Naco. Naco is the only port of entry that does not have a state road that leads to it, but rather a county road. They are grateful for the federal funding through ADOT and through SEAGO to the area. With the tremendous hurdles that have to be gone through with this kind of project sometimes makes it hard to follow through because they lack the manpower to do what is necessary in order to accept the federal funding. With the number of rural communities van transportation is very important to get people to medical services and get the things that they need. She applauds the Safford District for their service and compliment them with the way they worked with Cochise County in order to resolve problems.

Randy Heiss, Executive Director of SEAGO: Introduced their new Transportation Planner Luke Droeger. Randy noted an error on agenda Item 15, which shows the Davis Road Project Assessment sponsored by SEAGO, and it should read as sponsored by Cochise County. He also wants to urge the Board's approval of Items 8e, 8m and 8p today and at a future meeting the projects that are in Item 15. All of those projects are extremely important to the movement especially the investment in the border infrastructure.

Annie McGreevey, President, Friends of Scenic Hwy 82: Expressed an issue related to ADOT's Adopt a Highway program. Until recently many local groups pick up litter on their adopted mile twice a year. A new regulation requires clean ups four times a year, once each quarter. That means ADOT volunteers have to be out walking in the grass on the side of the highways during snake season. Additionally, she requested that ADOT reduce the clean-up regulations to twice per year.

ITEM 1: District Engineer's Report – Todd Emery, Tucson District Engineer

Construction accomplishments for the Tucson Region in 2010 include

- 20 Projects Awarded by Board
- 21 Projects Substantially Completed
- 250+ Encroachment Permits Issued

Maintenance accomplishments include:

- Guardrail Repair: 4,475 feet
- Fence Repair: 50,786 feet
- Sign Maintenance: 107,945 square ft.
- Roadway Flushes: 300 Lane Miles
- Roadway Lighting Repairs: 619
- Traffic Signal Repair: 867
- Emergency Response: 820 Call Outs, 1,800 hours
- Operation Clean Sweep: 1,850 miles, 572 T

Projects Completed:

- I-10 Potrero Road Bridge – October 2010
- SR 82/B-19 Railroad Bridge

There were two main challenges on project, 1) Reinforcing Steel at Surface or just below (0.25 to 0.5 inches) – should have been 1+ inches below, 2) The amount of patch work required far exceeded planned amount. The bridge has been profiled and the bridge group was consulted to determine options for improving surface profile. The result is that we will be able to grind the deck up to 0.5 inches and may be able to overlay the deck up to 1 inch (pending)
- Projects near bid ready
 - SR 189 MP .42 to B-19 – Pavement Preservation – April 2011
- Design Projects
 - Interim improvements to SR 189 Mariposa Port of Entry. How to get traffic safely in and out of MPOE
- Planning Projects
 - SR 189; MPOE to B-19
 - DCR/EA
 - Possible SR189 Parkway
 - Possible Realignment of I-19

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

South Mountain

- ADOT is working closely with the Maricopa Association of Governments and the Federal Highway Administration to conduct environmental and engineering studies of the proposed freeway. The current EIS is studying the alignment along Pecos Road, going through a portion of the South Mountain Park and connecting to I-10 along 59th Avenue.
- A public meeting will be held on Feb. 22 – in partnership with the City of Phoenix – to describe and solicit input on two alignment options in the western section of the proposed corridor through Laveen. One option comes from the original 1988 plan while the other option was developed a few years ago. We will ask the public to consider the options in the context of the surrounding land, its history, potential uses and how it complies with the City of Phoenix General Plan.
- In addition, MAG and ADOT are working with the Gila River Indian Community to address environmental and cultural concerns with the current freeway alignment. The Community indicated it was willing to assist in conducting a preliminary study of an On-Community freeway alignment that is consistent with the tribe's 1988 Gila Borderlands Regional Planning Study. The work done to date has been to develop design-level concepts, providing GRIC leadership with information to consider.
- The Community's main concern is to protect South Mountain. An On-Community alternative would avoid cuts into the mountain and address additional environmental and cultural concerns.
- The preliminary study has found no technical (engineering, environmental or cultural) "showstoppers" at this point in constructing the freeway on the Gila River Indian Community, but additional survey and engineering work is still needed.
- Gila River Indian Community is a sovereign nation; any impacts to the reservation require Community Council approval, this includes an On-Community freeway alignment. Input from tribal members is

critical to GRIC's process and the Community is conducting meetings with tribal members to assess how or if to proceed with further study of this potential option.

- No decisions have been made regarding a final South Mountain alignment. However, all parties recognize that it is critical to resolve the final alignment for about the South Mountain Freeway and move toward the conclusion of the EIS process as soon as possible.

SR 303

- Construction at key intersections at Loop 303 and Bell, Cactus and Waddell roads will be completed this spring. The advancement of construction at these intersections will help make way for future expansion of Loop 303 into a freeway.
- The Loop 303 segments north of Happy Valley Parkway connecting Loop 303 to Interstate 17 are currently under construction.
- The Loop 303 segment from Happy Valley Parkway to I-17 is anticipated to open to traffic as an interim roadway (two lanes in each direction) this spring 2011.
- Loop 303 segments between Interstate 10 and US 60 (Grand Avenue) are currently in the final design phases. Construction will start this spring / early summer 2011 beginning north in Surprise (Mountain View Boulevard to Peoria Avenue) and will work south toward Interstate 10.
- Loop 303 / Interstate 10 Interchange construction is anticipated to begin this summer / early fall 2011 and will take approximately two and a half years to complete.
- All Loop 303 segments between I-10 and US 60 (Grand Avenue) including the Loop 303 / I-10 Interchange and the interim Loop 303 / US 60 Interchange are anticipated to be completed by 2015.

Logo Signs

- ADOT is working closely with the Maricopa Association of Governments and the Federal Highway Administration to conduct environmental and engineering studies of the proposed freeway. The current EIS is studying the alignment along Pecos Road, going through a portion of the South Mountain Park and connecting to I-10 along 59th Avenue.

Legislation

- Legislature is in session; the House has until Jan. 24 and the Senate has until Jan. 31 to submit bills.
- ADOT is working through two bills, an Omnibus bill and a draft Public Private Partnership bill, that Eileen will update you on this morning.
- Already in the two week old session, we have met with several legislators individually, we are working with the freshmen members and we have conducted several meetings with new leadership such as the new chair of the House Transportation Committee, Vic Williams from Pima County.
- Governor Jan Brewer has released the FY2011 and FY2012 state budget:

Comparison of Estimated FY 2011 v. Governor's Recommended Budget:

	<u>FY 2011</u>	<u>Recommended FY 2012</u>
HURF Revenue	\$1,205.5	\$1,220.7
Net HURF	\$1,125.3	\$1,099.2
Net State Highway Fund	\$522.1	\$485.7
Net Cash Available	\$305.5	\$289.2

***ITEM 3: Consent Agenda**

Motion to approve the Consent Agenda made by Kelly Anderson and a second Bobbie Lundstrom. In a voice vote, the motion carries.

Bill Feldmeier: Asks to have Item 14 & 15 moved up to accommodate Gail's schedule

ITEM 15: Coordinated Border Infrastructure (CBI) Federal Funding Program Update – Gail Lewis

Gail provided an informational presentation and explanation of CBI:

What is CBI

- Improvements in a border region to existing transportation and supporting infrastructure that facilitate cross-border movements;
- Construction of highways and related safety and safety enforcement facilities in a border region that facilitate international trade;
- Operational improvements in a border region, including improvements in electronic data interchange and telecommunications to expedite cross border vehicle movement;
- Modifications to regulatory procedures to expedite safe and efficient cross border motor vehicle and cargo movements;
- International coordination of transportation planning, programming, and border operations with Canada and Mexico relating to expediting cross border movements.

Issues unique to Border Projects

- Relationship to different forms of federal regulations, funding and priorities
- Need to consider transportation projects in Mexico
- Unique needs of border communities – amount of truck traffic, truck destinations
- Pedestrian/motor vehicle interactions
- Enforcement component
- Small communities – big issues
- Dedicated funding source - \$22 million left unallocated

New Process

- Step 1: Basic CBI Criteria (FHWA Project Eligibility Form)
- Step 2: Expanded CBI Criteria (ADOT Project Eligibility Form)
 - Ready to begin within 12 months
 - Required steps completed (or underway and funded)
 - Leverage other funding or projects
 - Contribute to systemic efficiency and mobility
 - Contribute to safety
 - Future funding options identified
- Step 3: Meet with Communities
- Step 4: Internal ADOT Review and Mainstream into ADOT Planning and Delivery Process

Outcome

- Encourage communities and ADOT to think more strategically
- Process that is better understood and more transparent
- More accountability to federal funders

- More visibility for border projects and their connections to federal/state/local transportation systems

ITEM 14: P3 Update – Gail Lewis

Gail provided an overview and update of the P3 Program which included:

- MPO Policy Discussions
- MAG HOT Lanes Study
- Legislative Changes
- Temporary suspension on acceptance of unsolicited proposals for tolled highways
- Interviewing consultants to assist with polling, focus groups, message development and strategies

ITEM 4: Legislative Report – Eileen Colleran

FEDERAL

On the federal level, the House just passed a new rule which allows them to appropriate less than the recommended funding levels in SAFETEA-LU for highways and transit. This new rule changed the existing rule that had been in place through TEA-21 and SAFETEA-LU. The impact of this change will not be known until the House comes out with their appropriation bill for the rest of 2011.

Congressman Mica will be doing field hearings in March to receive input on his reauthorization bill.

Senator Boxer, Chair of the Senate Environment and Public Works Committee has been working on her piece of the reauthorization bill and will have a hearing next Wednesday on Transportation's Role in Supporting Our Economy and Job Creation. The President and his administration are supposed to unveil their priorities for the next reauthorization bill in February. It is unclear whether this will be a detailed proposal or an abbreviated version.

STATE

On the State level, the Legislature is in session and bills are in the process of being filed. The House has until 1/24 and the Senate has until 1/31 to submit bills. ADOT has filed an Omnibus bill which includes the following:

- Allows the director to conduct background checks on new employees
- Conforms state law to federal commercial motor vehicle requirements
- Eliminates obsolete legislation that is covered by federal requirements
- Deposits special overweight fee permits at the international port of entry into the State Highway Fund
- Enables ADOT to contract out the licensing of all professional driving schools

We are also working on a draft Public Private Partnership bill to make changes based on the recommendations of the experts we are working with. Stakeholders are meeting today to discuss the draft. The draft generally does the following:

- Expand the facilities eligible to include such things as airport retail concessions, transportation buildings, and maintenance yards.
- Repeals the refund for fuel tax and motor carrier fees
- Provides for tolling authority and enforcement

ITEM 5: Financial Report – John Fink

John provided an update of various ADOT Funds, including: December HURF report, Maricopa Regional Area Road Fund, Aviation Fund, Cash Management / Investment Program through December 31, 2010.

ITEM 6: Financing Program – John Fink

John presented final pricing information on the Grant Anticipation Notes (GANs) Series 2011 being issued by the Board in the amount of \$158,585.00.

ITEM 7: Multimodal Planning Division Report – Jennifer Toth

LRTP

They are currently developing the recommended investment choice for revenue projections of a 25 year time frame. Public Meetings will be held in March and policy committee meeting in March / April timeframe. Also creating a division recommended investment choice and that is a basis from bqAZ, taking a look at the investment scenario if they could implement those projects by 2025. Also, creating other scenarios for middle ground, mixed use, and transit rail. They are looking forward to gaining input from the public.

Transit Funding Applications

Developing grant application process for 5310 and 5311, rural transit aids program and elderly and special needs program. They have been going out doing their application work for the selection of the 2011 grant period.

Rail Program

Announcement of a new MPD Rail Project Manager, Mike Kies, to move forward with the rail study alternatives analysis and environmental document between the Phoenix to Tucson area.

***ITEM 8: Priority Planning Advisory Committee (PPAC) – Jennifer Toth**

Jennifer proposes the award of Items 8a – 8o together. These are various projects throughout the state. Items 8b – 8h will go before the MAG Regional Council on January 26, so Board approval will also be contingent upon approval from the MAG Regional Council.

Motion to approve Items 8a – 8o, noting that approval of Items 8b – 8h are contingent upon MAG Regional Council approval, made by Felipe Zubia and seconded by Bobbie Lundstrom. In a voice vote, the motion carries.

Items 8p – 8s are various projects being funded through the State Aviation Fund. Item 8p is a state and local match, whereas, Items 8q – 8s are federal, state and local matches.

Motion to approve Items 8p – 8s, made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

***ITEM 9: Sedona Route Transfer – John McGee**

John McGee gave an overview of the 8 additional PPAC items related to the Sedona Route Transfer and updated the Board on current negotiations with the City of Sedona.

Items 9a – 9h represent actions the board needs to take in order to effectuate the potential route transfer being negotiated by ADOT and the City of Sedona staff, as was reported to the Board at the November 19, 2010 Board Meeting. Since that date a number of things have occurred. On November 23, he along with other ADOT staff attended a Sedona City Council Meeting to answer questions about the transfer. Sedona staff presented to the Sedona City Council, the same presentation that John gave on November 19, and the City Staff recommended to the Council that they accept the proposed agreement and transfer.

Joe Acosta, Assistant Atty. General, has developed a draft legal agreement for the transfer. John and Mr. Acosta have met twice with the Sedona City Manager and City Attorney to discuss the framework and specifics of the agreement. Their legal counsel is developing some alternative language for our review. Our goal is to have an acceptable agreement completed by the end of February.

The City of Sedona held an open house for their residents on the proposed transfer on January 13. ADOT technical staff and Public Information staff attended the event and reported that the residents that attended expressed a wide range of opinions on the transfer. The City has two more formal events planned over the next few weeks and will send a questionnaire to all its residents, in anticipation of taking a formal vote on the proposal on February 22.

These Board Items were all approved by PPAC on January 5, however PPACs approval was a conditional approval contingent upon Sedona’s acceptance of the route transfer as evidenced by the signing of the route transfer agreement. Should the board approve the actions Items, which the Department recommends, it is also recommended that the Board’s approval be conditional such that it becomes effective only upon execution by the City of the route transfer agreement.

Even though the Department and City Staff have agreed to a set of financial terms and schedules, as presented to the Board in November, the agreement is complex and there may need to be some minor changes to those terms. If such changes require any modification, the information will be brought back to the Board for reconsideration.

Motion to approve Items 9a – 9h, contingent upon the acceptance and signing of the route transfer agreement by the City of Sedona, made by Steve Christy and seconded by Bobbie Lundstrom. In a voice vote, the motion carries.

***ITEM 10: Additional Enhancement Project – Jennifer Toth**

Jennifer presented recommended PPAC actions to the Board on additional Round 18 Enhancement Projects (located on P. 218 of the Board Agenda).

Motion to approve the additional enhancement projects made by Felipe Zubia and a second Kelly Anderson. In a voice vote, the motion carries.

ITEM 11: State Engineer’s Report – Floyd Roehrich

Floyd gave an overview of current projects. There are 145 projects under construction. They are placing a lot of emphasis on finalizing projects and put any left over funds back into the program. The Globe District Engineer position is vacant once again and Dallas Hammit is working to fill the position. Yuma District Engineer, Rod Lane, has expressed interest in that position and will become the Globe District Engineer.

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

Seven Construction projects are before the board today, three of which were approved on the Consent Agenda.

Three of the projects have protests.

Item 12a involves a protest. Representatives from each company are present and have requested to address the Board. Floyd explained the Department's recommendation to reject Fann's protest and award the contract to Meadow Valley Contractor's, Inc.

Chairman Feldmeier – Provided time for each party to address the Board:

Rob Bottcher, President, Meadow Valley Contractors

Mr. Bottcher explained his history of working with ADOT and the process by which he prices his product. He contests that his prices are fair and balanced.

Mike Fann, President, Fann Contracting

Mr. Fann explained his reasoning for submitting a formal bid protest that states Meadow Valley submitted a bid that was mathematically and materially unbalanced.

Motion made by Steve Christy to go into Executive Session for the purpose of receiving legal advice on Item 12a and seconded by Felipe Zubia. In a voice vote, the motion carries.

The Board moves into Executive Session from 11:50 to 11:55 am and then returns to the regular Board Meeting.

Motion made by Victor Flores and seconded by Bobbie Lundstrom to reject Fann's protest and award the Item 12a contract to Meadow Valley Contractor's, Inc. In a voice vote, the motion carries.

Item 12b is a pavement preservation project on I-40. Originally a formal bid protest was filed by Fann Contracting, stating that FNF Construction submitted a bid that was mathematically unbalanced and their bid should be rejected. Mr. Fann has rescinded his protest and Floyd requests that the Board move forward to approve the award.

Motion made by Steve Christy and seconded by Kelly Anderson to award Item 12b to FNF Construction, Inc. In a voice vote, the motion carries.

Item 12c is a box culvert extension project on SR 79. Bison Contracting submitted a formal bid protest claiming that Aloha Grading is not prequalified with the Department to perform the work described in the Advertisement for Bids. The second item is that Aloha is 33% under bid. The Department's analysis finds Aloha Grading is prequalified. The 33% under bid is due to Aloha Grading being a subcontractor on a nearby project. They are in the vicinity of this project, which is an efficiency reflected in their bid. The Department recommends Board approval for Item 12b

Motion made by Steve Christy and seconded by Bobbie Lundstrom to award Item 12c to Aloha Grading, Inc. In a voice vote, the motion carries.

Item 12d is a small enhancement project in the Town of Quartzsite on SR 95. The bid was 24.9% under. The efficiency is due to the contractor working on another similar project nearby. The contractor will also be able to provide granite mulch needed for the project, from a location near the vicinity, which saves on having the materials hauled in. The Department recommends approval of Item 12d.

Motion made by Steve Christy and seconded by Victor Flores to award Item 12d. In a voice vote, the motion carries.

***ITEM 13: Transportation Enhancement Review Committee (TERC) Chairman – Felipe Zubia**

Felipe Zubia, current TERC Chairman, nominated Board Member, Victor Flores as the new TERC Chairman. Victor agrees to accept the position.

Motion to approve nomination of Victor Flores as the new TERC Chairman made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

ITEM 16: Comments and Suggestions

Board Member Christy thanked Floyd Roehrich and Todd Emery for the information provided to him regarding traffic incidents on I-10 between Phoenix and Tucson. He would like the Department to keep in mind an ongoing focus on developing traffic alternatives for roads and frontages, particularly north of Casa Grande. The concern is that a catastrophic event could damage commerce and industry between Tucson and Phoenix and it is important to keep that corridor open.

Motion made by Mr. Anderson and a second by Mr. Christy to adjourn the meeting at 12:10 pm. In a voice vote, the motion passed.

Bill Feldmeier, Chairman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

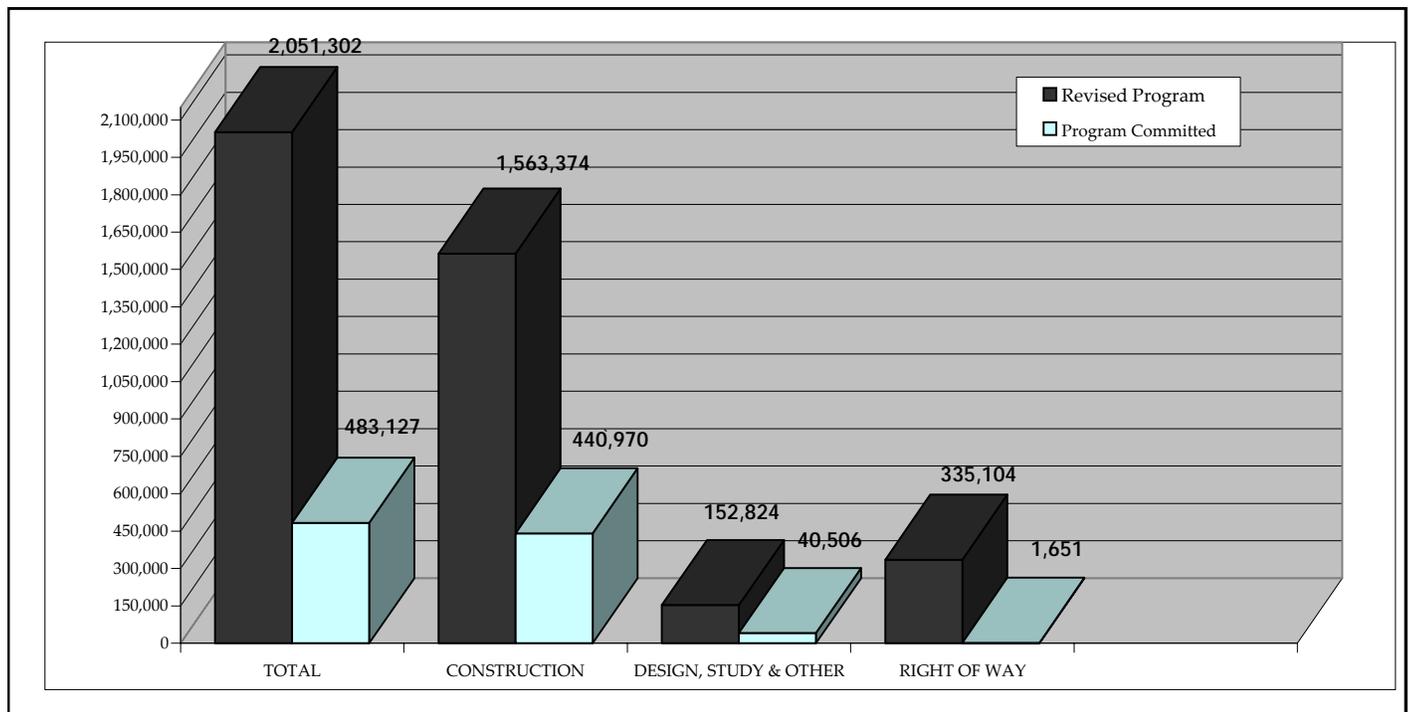
Arizona Department of Transportation
FY 2011 Highway Program Monitoring Report
 YTD Total Transportation Facilities Construction Program Summary
 (Dollars in Thousands)

Program Data
 January 25, 2011

Priority Planning Advisory Committee
 February 2, 2011

Program Data Category	Planned Program	Revised Program (1)	Program Committed (4)		Actual Committed (4)	Committed Variance
			Amount	%		
<u>Statewide (2)</u>						
Construction	581,540	1,015,415	350,250	34.49%	330,769	19,481
Design & Study	38,795	70,501	13,497	19.14%	13,497	0
Right-of-Way	15,300	22,000	1,190	5.41%	1,190	0
Other (3)	28,924	42,365	4,188	9.89%	4,188	0
State Total	664,559	1,150,281	369,125	32.09%	349,644	19,481
<u>Regional Transportation Plan</u>						
Construction	479,220	547,959	90,720	16.56%	58,830	31,890
Design & Study	24,837	25,064	11,420	45.56%	11,420	0
Right-of-Way	313,100	313,104	461	0.15%	461	0
Other (3)	14,594	14,894	11,401	76.55%	11,401	0
RTP Total	831,751	901,021	114,002	12.65%	82,112	31,890
Program Total	1,496,310	2,051,302	483,127	23.55%	431,756	51,371

- 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.



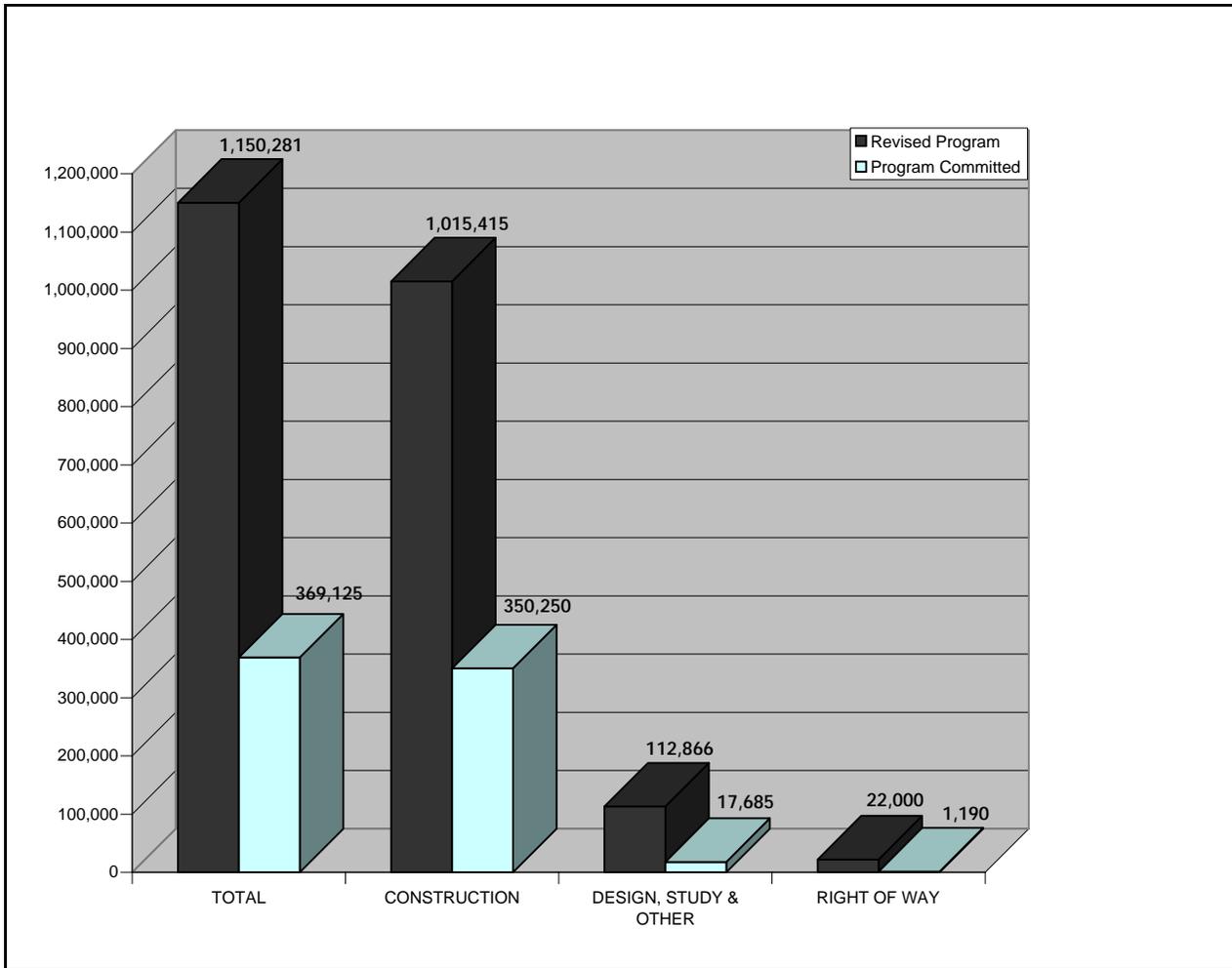
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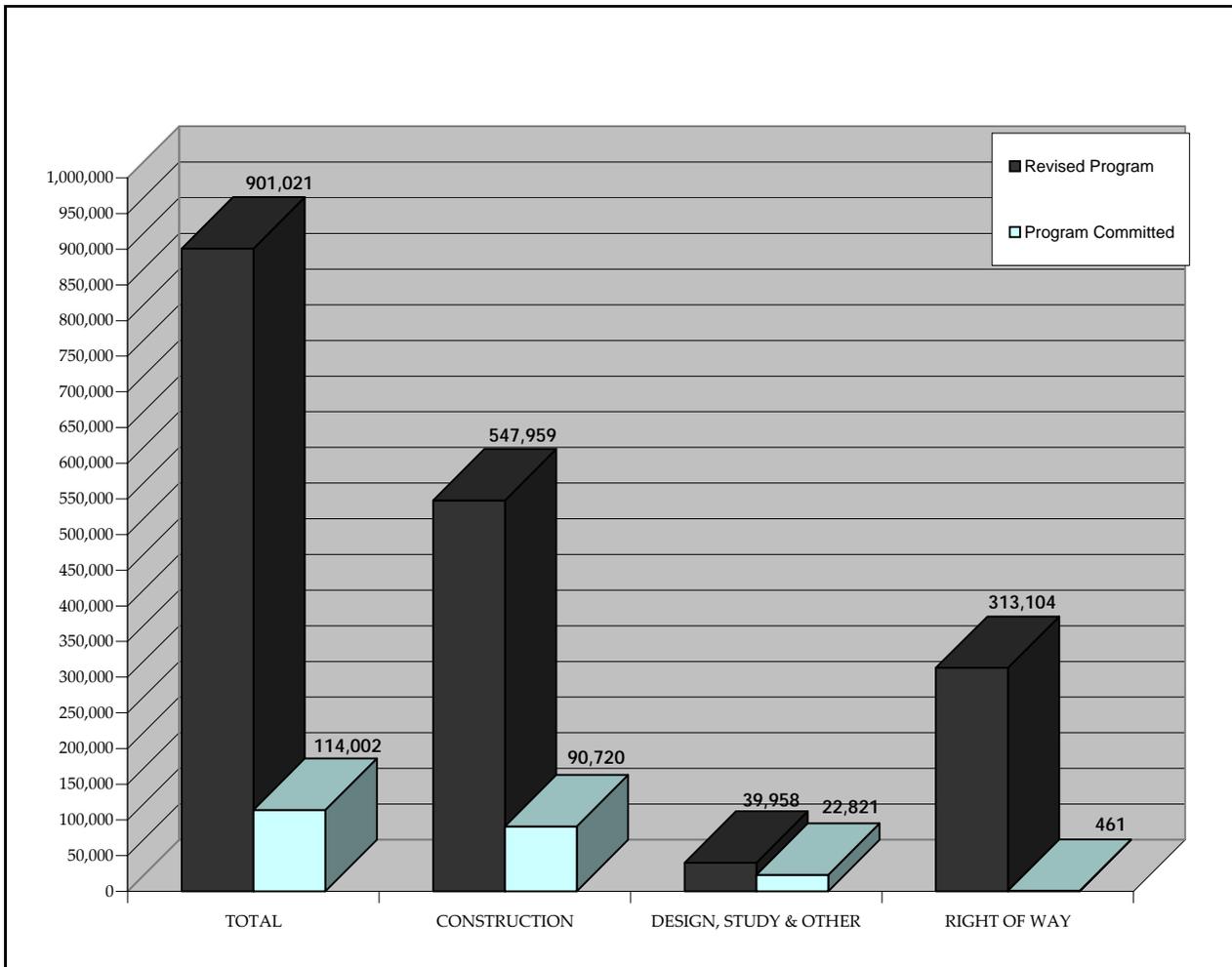
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Arizona Department of Transportation
FY 2011 Highway Program Monitoring Report
 YTD Total Transportation Facilities Construction Program Summary
 (Dollars in Thousands)

Construction Projects Awarded
 January 25, 2011

Priority Planning Advisory Committee
 February 2, 2011

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Award Amount	Program (Over) Under Award	
60	112	H757801C	WICKENBURG - SAN DOMINGO WASH	Pavement Preservation (a)	5,800	4,161	1,639	
8	158	H779201C	MP 158.5 - BIANCO ROAD	Pavement Preservation (a)	13,000	10,590	2,410	
60	117	H776601C	SAN DOMINGO - WITTMAN	Pavement Preservation (a)	9,000	7,080	1,920	
89	283	H658301C	PEEPLES VALLEY YARD - WILHOIT	Pavement Preservation (a)	4,800	3,943	857	
Total Returned to 72511, page 9							6,826	
10	356	H767401C	LUZENA ROAD - SAN SIMON	Pavement Preservation (b)	14,500	12,799	1,701	
80	368	H658001C	EAST OF DOUGLAS	Pavement Preservation (b)	6,212	4,397	1,815	
85	120	H640701C	SR 85 - GILA BEND	System & Safety Improvements (b)	25,000	17,196	7,804	
69	290	H712801C	SUNDOG RANCH - SUNRISE BLVD.	Pavement Preservation (b)	3,425	3,388	37	
40	247	H775501C	HIPKOE - GOLDWATER	Sign Rehabilitation (b)	1,150	2,959	(1,809)	
40	274	H757001C	JOSEPH CITY TI UPS	Minor Bridge Rehabilitation (b)	1,200	605	595	
999	71	H819601C	HOLBROOK DISTRICT WIDE	Pavement Preservation (b)	1,250	846	404	
95	8.4	H665601C	MP 132.5 - MP 140.9	Shoulder Widening (b)	1,420	1,157	263	
95	131	HX23001C	SR 95 - JCT SR 72 MP 131.68	Traffic Signals	251	164	87	
80	343	H795001C	E-BISBEE - DOUBLE ADOBE ROAD	Pavement Preservation	390	465	(75)	
72	13	H665501C	MP 13.27 - MP 14.49	Widen Shoulders and Slopes	1,382	994	388	
191	163	H670801C	SAN FRANCISCO RIVER BRIDGE	System Preservation, Bridge Replacement	4,615	3,839	776	
10	300	H650401C	SR 90 TRAFFIC INTERCHANGE	Reconstruct TI and add Passing Lane	47,200	34,846	12,354	
8	0	H774701C	I-8 MP 0 - MP 19	Sign Rehabilitation	2,000	1,173	827	
177	18	H794201C	WINKELMAN TO SUPERIOR	Chip Seal	1,257	868	389	
19	39	H705001C	I-19 - CONTINENTAL ROAD	Pavement Preservation	525	372	153	
87	343	H795901C	LITTLE COLORADO	Pavement Preservation	212	223	(11)	
999	0	H755001C	STATEWIDE	Steel Girder Repairs	1,100	853	247	
999	6.2	H794601C	STATEWIDE	Pavement Preservation	747	926	(179)	
Statewide Projects					Current Month Total	59,679	44,723	14,956
					Prior Month Total	14,460	9,935	4,525
					Year-To-Date Total	74,139	54,658	19,481

Notes:

- (a) Projects funded with 72511. Award variances restored to 72511.
- (b) Projects funded with 09, 10 Federal Closeout. Award variances not included in 72311.

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

Program Data
 January 25, 2011

Priority Planning Advisory Committee
 February 2, 2011

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Award Amount	Program (Over) Under Award
<u>Projects Awarded</u>							
Jan 17 101	215	H778201C H745601C	SR 101 - CAREFREE HIGHWAY AGUA FRIA/PIMA FREEWAY	Construct Landscape HOV Lanes	6,200 148,500	6,757 116,053	(557) 32,447
Current Month Total					154,700	122,810	31,890
Prior Month Total					0	0	0
Year-To-Date Total					154,700	122,810	31,890
Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Prog Amt Increase (Decrease)
<u>Program Modifications Approved</u>							
Jan 10 10	105	H683801D	DESERT CREEK TI	Design TI (a)	1,900	0	(1,900)
10	96.2	H708301D	395th AVENUE (BELMONT ROAD)	Design TI (a)	1,820	0	(1,820)
Closeouts [Actual Cost] Under (Over)							0
Current Month Total							(3,720)
Beginning Balance							41,100
Year-To-Date Total							37,380
Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Prog Amt Increase (Decrease)
<u>Program Modification Proposed</u>							
Feb							
Total Program Changes Proposed							0
Current Year-To-Date Balance							69,270
Proposed Year-To-Date Balance							69,270

Notes:

(a) Project deferred to FY13

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 Actual	Nov Actual	Dec Actual	Jan Actual	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	19,774	13,697	4,382	17,784	17,784	17,784	17,784	17,784	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	(6,664)	0	0	0	0	0	0	0	(6,664)
Subprogram Budget Changes-Adj Prior Month	0	0	0	0	0	(5,700)	(1,554)	0	0	0	0	0	(7,254)
Total Program Changes	0	0	0	0	(6,664)	(5,700)	(1,554)	0	0	0	0	0	(13,918)
Project Variances:													
Awards Under (Over) Program Budgets	0	0	0	9,880	587	0	14,956	0	0	0	0	0	25,423
Award Adj Prior Months Closeouts - Total Exp Under (Over) Awards	42	(795)	0	0	0	2,327	0	0	0	0	0	0	1,574
Total Project Variances	42	(795)	0	9,880	587	(3,615)	14,956	0	0	0	0	0	21,055
Month-End Contingency	5,042	4,247	9,894	19,774	13,697	4,382	17,784	17,784	17,784	17,784	17,784	17,784	17,784

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

Program Modifications
 January 25, 2011

Priority Planning Advisory Committee
 February 2, 2011

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:							
89	370	H756001C	WEST SEDONA (NB & SB)	R&R 2.5" AC (a)	0	(221)	221
89	370	HX	ANDANTE DRIVE	Installation of Traffic Signal (a)	0	400	(400)
89	369	H SEDONA	SEDONA ROUTE TRANSFER	SRT agreement project (b)	0	1,375	(1,375)
Total Subprogram Budget Changes							(1,554)
Total Increase (Decrease)							(1,554)
Project Variances:							
				Awards Under (Over) Program Budgets			14,956
				Award Adjustments from prior months			0
				Closeouts [Actual Cost] Under (Over) Project Awards			0
				Total Project Variances			14,956
					Current Month Total		13,402
					Beginning Balance		4,382
					Year-To-Date Balance		17,784

Notes:

- (a) Project reduced & funds transferred to 72511 to fund Andante Drive project
- (b) Project funded from 72511

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

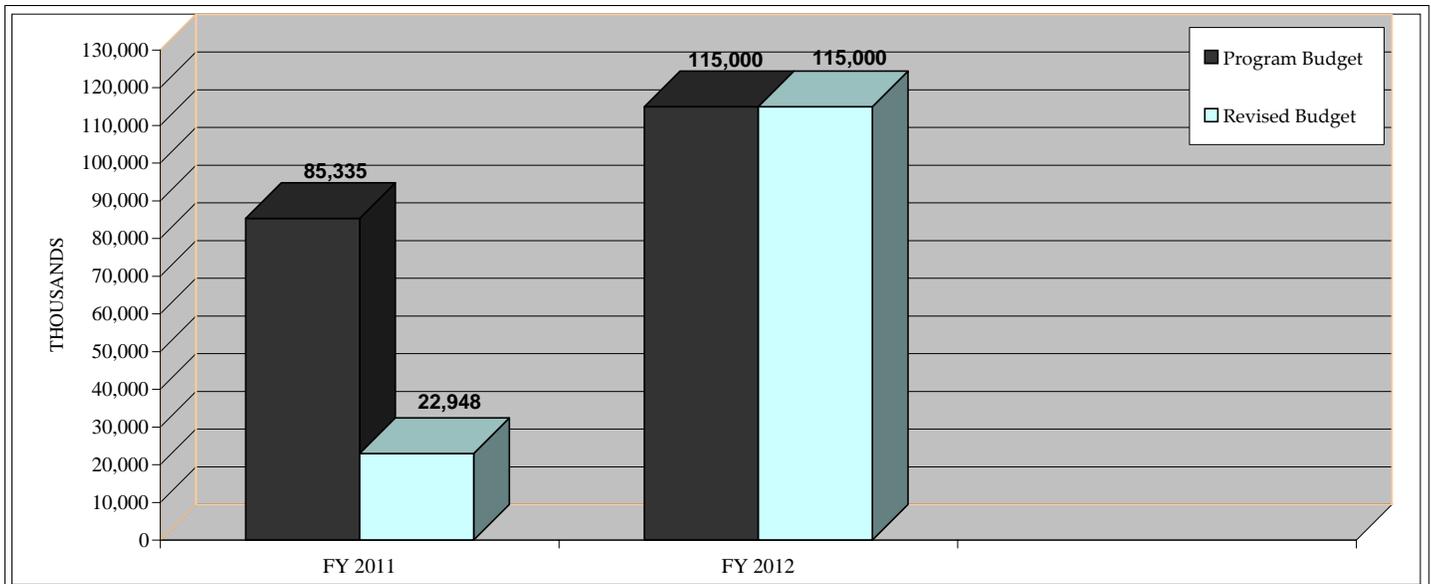
Program Modifications
 January 25, 2011

Priority Planning Advisory Committee
 February 2, 2011

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Fiscal Years		
							2011	2012	
STB Actions Previously Approved:									
95	54	H751001C	CASTLE DOME TO LA PAZ NB & SB	Pavement Preservation (a)	0	6,000	(6,000)		
60	117.00	H776601C	SAN DOMINGO TO WITTMAN	Pavement Preservation (b)	0	9,000	(9,000)		
Projects Awarded Under (Over) Program Budgets (from page 4)								6,826	
Total STB Actions Previously Approved								(8,174)	0
PPAC & STB Approved:									
87	218.00	H827201C	SR 87 NB SB MP 218-MP 224	Pavement Preservation (a)	0	3,500	(3,500)		
89	370.80	H756001C	WEST SEDONA (NB & SB)	Pavement Preservation (c)	0	(3,849)	3,849		
Total PPAC Proposed								349	0
Total Modifications Reported This Month					0	14,651	349	0	
Planned Program Beginning Balance								85,335	115,000
Previous Year-To-Date Modifications					0	0	(62,736)	0	
Current Year-To-Date					0	0	22,948	115,000	

Notes:

- (a) Establish a new FY 11 Project.
- (b) Project originally ARRA funded. Awarded with 72511 funds.
- (c) Project deferred to FY13, funds returned to 72511.



Arizona Department of Transportation
FY 2011 Highway Program Monitoring Report

Program Adjustment Summary FY 2011 - 2015

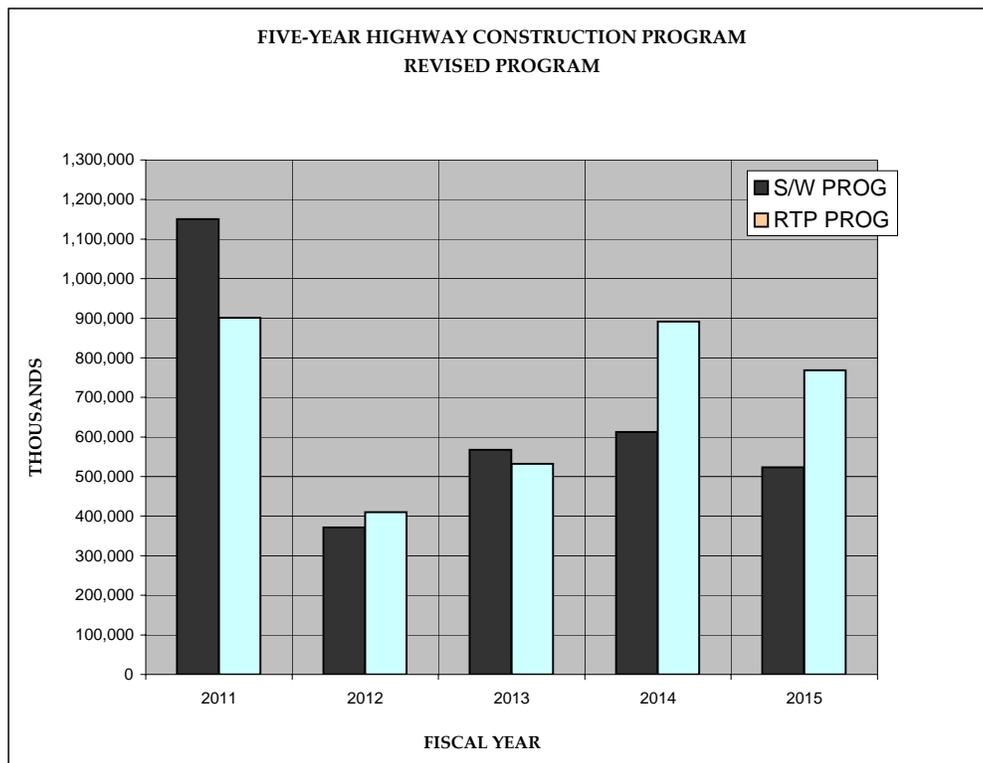
(Dollars in Thousands)

Program Data

Priority Planning Advisory Committee

January 25, 2011

Area	Year	Planned Program	Program YTD Adj	Revised Program
Statewide (PAG Program is included)	2011	664,559	485,722	1,150,281
	2012	371,696	6,300	377,996
	2013	567,199	0	567,199
	2014	612,344	0	612,344
	2015	523,574	0	523,574
	Total		2,739,372	492,022
Regional Transportation Plan	2011	831,751	69,270	901,021
	2012	409,924	0	409,924
	2013	528,340	3,720	532,060
	2014	891,920	0	891,920
	2015	768,840	0	768,840
	Total		3,430,775	72,990
Total	2011	1,496,310	554,992	2,051,302
	2012	781,620	6,300	787,920
	2013	1,095,539	3,720	1,099,259
	2014	1,504,264	0	1,504,264
	2015	1,292,414	0	1,292,414
	Total		6,170,147	565,012



February 18, 2011

RES. NO. 2011-02-A-007
PROJECT: 347PN175H722901R
HIGHWAY: MARICOPA ROAD (S.R. 238 MOBILE - MARICOPA)
SECTION: S.R. 238 Sidewalks
ROUTE NO.: State Route 238 & State Route 347
ENG. DIST.: Tucson
COUNTY: Pinal

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 238 and State Route 347 within the above referenced project.

The existing alignment was previously approved and adopted as a state route plan by Transportation Board Resolution 85-04-A-31, dated April 26, 1985; Resolution 87-01-A-01, dated January 19, 1987, authorized advance acquisition; Resolution 2006-01-A-001, dated January 20, 2006 established additional right of way as a state route and state highway for improvements; Resolution 2006-06-A-026, dated June 23, 2006 established additional right of way for improvements thereof.

New right of way is now needed to construct sidewalks and encourage pedestrian travel. 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 "15% Design Plans, dated December 03, 2010, MARICOPA ROAD (S.R. 238 MOBILE - MARICOPA) Highway."

February 18, 2011

RES. NO. 2011-02-A-007
PROJECT: 347PN175H722901R
HIGHWAY: MARICOPA ROAD (S.R. 238 MOBILE - MARICOPA)
SECTION: S.R. 238 Sidewalks
ROUTE NO.: State Route 238 & State Route 347
ENG. DIST.: Tucson
COUNTY: Pinal

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.

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

February 18, 2011

RES. NO. 2011-02-A-007
PROJECT: 347PN175H722901R
HIGHWAY: MARICOPA ROAD (S.R. 238 MOBILE - MARICOPA)
SECTION: S.R. 238 Sidewalks
ROUTE NO.: State Route 238 & State Route 347
ENG. DIST.: Tucson
COUNTY: Pinal

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on February 18, 2011 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 238 and State Route 347 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 "15% Design Plans, dated December 03, 2010, MARICOPA ROAD (S.R. 238 MOBILE - MARICOPA) 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

February 18, 2011

RES. NO. 2011-02-A-007
PROJECT: 347PN175H722901R
HIGHWAY: MARICOPA ROAD (S.R. 238 MOBILE - MARICOPA)
SECTION: S.R. 238 Sidewalks
ROUTE NO.: State Route 238 & State Route 347
ENG. DIST.: Tucson
COUNTY: Pinal

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

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.

February 18, 2011

RES. NO. 2011-02-A-007
PROJECT: 347PN175H722901R
HIGHWAY: MARICOPA ROAD (S.R. 238 MOBILE - MARICOPA)
SECTION: S.R. 238 Sidewalks
ROUTE NO.: State Route 238 & State Route 347
ENG. DIST.: Tucson
COUNTY: Pinal

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 February 18, 2011.

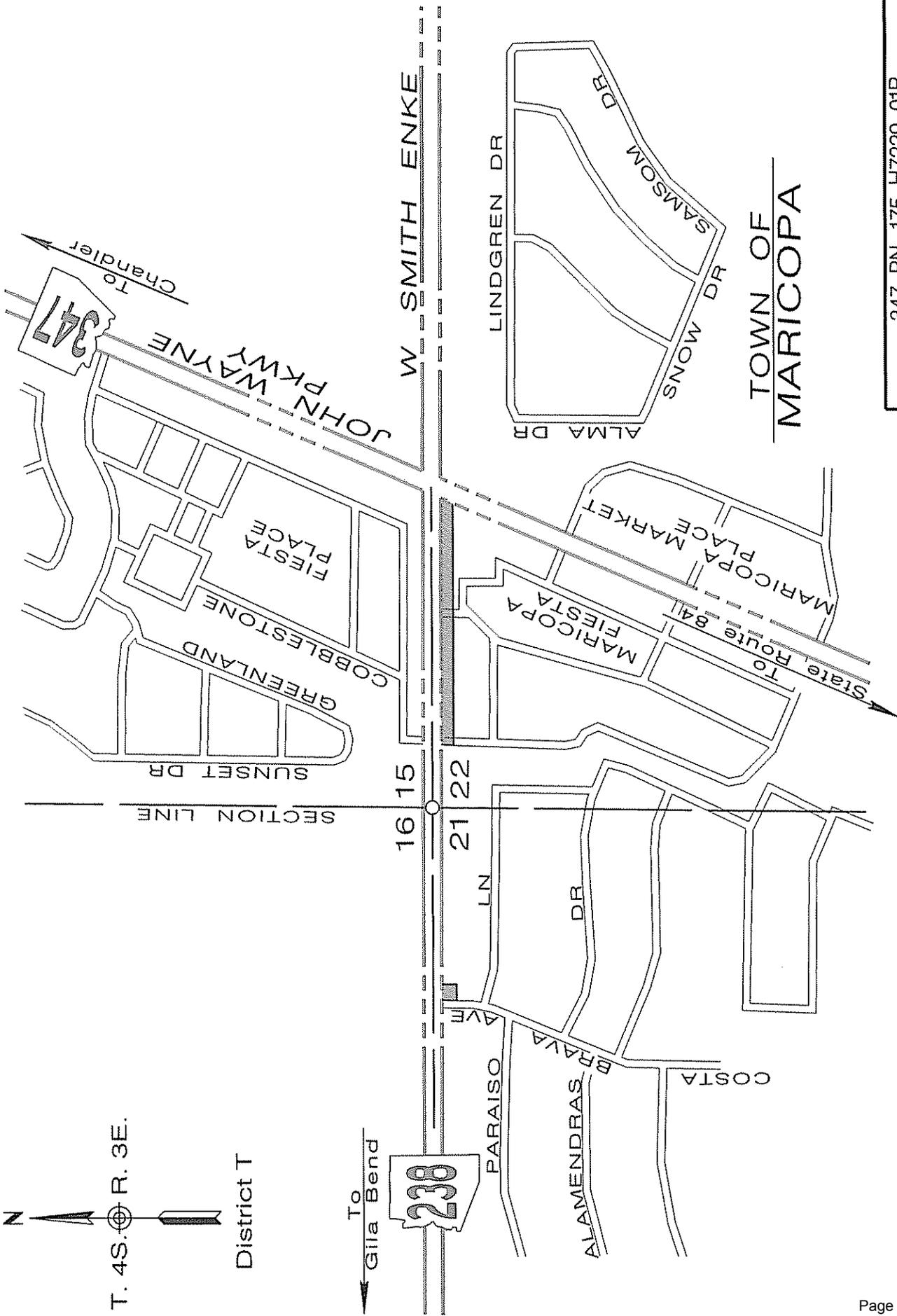
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on February 18, 2011.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation



T. 4S. R. 3E.
 District T

To Gila Bend
 238



TOWN OF
 MARICOPA

347 PN 175 H7229 01R
 MARICOPA RD
 (SR 238 MOBILE-MARICOPA) HWY
 SR 238 Sidewalks
 Pinal County
 FEB 18, 2011 SHEET 2 OF 2

AREA OF
 ESTABLISHMENT

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

February 18, 2011

RES. NO. 2011-02-A-008
PROJECT: 070GH288H691001R
HIGHWAY: GLOBE - LORDSBURG
SECTION: Gila River Bridge, Bylas
ROUTE NO.: U.S. Route 70
ENG. DIST.: Safford
COUNTY: Graham

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 70 within the above referenced project.

The existing alignment was previously established as a state route and state highway by the Arizona State Highway Commission Resolution dated September 9, 1927, page 26, in the Official Minutes, designated U.S. Route 180. Arizona Highway Commission Resolution, dated June 17th, 1935, page 300, redesignated U.S. Route 180 to U.S. Route 70; Resolutions dated July 14, 1950, page 430 and March 14, 1955, page 187, established additional right of way for improvements; Thereafter, Arizona Transportation Board Resolution 84-07-A-44, dated July 20, 1984, established additional right of way; Resolution 2010-03-A-027, dated March 19, 2010, established additional right of way as a state route for improvements thereof.

New right of way is now needed to replace the existing bridge with upgraded structures that meet current safety requirements to enhance safety of the traveling public. 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, GLOBE - LORDSBURG Highway, Project 070GH288H691001R."

February 18, 2011

RES. NO. 2011-02-A-008
PROJECT: 070GH288H691001R
HIGHWAY: GLOBE - LORDSBURG
SECTION: Gila River Bridge, Bylas
ROUTE NO.: U.S. Route 70
ENG. DIST.: Safford
COUNTY: Graham

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

February 18, 2011

RES. NO. 2011-02-A-008
PROJECT: 070GH288H691001R
HIGHWAY: GLOBE - LORDSBURG
SECTION: Gila River Bridge, Bylas
ROUTE NO.: U.S. Route 70
ENG. DIST.: Safford
COUNTY: Graham

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on February 18, 2011 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 70 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, GLOBE - LORDSBURG Highway, Project 070GH288H691001R."

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

February 18, 2011

RES. NO. 2011-02-A-008
PROJECT: 070GH288H691001R
HIGHWAY: GLOBE - LORDSBURG
SECTION: Gila River Bridge, Bylas
ROUTE NO.: U.S. Route 70
ENG. DIST.: Safford
COUNTY: Graham

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

February 18, 2011

RES. NO. 2011-02-A-008
PROJECT: 070GH288H691001R
HIGHWAY: GLOBE - LORDSBURG
SECTION: Gila River Bridge, Bylas
ROUTE NO.: U.S. Route 70
ENG. DIST.: Safford
COUNTY: Graham

CERTIFICATION

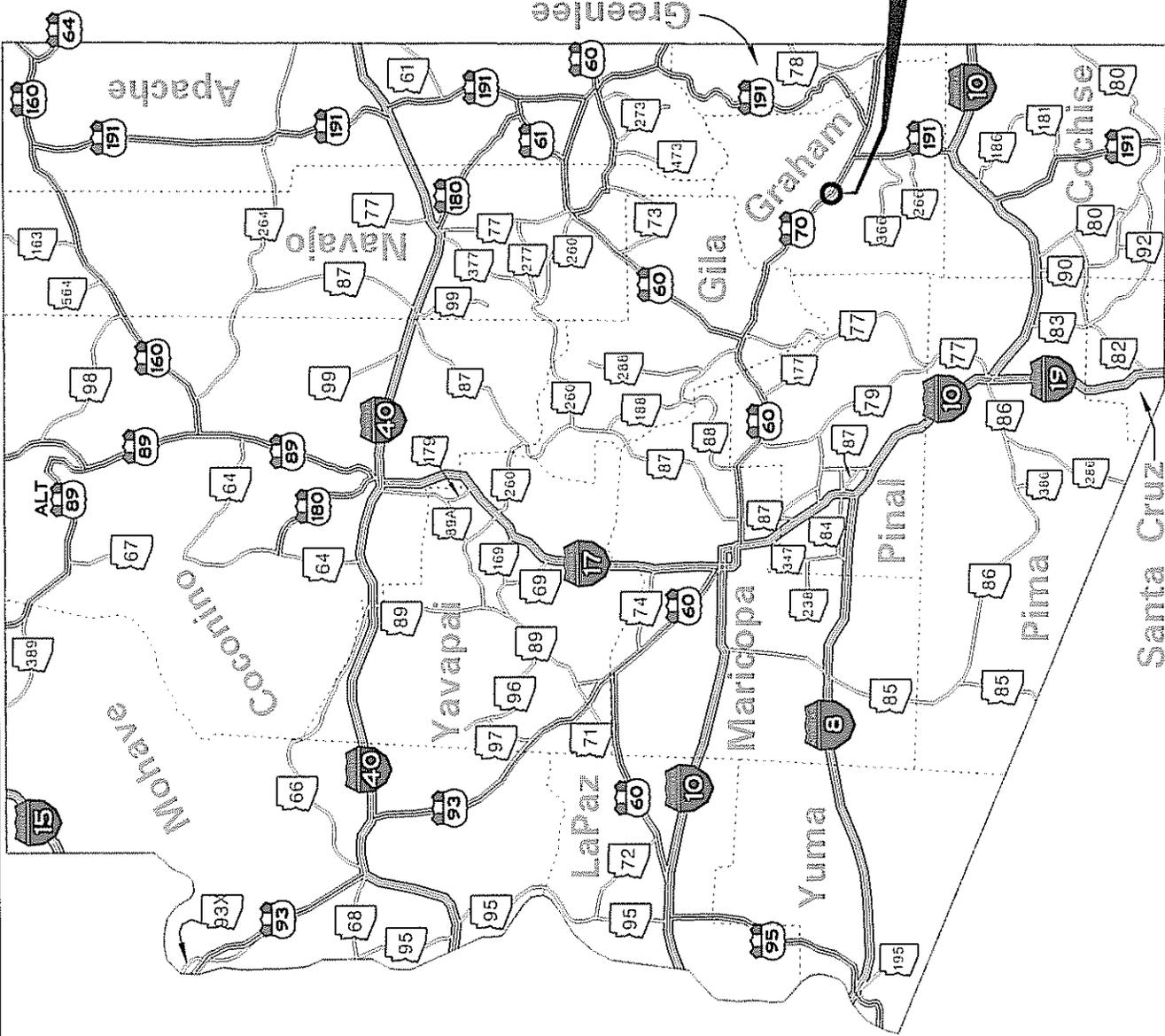
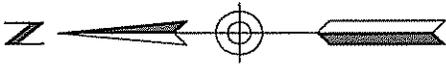
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on February 18, 2011.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on February 18, 2011.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

John S. Halikowski

John S. Halikowski
Director
Arizona Department of Transportation



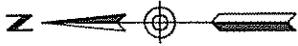
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

070 GH 288 H6910 01R
GLOBE-LORDSBURG HIGHWAY
Gila River Bridge, Bypass
Graham County

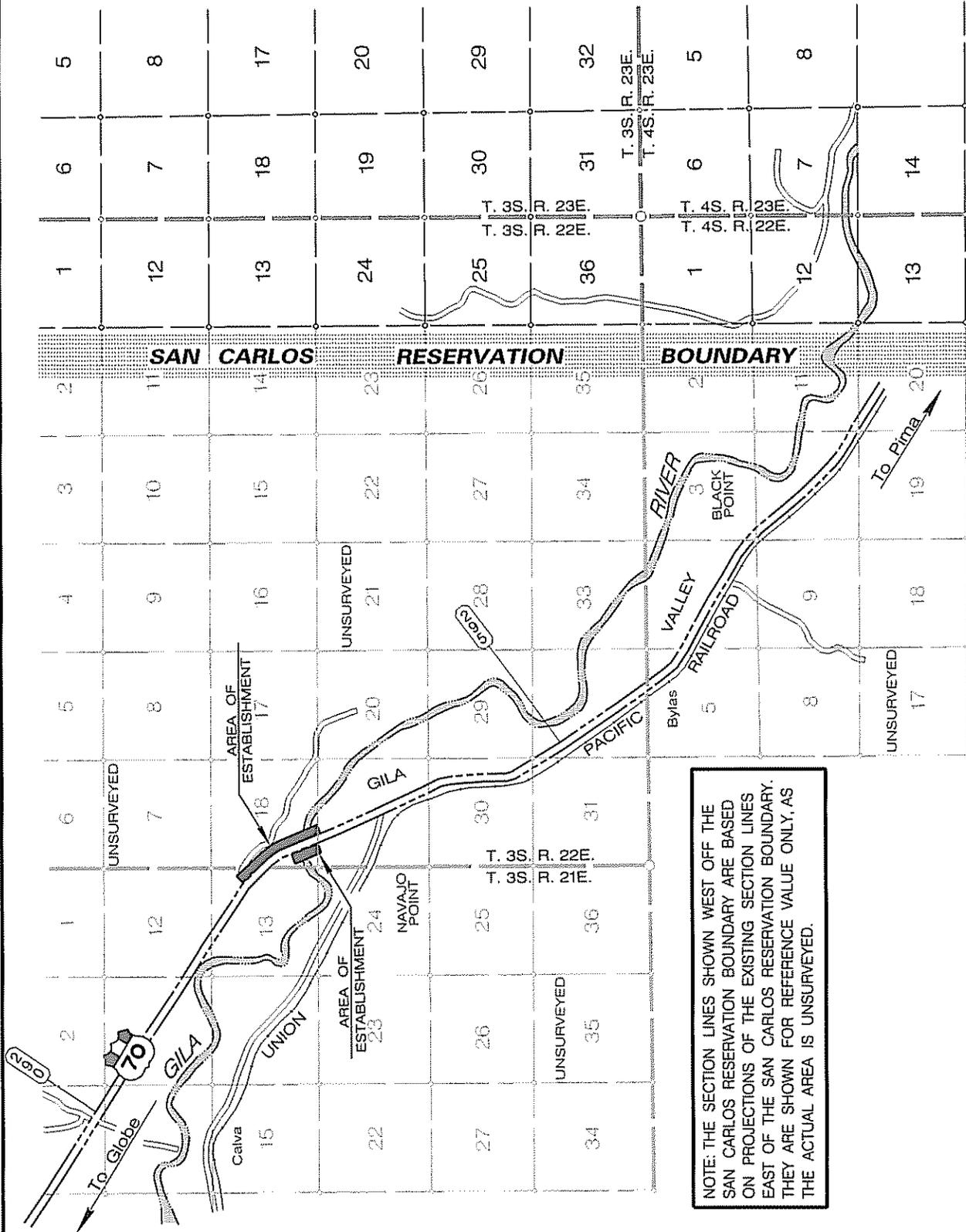
FEB 18, 2011 SHEET 1 OF 2

APPENDIX "A"

A REPLICABLE 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



District S



NOTE: THE SECTION LINES SHOWN WEST OFF THE SAN CARLOS RESERVATION BOUNDARY ARE BASED ON PROJECTIONS OF THE EXISTING SECTION LINES EAST OF THE SAN CARLOS RESERVATION BOUNDARY. THEY ARE SHOWN FOR REFERENCE VALUE ONLY, AS THE ACTUAL AREA IS UNSURVEYED.

AREA OF ESTABLISHMENT

APPENDIX "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

070 GH 288 H6910 01R
 GLOBE-LORDSBURG HIGHWAY
 Gila River Bridge, Bypass
 Graham County
 FEB 18, 2011 SHEET 2 OF 2

February 18, 2011

RES. NO. 2011-02-A-009
PROJECT: 017MA205H788701R
HIGHWAY: PHOENIX - CORDES JCT.
SECTION: Bethany Home Rd. - Northern Ave.
ROUTE NO.: Interstate Route 17
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 Interstate Route 17 within the above referenced project.

The existing alignment was previously established by Arizona Highway Commission Resolution dated May 19, 1936 of the Official Minutes, page 587, as a state route and state highway and designated S.R. 69 by the Official Minutes of the same date at page 624; subsequently it was redesignated to Interstate Route 17; thereafter Arizona Transportation Board Resolution 2010-06-A-047, dated June 18, 2010, established additional right of way as a state route for this imminent improvement project.

Additional right of way is now needed due to design changes. The construction phase is imminent and it is necessary to establish and acquire the additional right of way as a state route and state highway for this improvement project.

The additional 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, PHOENIX - CORDES JCT. Highway, Project 017MA205H788701R."

February 18, 2011

RES. NO. 2011-02-A-009
PROJECT: 017MA205H788701R
HIGHWAY: PHOENIX - CORDES JCT.
SECTION: Bethany Home Rd. - Northern Ave.
ROUTE NO.: Interstate Route 17
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.

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, 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

February 18, 2011

RES. NO. 2011-02-A-009
PROJECT: 017MA205H788701R
HIGHWAY: PHOENIX - CORDES JCT.
SECTION: Bethany Home Rd. - Northern Ave.
ROUTE NO.: Interstate Route 17
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on February 18, 2011 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 Interstate Route 17 as set forth in the above referenced project.

The additional 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, PHOENIX - CORDES JCT. Highway, Project 017MA205H788701R."

WHEREAS establishment and acquisition of the additional 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 additional right of way as a state route and state highway needed for this improvement; and

February 18, 2011

RES. NO. 2011-02-A-009
PROJECT: 017MA205H788701R
HIGHWAY: PHOENIX - CORDES JCT.
SECTION: Bethany Home Rd. - Northern Ave.
ROUTE NO.: Interstate Route 17
ENG. DIST.: Phoenix
COUNTY: Maricopa

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.

February 18, 2011

RES. NO. 2011-02-A-009
PROJECT: 017MA205H788701R
HIGHWAY: PHOENIX - CORDES JCT.
SECTION: Bethany Home Rd. - Northern Ave.
ROUTE NO.: Interstate Route 17
ENG. DIST.: Phoenix
COUNTY: Maricopa

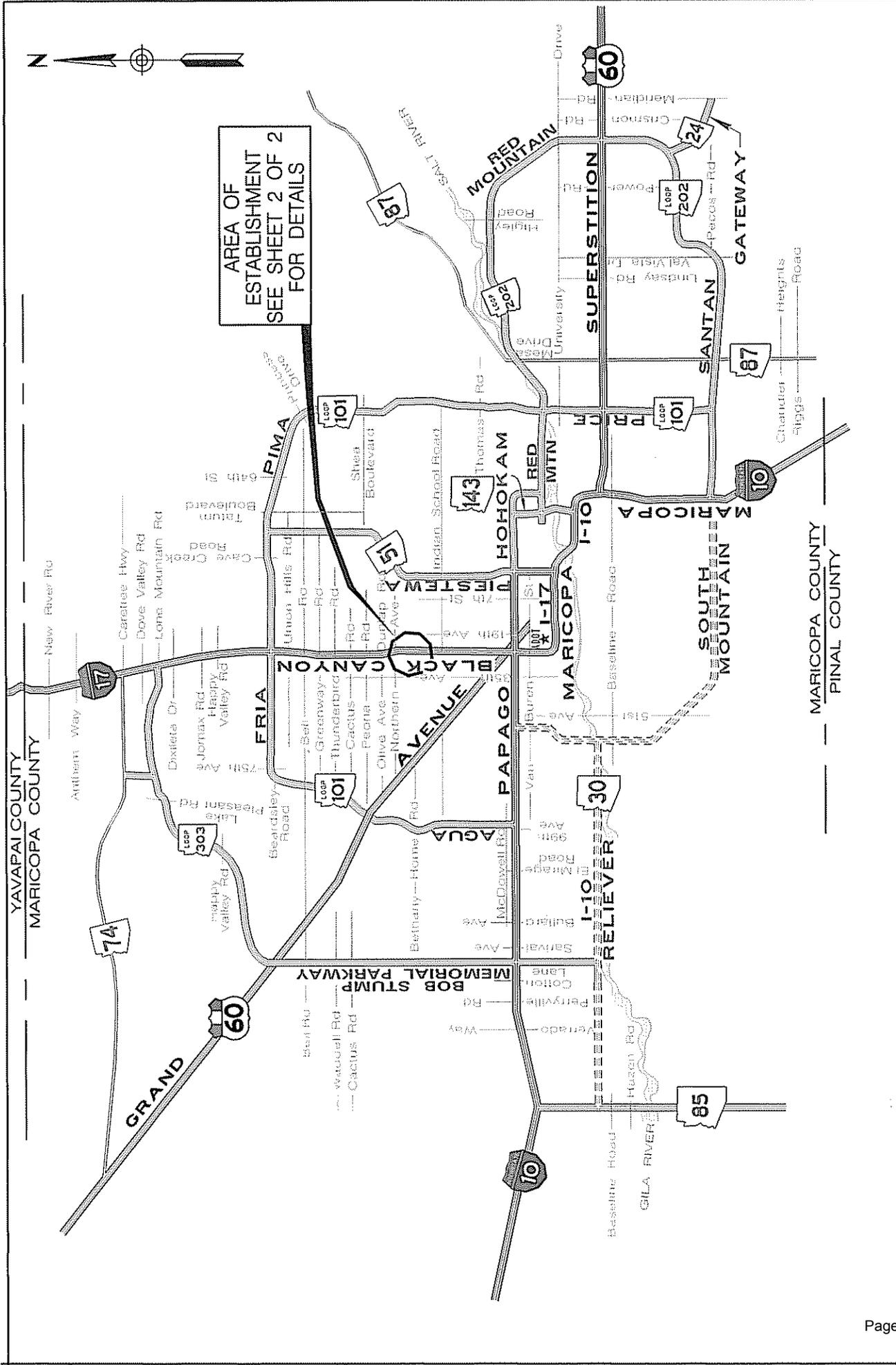
CERTIFICATION

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 February 18, 2011.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on February 18, 2011.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA
Department of Transportation
John S. Halikowski
Director



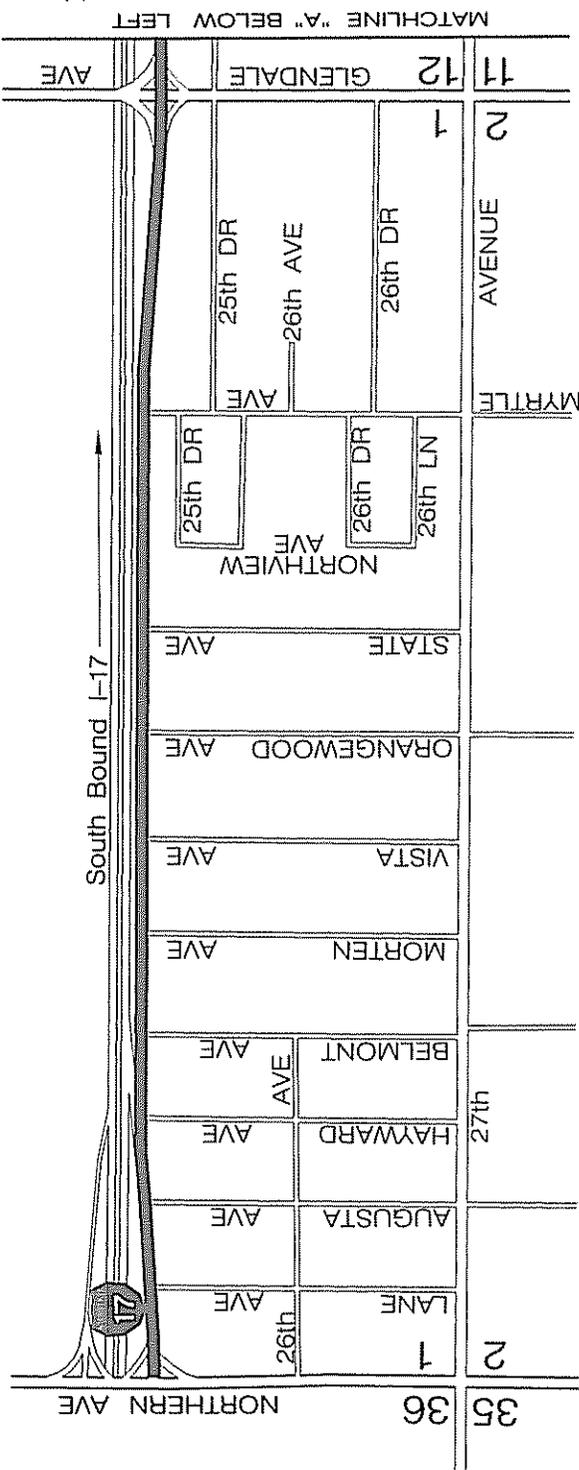
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

017 MA 205 H7887 01R
PHOENIX - CORDES JCT HIGHWAY
Bethany Home Road - Northern Avenue
Maricopa County
FEB 18, 2011 SHEET 1 OF 2

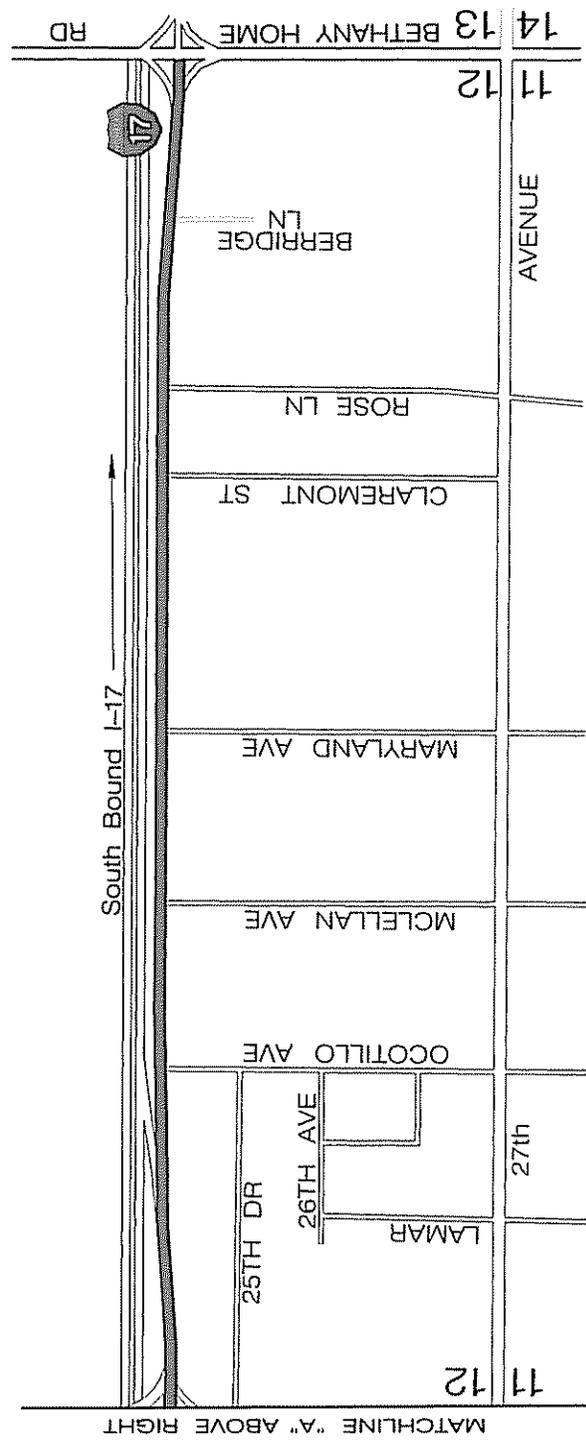
APPENDIX "A"

A REPLICABLE 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

T.2 N. R.2 E. N



T.2 N. R.2 E. N



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"

017 MA 205 H7887 01R
 PHOENIX - CORDES JCT HIGHWAY
 Bethany Home Road - Northern Avenue
 Maricopa County
 FEB 18, 2011 SHEET 2 OF 2

February 18, 2011

RES. NO. 2011-02-A-010
PROJECT: 101LMA001H555101R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: S.R. 101L HOV Lanes, I-10 to Tatum Blvd.
ROUTE NO.: State Route 101 Loop
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 and improvement of State Route 101 Loop within the above referenced project.

The existing alignment was previously accepted and taken into the State System by Arizona Transportation Board Resolution dated February 3, 1978, page 80; Resolution 84-08-A-046, dated August 24, 1984, established this portion as a State Route Plan and was included in the Five Year Construction Program; Resolution 87-05-A-40, dated May 22, 1987 established additional right of way as a state route and state highway; and Resolution 87-11-A-105, dated December 18, 1987, redesignated State Route 417 as State Route 101 Loop; thereafter, various Resolutions established additional right of way for improvements thereof.

New right of way is now needed to construct HOV Lanes and noise walls. 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 "15% Design Plans, dated February 2010, AGUA FRIA FREEWAY."

February 18, 2011

RES. NO. 2011-02-A-010
PROJECT: 101LMA001H555101R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: S.R. 101L HOV Lanes, I-10 to Tatum Blvd.
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

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.

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

February 18, 2011

RES. NO. 2011-02-A-010
PROJECT: 101MA001H555101R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: S.R. 101L HOV Lanes, I-10 to Tatum Blvd.
ROUTE NO.: S.R. 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on February 18, 2011, 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 101 Loop 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 "15% Design Plans, dated February 2010, AGUA FRIA FREEWAY."

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

February 18, 2011

RES. NO. 2011-02-A-010
PROJECT: 101LMA001H555101R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: S.R. 101L HOV Lanes, I-10 to Tatum Blvd.
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

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.

February 18, 2011

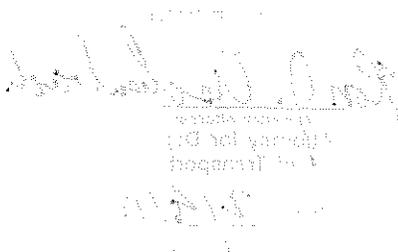
RES. NO. 2011-02-A-010
PROJECT: 101LMA001H555101R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: S.R. 101L HOV Lanes, I-10 to Tatum Blvd.
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

CERTIFICATION

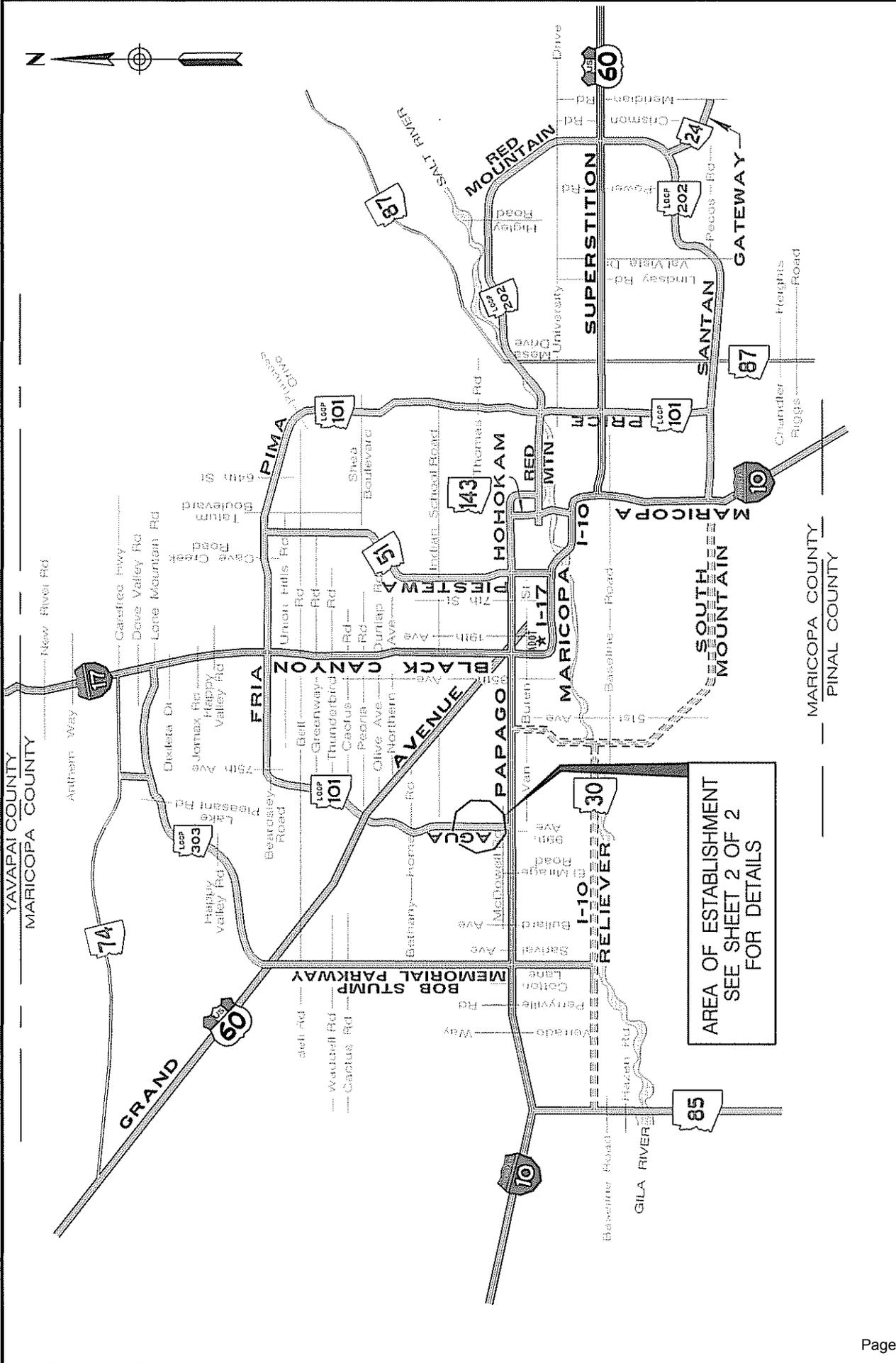
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on February 18, 2011.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on February 18, 2011.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation



The image shows a handwritten signature in dark ink, which appears to be "John S. Halikowski". Below the signature is a faint, circular official seal of the Arizona Department of Transportation. The seal contains the text "ARIZONA DEPARTMENT OF TRANSPORTATION" around the perimeter and "STATE OF ARIZONA" at the bottom. The center of the seal is mostly illegible due to fading.



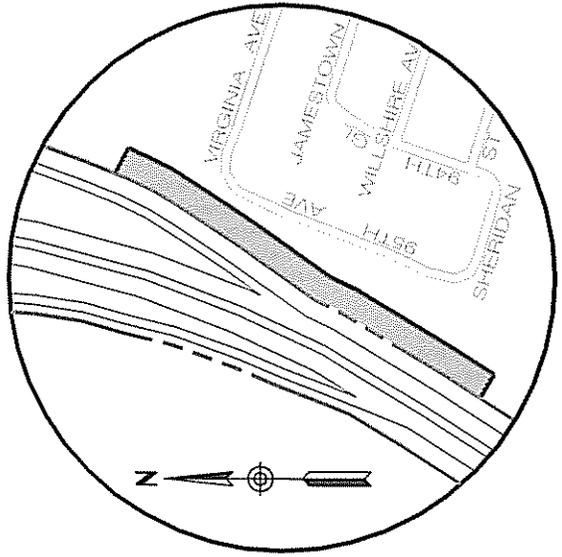
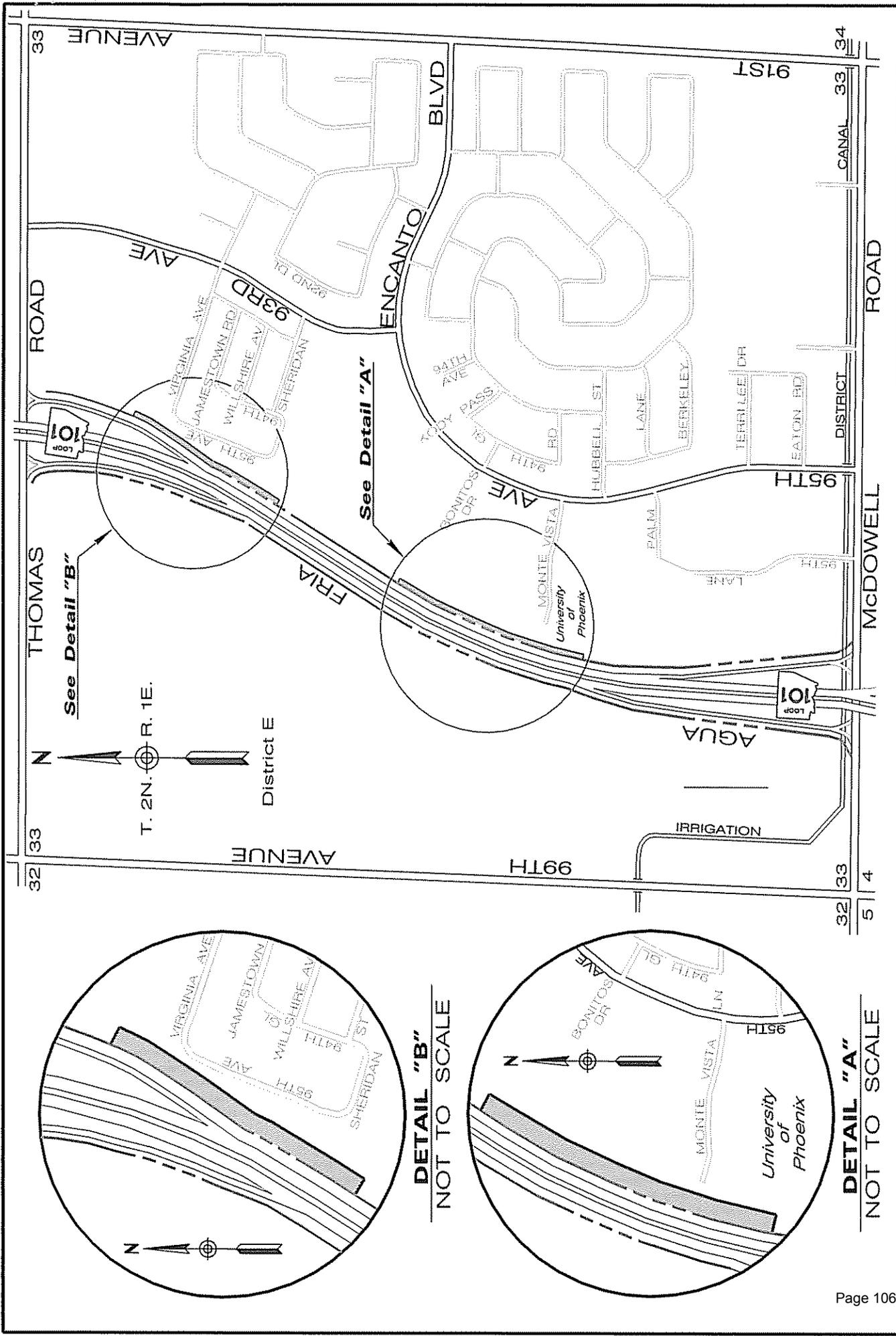
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

101L MA 001 H5551 01R
AGUA FRIA FREEWAY
SR 101L HOV Lanes, I-10 to Tatum Blvd
Maricopa County

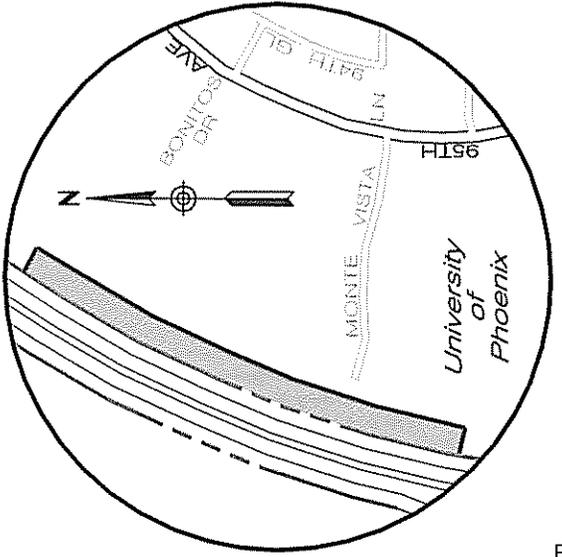
APPENDIX "A"

FEB 18, 2011 SHEET: 1 OF 2

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



DETAIL "B"
NOT TO SCALE



DETAIL "A"
NOT TO SCALE

101L MA 001 H5551 01R
 AGUA FRIA FREEWAY
 SR 101L HOV Lanes, I-10 to Tatum Blvd
 Maricopa County

AREA OF ESTABLISHMENT

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

FEB 18, 2011 SHEET 2 OF 2

February 18, 2011

RES. NO. 2011-02-A-011
PROJECT: 101LMA009H555102R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Olive Avenue
ROUTE NO.: State Route 101 Loop
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 new right of way as a state route and state highway for the improvement of State Route 101 Loop within the above referenced project.

The existing alignment was previously accepted and taken into the State System by Arizona Transportation Board Resolution dated February 3, 1978, page 80; Resolution 84-08-A-046, dated August 24, 1984, established this portion as a State Route Plan and was included in the Five Year Construction Program; Resolution 87-05-A-40, dated May 22, 1987 established additional right of way as a state route and state highway; and Resolution 87-11-A-105, dated December 18, 1987, redesignated State Route 417 as State Route 101 Loop; thereafter, various Resolutions established additional right of way for improvements thereof.

New right of way is now needed for widening improvements in accordance with the Intergovernmental Agreement No. 09-179-I dated January 13, 2010. 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, AGUA FRIA FREEWAY, Project 101LMA009H555102R."

February 18, 2011

RES. NO. 2011-02-A-011
PROJECT: 101LMA009H555102R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Olive Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

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

February 18, 2011

RES. NO. 2011-02-A-011
PROJECT: 101LMA009H55502R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Olive Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on February 18, 2011, 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 State Route 101 Loop 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, AGUA FRIA FREEWAY, Project 101LMA009H555102R."

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

February 18, 2011

RES. NO. 2011-02-A-011
PROJECT: 101LMA009H555102R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Olive Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

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.

February 18, 2011

RES. NO. 2011-02-A-011
PROJECT: 101LMA009H555102R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Olive Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

CERTIFICATION

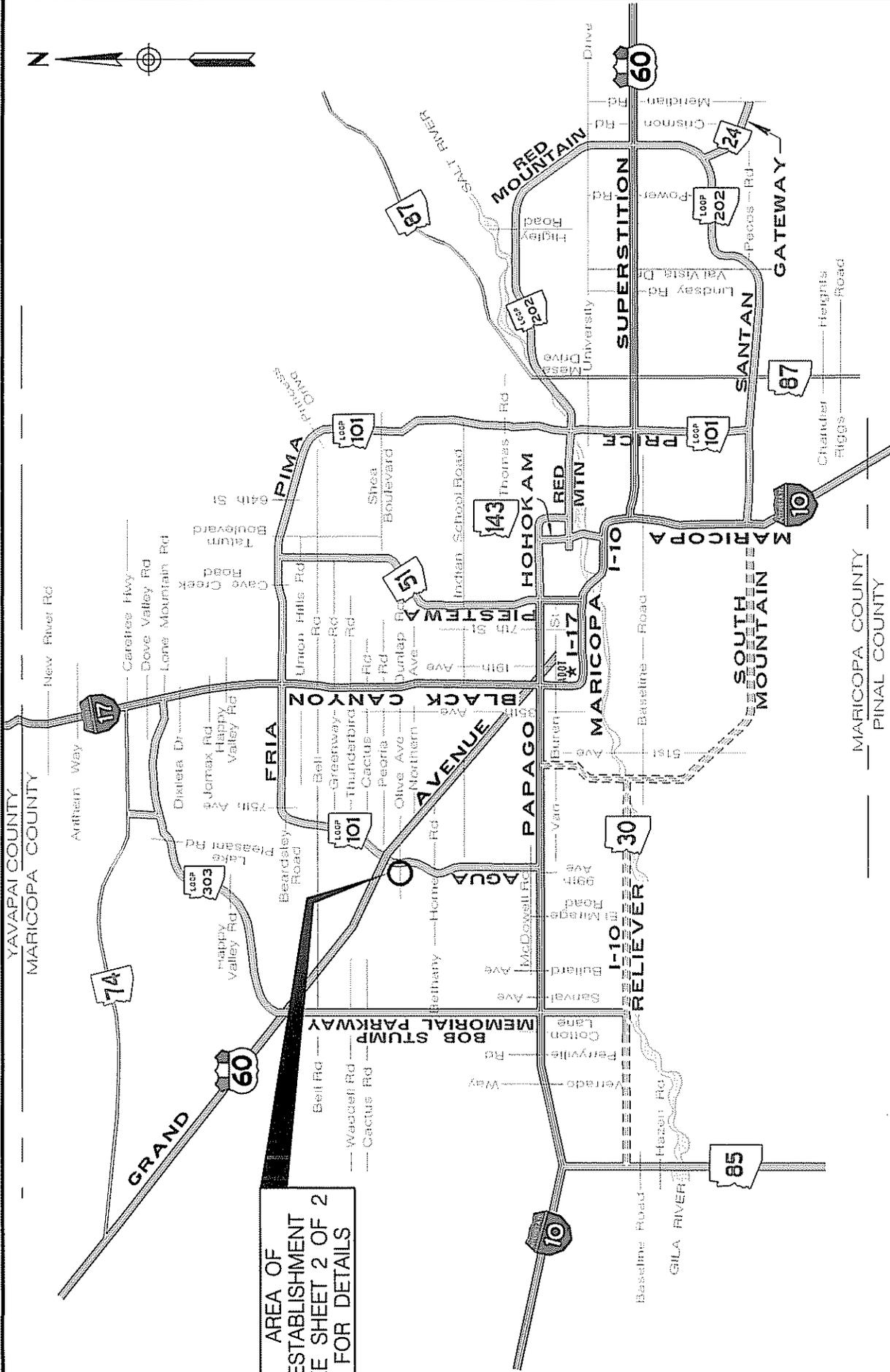
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on February 18, 2011.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on February 18, 2011.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

John S. Halikowski
Director
Arizona Department of Transportation
2/18/11

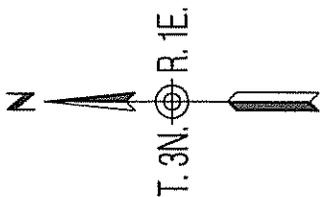


AREA OF
ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

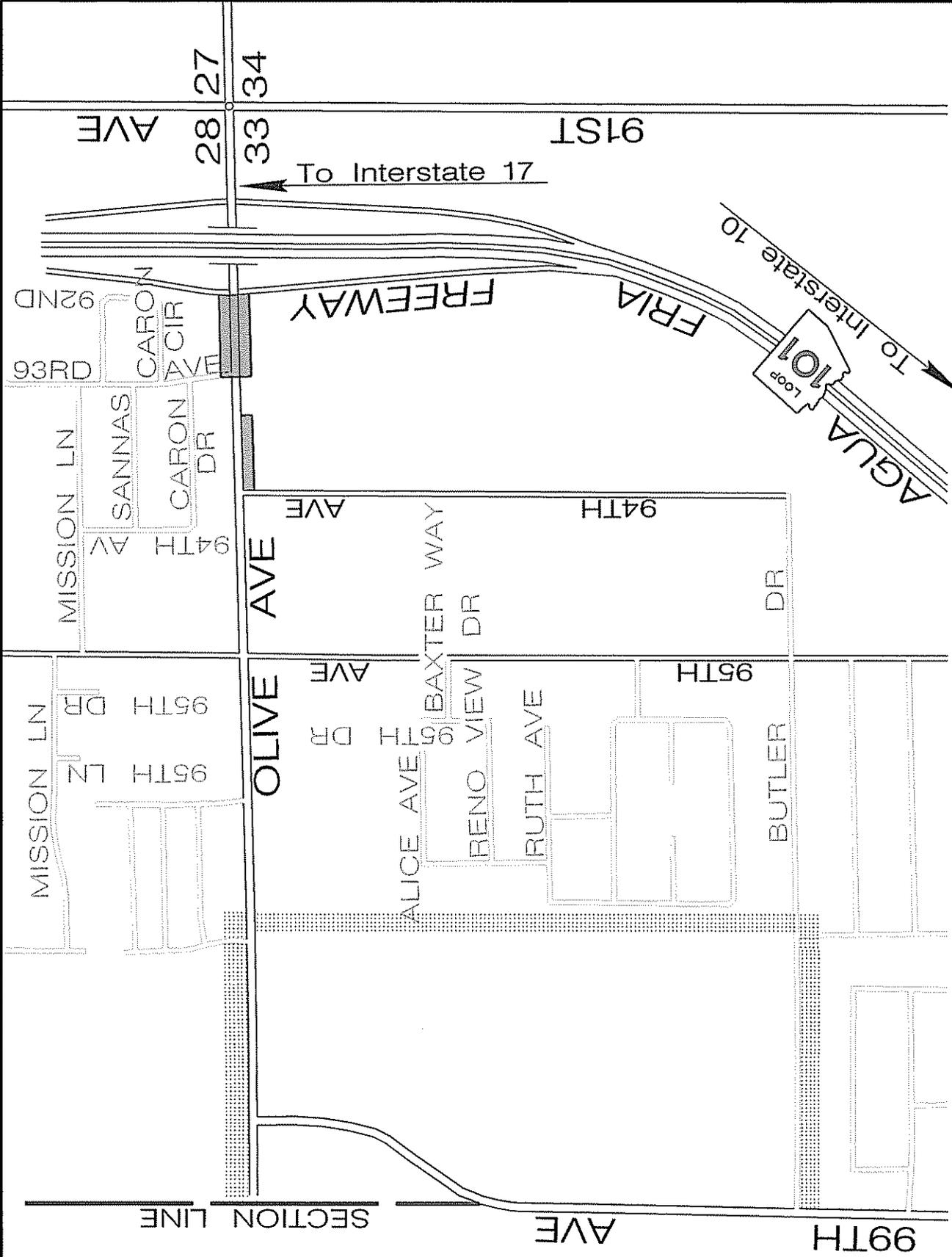
101L MA 009 HH5551 02R
AGUA FRIA FREEWAY
Olive Avenue
Maricopa County
FEB 18, 2011 SHEET: 1 OF 2

APPENDIX "A"

A NEGIBLE 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



District E



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"

101L MA 009 HH5551 02R
 AGUA FRIA FREEWAY
 Olive Avenue
 Maricopa County
 FEB 18, 2011 SHEET 2 OF 2

February 18, 2011

RES. NO. 2011-02-A-012
PROJECT: I-17-2-805 / 017YV262H426901R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Cordes Junction T.I.
ROUTE NO.: Interstate Route 17
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 amended establishment and improvement of Interstate Route 17 within the above referenced project.

This portion was previously established as a state route and state highway by Arizona Transportation Board Resolution 2010-03-A-024.

Due to design change, the area to be acquired has been modified. It is now necessary to amend the previous resolution to show the design change.

The amended right of way 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, PRESCOTT - CORDES JUNCTION Highway, Project I-17-2-805 / 017YV262H426901R."

In the interest of public safety, necessity, and convenience, I recommend the amendment of Resolution 2010-03-A-024, dated March 19, 2010, recorded April 01, 2010 in Document No. 2010-4382902, Yavapai County Recorder's Office and that the modified area of right of way depicted in Appendix "A" be established and improved as a state route and state highway.

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

February 18, 2011

RES. NO. 2011-02-A-012
PROJECT: I-17-2-805 / 017YV262H426901R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Cordes Junction T.I.
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Yavapai

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

February 18, 2011

RES. NO. 2011-02-A-012
PROJECT: I-17-2-805 / 017YV262H426901R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Cordes Junction T.I.
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Yavapai

AMENDED RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on February 18, 2011, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the amendment of 2010-03-A-024, dated March 19, 2010, to show a design change.

The amended right of way 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, PHOENIX - CORDES JUNCTION Highway, Project I-17-2-805 / 017YV262H426201R."

WHEREAS the design change requires a modification of the area to be acquired; and

WHEREAS public safety, necessity and convenience require the recommended amendment of Resolution 2010-03-A-024 to show said design change; therefore, be it

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

RESOLVED that Resolution 2010-03-A-024 is hereby amended, and that the modified area of right of way is designated an access controlled state route and state highway; be it further

February 18, 2011

RES. NO. 2011-02-A-012
PROJECT: I-17-2-805 / 017YV262H426901R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Cordes Junction T.I.
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Yavapai

RESOLVED that the Director is authorized to acquire by lawful means, including exchanges, in accordance with Arizona Revised Statutes Section 28-7092, an estate in fee, 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 secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire the lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

February 18, 2011

RES. NO. 2011-02-A-012
PROJECT: I-17-2-805 / 017YV262H426901R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Cordes Junction T.I.
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Yavapai

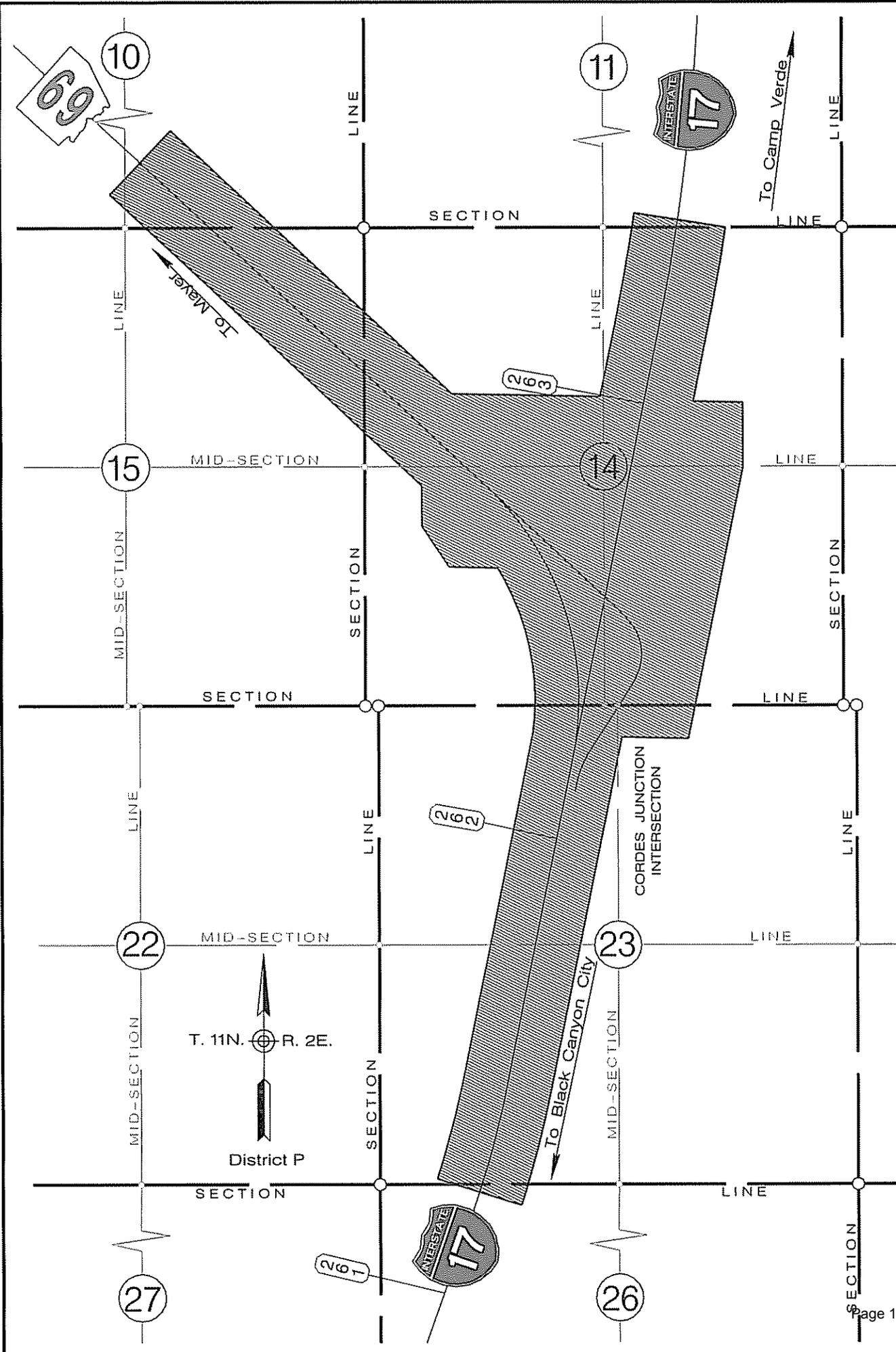
CERTIFICATION

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 February 18, 2011.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on February 18, 2011.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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



017 YV 262 H4269 01R
 PHOENIX-CORDES JUNCTION HWY
 Cordes Junction T.I.
 Yavapai County

AREA OF
 AMENDED
 ESTABLISHMENT

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

FEB 18, 2011 SHEET 2 OF 2

FY 2011 - 2015 Transportation Facilities Construction Program Requested Modifications

***ITEM 8a:**

ROUTE NO: SR 87 @ MP 218.0

COUNTY: Gila

DISTRICT: Prescott

SCHEDULE: New Project Request

SECTION: NB & SB MP 218 to MP 224

TYPE OF WORK: Pavement Preservation

ADVERTISEMENT DATE: To Be Determined

PROGRAM AMOUNT: New Project

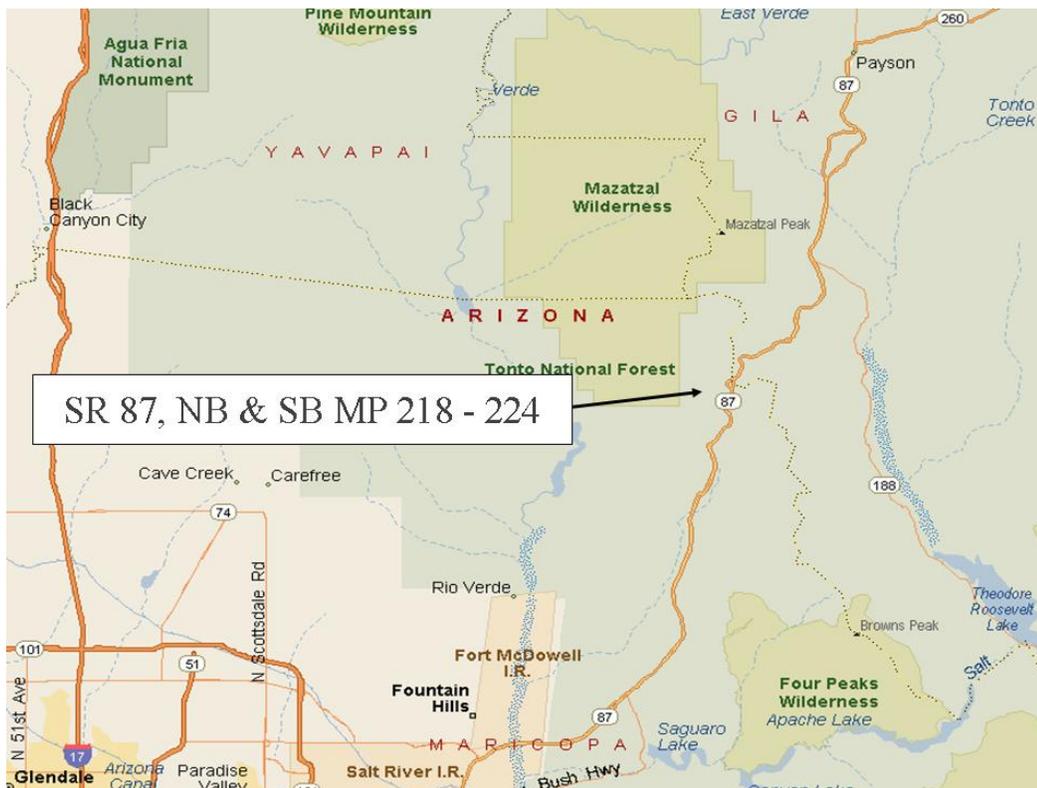
PROJECT MANAGER: Michael Andazola

PROJECT: H827201C

REQUESTED ACTION: Establish a new pavement preservation project in the 2011 Highway Construction Program for \$3,500,000. Project is six miles in length. **Funds are available from FY 2011 Pavement Preservation Fund #72511.**

NEW PROGRAM AMOUNT:

\$ 3,500,000



***ITEM 8b:**

ROUTE NO: US 89 @ MP 424.0

COUNTY: Coconino

DISTRICT: Flagstaff

SCHEDULE: New Project Request

SECTION: Campbell Rd - Lennox Rd.

TYPE OF WORK: Emergency Drainage Repairs

ADVERTISEMENT DATE: To Be Determined

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Rod Collins

PROJECT: H820801C

REQUESTED ACTION: Establish a new drainage project in the 2011 Highway Construction Program for \$3,300,000. **Funds are available from the Federal Emergency Relief Program.**

NEW PROGRAM AMOUNT:

\$ 3,300,000



***ITEM 8c:**

ROUTE NO: I-19 @ MP 0.0

COUNTY: Santa Cruz

DISTRICT: Tucson

SCHEDULE: FY 2011

SECTION: Nogales to I-10, MP 0.0 to MP 63.3

TYPE OF WORK: Sign Rehabilitation

ADVERTISEMENT DATE: April 2011

PROGRAM AMOUNT: New Project

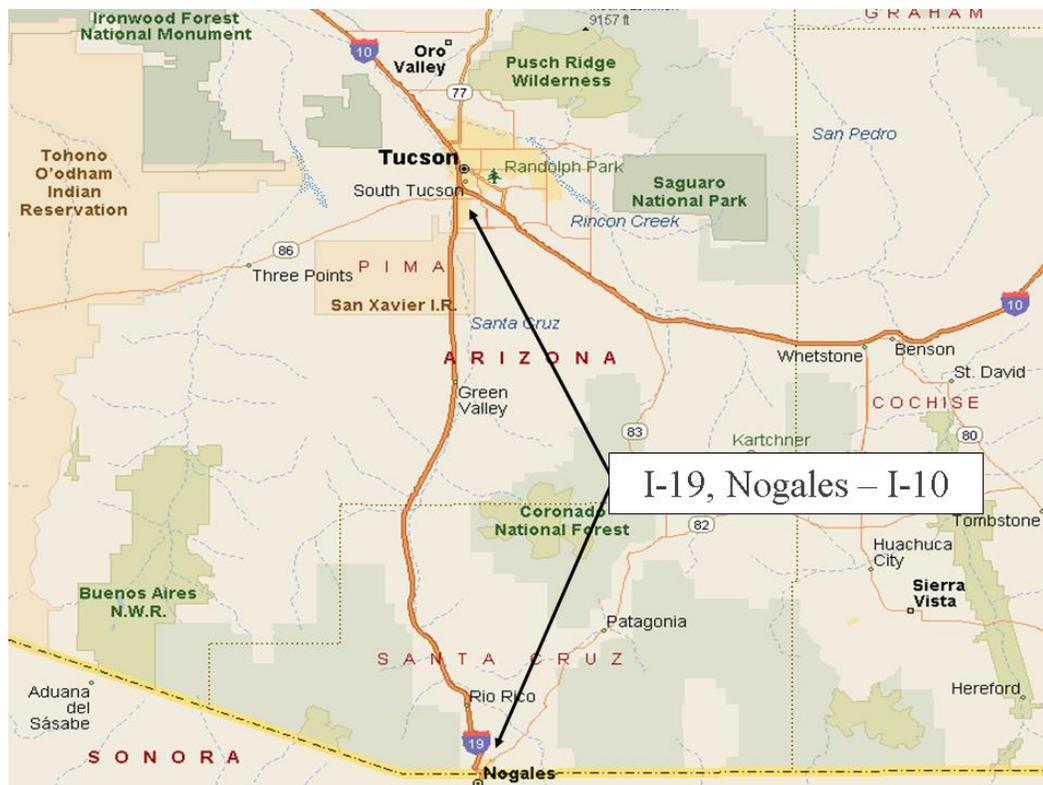
PROJECT MANAGER: Adulkarim Rashid

PROJECT: H750101C, Item #19709

REQUESTED ACTION: Establish a new project in the FY 2011 Highway Construction Program for \$2,200,000. **Funds are available from FY 2011 Sign Rehabilitation Fund #78311.**

NEW PROGRAM AMOUNT:

\$ 2,200,000



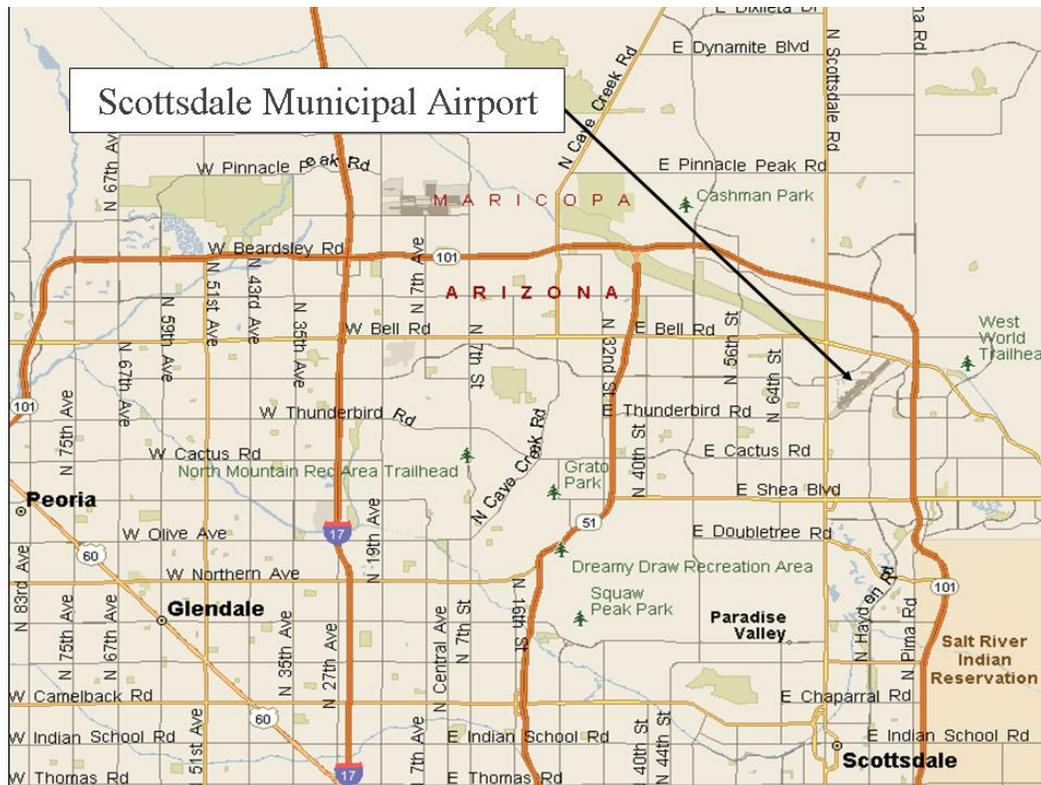
***ITEM 8d:**

ROUTE NO: SR 189 @ MP 0.0
 COUNTY: Santa Cruz
 DISTRICT: Tucson
 SCHEDULE: New Project Request
 SECTION: Mariposa Port of Entry
 TYPE OF WORK: Construct new parking area and buildings
 ADVERTISEMENT DATE: 02/28/2011
 PROGRAM AMOUNT: \$ 1,079,000
 PROJECT MANAGER: Orlando Jerez
 PROJECT: H790601C, Item #18006
 REQUESTED ACTION: Increase the construction project by \$3,150,000 to \$4,229,000 in the FY 2011 Highway Construction Program. **Funds are available from FY 2011 Coordinated Border Infrastructure Program #79611.**
 NEW PROGRAM AMOUNT: \$ 4,229,000



FY 2011-2015 Airport Development Program – Requested Modifications

*ITEM 8e:	AIRPORT NAME:	Scottsdale	
	SPONSOR:	City of Scottsdale	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2011 – 2015	
	PROJECT #:	E1S47	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Nancy Wiley	
	PROJECT DESCRIPTION:	Runway Safety Area Improvements	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:		\$0
		FAA	
		Sponsor	\$40,000
		State	\$360,000
		<i>Total Program</i>	\$400,000



*ITEM 8f:	AIRPORT NAME:	Wickenburg Municipal	
	SPONSOR:	Town of Wickenburg	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2011 – 2015	
	PROJECT #:	E1F46	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Kenneth Potts	
	PROJECT DESCRIPTION:	Update Airport Master Plan Study	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:		
		FAA	\$210,000
		Sponsor	\$5,526
		State	\$5,527
		<i>Total Program</i>	\$221,053





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

1. PRB MEETING DATE:01/18/2011
2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 01/18/2011 **4. Project Manager / Presenter Information:** Mike Andazola (602) 712-7629
5. Form Created By: Mike Andazola 9235 Proj Mgmt Grp-Const Chrgs 205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name: SR 87 NB & SB MP 218 - MP 224 **7. Type of Work:** Pavement Preservation
8. CPS Id: **9. District:** Prescott **10. Route:** 87 **11. County:** Gila **12. Beg MP:** 218 **13. TRACS #:** _H827201C **14. Len (mi.):** 6 **15. Fed ID #:** TBA
(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):**
18. Current Approved Program Budget (in \$000): 0 **18a. (+/-) Program Budget Request (in \$000):** 3,500 **18b. Total Program Budget After Request (in \$000):** 3,500

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 3,500	Fund Item #: 72511
Comments:	Details:	Comments: Preliminary Estimate may change...	Details: 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:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 2011
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to: TBD
23. Current Bid Adv Date:	23a. Request Bid Adv Date to: TBD

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish pavement preservation project. Project will be advertised along with the ER project H8072 01C

26. JUSTIFICATION:

Pavement is distressed through the area

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.

APPROVED/RECOMMENDED ACTIONS:
Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED
Page 127 of 193



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

1. PRB MEETING DATE:01/18/2011

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:

01/18/2011

4. Project Manager / Presenter Information:

Rod Collins

(602) 712-7980

5. Form Created By:

Rod Collins

9560 Design Prog Mgmt Section

205 S 17th Ave, 113E, 615E

PROJECT INFORMATION

6. Project Location / Name:

Campbell Ave. to Lenox Rd.

7. Type of Work:

Drainage Repair

8. CPS Id:

XR1K

9. District:

Flagstaff

10. Route:

89

11. County:

Coconino

12. Beg MP:

424.0

13. TRACS #:

H820801C

14. Len (mi.):

5.0

15. Fed ID #:

ER
89-C(203)A

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):

3,300

18b. Total Program Budget

After Request (in \$000):

3,300

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

Comments:

3,300

Emergency Funding approved
by FHWA on Sept. 22, 2010.

Fund Item #:

Details:

ER

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:

22. Current Bid Pkg Ready Date:

02/25/2011

23. Current Bid Adv Date:

03/01/2011

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

FY11

22a. Request Bid Pkg Ready Date to:

TBD

23a. Request Bid Adv Date to:

TBD

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

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 IV

Have MATERIALS Memo?NA

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Request funding for ER Drainage Repairs on SR 89 north of Flagstaff. In July 2010 the Shultz Fire damaged much of the vegetation along Shultz Pass in northeast Flagstaff. The damage resulted in considerable increased drainage in the area resulting in extensive flooding of SR 89 and the surrounding area. This project is to repair, restore and improve the drainage system along SR 89 to help prevent further adverse affects to the highway structure.

26. JUSTIFICATION:

This is an interim project to restore and improve the present drainage system within ADOT Right of Way along SR 89. A later more extensive project is proposed to include surrounding areas after a comprehensive drainage study/plan has been completed.

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 2/2/2011 .

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:01/25/2011

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:

01/26/2011

4. Project Manager / Presenter Information:

Karim Rashid

(602) 712-7602

5. Form Created By:

Karim Rashid

9630 Traffic Design/Studies Team

1615 W Jackson St, Ste 900, 063R

PROJECT INFORMATION

6. Project Location / Name:

I-19, NOGALES TO I-10, MP 0.00 – 63.3

7. Type of Work:

SIGN REHAB - REPLACE PANELS OR SIGNS

8. CPS Id:

O1J

9. District:

Tucson

10. Route:

19

11. County:

Pima

12. Beg MP:

0.0

13. TRACS #:

H750101C

14. Len (mi.):

63.3

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

0

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

19709

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

2,200

18b. Total Program Budget

After Request (in \$000):

2,200

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 2,200

Comments:

IM funds

Fund Item #: 78311

Details:

FY:2011-SIGN
REHABILITATION-Sign
Rehabilitation

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:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

2011

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

03/15/2011

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?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish a new sign rehabilitation project.

26. JUSTIFICATION:

This sign rehabilitation project will address the signing needs for I-19 in addition to updating the sign panel sheeting, using clearview lettering, and implementing breakaway sign posts, which will make all signs conform to the current Federal & State Standards.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

None

28. OTHER ALTERNATIVES:

NA

REQUESTED ACTIONS:
Change in FY.
Update/Establish Schedule.
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:01/25/2011

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:

01/25/2011

4. Project Manager / Presenter Information:

Orlando Jerez

(602) 712-7187

5. Form Created By:

Orlando Jerez

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295,

PROJECT INFORMATION

6. Project Location / Name:

MARIPOSA PORT OF ENTRY, NOGALES

7. Type of Work:

CONSTRUCT NEW PARKING AREA & BUILDINGS

8. CPS Id:

DH1G

9. District:

Tucson

10. Route:

189

11. County:

Santa Cruz

12. Beg MP:

0.0

13. TRACS #:

H790601C

14. Len (mi.):

0.1

15. Fed ID #:

CBI

PROJECT REQUEST SUMMARY

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

1,079

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

18006

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

3,150

18b. Total Program Budget

After Request (in \$000):

4,229

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,079

Fund Item #: 18006

Comments:
PORT OF ENTRY

Details:
FY:2011-MARIPOSA PORT
OF ENTRY,
NOGALES-Construct new
parking area & road
improvements

Amount (in \$000): 3,150

Comments:

Fund Item #: 79611

Details:
FY:2011-COORDINATED
BORDER
INFRASTRUCTURE-Coordinat
ed Border Infrastructure

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:

TBD

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

02/25/2011

23a. Request Bid Adv Date to:

02/28/2011

ADDITIONAL DETAILS

24a. Scope Changed?Yes

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?Stage III

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

The following tasks will be added to the project and funding is needed for them:

Additional funds are needed to complete the construction of the Parking and Building Facilities \$1,725,000.00

New telephone/Data transfer system \$175,000.00

Automatic Vehicle identification and Machine vision technologies \$1,250,000.00

A total of \$3,150,000.00 is needed to complete the construction of the Mariposa Port of Entry.

26. JUSTIFICATION:

The new location of the building will be more efficient for the operation of the port of entry. A permanent building of block and mortar will reduce the cost of future maintenance. The existing shared telephone/Data Transfer system with GSA will be remove. To meet the needs of the port of entry users a new Automatic Vehicle Identification system is required. This will help track the trucks entering the port.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Update/Establish Schedule. Change in Scope. Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. 
--	--

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: SCOTTSDALE
 SPONSOR: CITY OF SCOTTSDALE
 CATEGORY: Reliever
 PROJECT NUMBER: 1S47
 AIP NUMBER:
 DATE: January 19, 2011

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Runway Safety Area Improvements	2011	\$360,000.00	\$40,000.00	\$0.00	\$400,000.00	136
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Sponsor is requesting a State grant to address Runway Safety Area issues identified by the FAA Runway Safety Action Team.						

Source of Funds:	2011 - State/Local Program (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$5,442,633	(\$1,018,422)	\$6,461,055	\$6,101,055

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: January 11, 2011

Aeronautics Representative:

Nancy Willey

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: February 2, 2011

State Transportation Board Action:

Approval Disapproval

Date: February 18, 2011

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: WICKENBURG MUNI
SPONSOR: TOWN OF WICKENBURG
CATEGORY: Public GA
PROJECT NUMBER: 1F46
AIP NUMBER: 3-04-0048-19-2010
DATE: January 11, 2011

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Update Airport Master Plan Study.	2011	\$5,527.00	\$5,526.00	\$210,000.00	\$221,053.00	76
Justification For Recommendation:						
Sponsor requests state match to FAA AIP 3-04-0048-19-2010.						

Source of Funds:	2011 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$5,353,250	\$4,202,331	\$1,150,919	\$1,145,392

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: December 28, 2010

Aeronautics Representative:



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: February 2, 2011

State Transportation Board Action:

Approval Disapproval

Date: February 18, 2011

STATE ENGINEER'S REPORT

January 2011

REVISED

The Status of Projects Under Construction report for January 2011 shows 123 projects under construction valued at \$1,103,609,987.48. The transportation board awarded 7 projects during January valued at approximately \$32.9 million.

During January the Department finalized 8 projects valued at \$37,902,705.48. 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 65 projects. The total cost of these 65 projects has exceeded the contractors bid amount by 7.6%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 5.1%.

MONTHLY CONSTRUCTION REPORT

Jan-11

PROJECTS UNDER CONSTRUCTION	123
MONETARY VALUE OF CONTRACTS	\$1,103,609,987.48
PAYMENTS MADE TO DATE	\$805,337,910.64
INTERSTATE	31
PRIMARY	66
<hr/>	
LOCAL GOVERNMENT	19
NON-FEDERAL AID	7
OTHER	0
CONTRACTS EXECUTED IN JANUARY 2011	12
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$150,313,399.68

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2011
 January, 2011

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
IM 017-A(010)A H521001C Working Days: 395 = 335 + 60 Days Used: 384	I-17, PEORIA TO BELL Phoenix District	19,069,411.49	MEADOW VALLEY CONTRACTORS, INC.	Low Bid = \$17,394,291.37 (\$1,675,120.12) or 8.78% under State Estimate	\$18,545,234.58	\$1,150,943.21	6.6 %
032-6-NFA H386802C Working Days: 550 Days Used: 550	WESTERN DR TO THOUSAND TRAILS Prescott District			Low Bid = \$14,238,190.00 (\$3,259,410.00) or 18.63% under State Estimate	\$16,421,666.16	\$2,183,476.16	15.3 %
TEA 095-A(005) H672801C Working Days: 85 Days Used: 85	SOMERTON, BINGHAI AVENUE Yuma District	17,497,600.00	AMES CONSTRUCTION, INC.	Low Bid = \$338,000.00 (\$202,507.20) or 37.47% under State Estimate	\$341,808.73	\$3,808.73	1.1 %
179-A-(200)A H702601C Working Days: 283 = 150 + 13 + 120 Days Used: 162	VILLAGE OF OAK CREEK Flagstaff District		K.A.Z. CONSTRUCTION, INC.	Low Bid = \$988,062.35 (\$289,029.65) or 22.63% under State Estimate	\$1,040,570.25	\$52,507.90	5.3 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2011
 January, 2011

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
087-B-(204)A H789301C Working Days: 45 Days Used: 45	SR 87 (SB), MP 230.63 TO 230.9 Prescott District	520,075.00	NESBITT CONTRACTING CO., INC.	Low Bid = (\$84,649.07) or 16.28% under State Estimate \$435,425.93	\$445,457.51	\$10,031.58	2.3 %
ARRA-191C(203)A H710001C Working Days: 80 Days Used: 80	US-191(CORONADO TRL)@MP 173.6 Safford District	328,005.60	BISON CONTRACTING CO., INC.	Low Bid = (\$7,450.60) or 2.27% under State Estimate \$320,555.00	\$307,512.02	(\$13,042.98)	-4.1 %
ARRA-GDY0(202)A SS75301C Working Days: 59 = 35 Days Used: 41	YUMA RD, GOODYEAR Phoenix District	547,005.00	NESBITT CONTRACTING CO., INC.	Low Bid = (\$32,087.50) or 5.87% under State Estimate \$514,917.50	\$525,644.28	\$10,726.78	2.1 %
ARRA-PAS0(201)A SS74101C Working Days: 50 Days Used: 43	RTE 4 (CALLE TORIM) AND RTE 10 Tucson District	285,571.35	A & S PAVING, INC.	Low Bid = \$10,198.47 or 3.57% over State Estimate \$295,769.82	\$274,811.94	(\$20,957.88)	-7.1 %

Completed Contracts (Fiscal Year 2011)

January, 2011

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 8	8	\$40,065,267.64	\$34,525,211.97	\$37,902,705.48
		<u>Monetary</u>		<u>Monetary</u>
		(\$5,540,055.67)		\$3,377,493.51

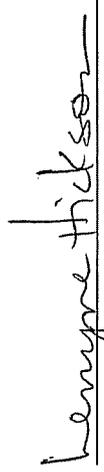
Accumulation to Date (FiscalYear 2011 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
63	\$489,125,198.69	\$473,435,388.67	\$509,290,479.77	\$35,855,091.10	7.6%

Prepared By:

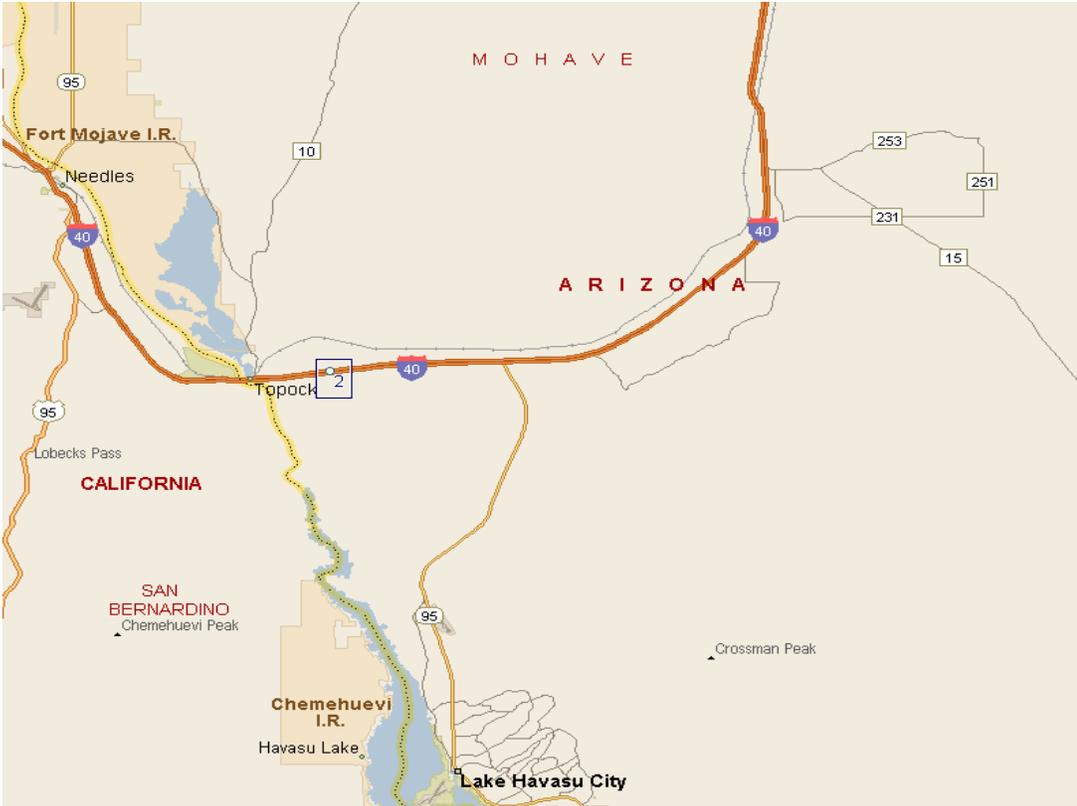
Yvonne Navarro
Field Reports Unit, X6849

Checked By:


Lenyne Hicks, Manager
Field Reports Unit, X7301

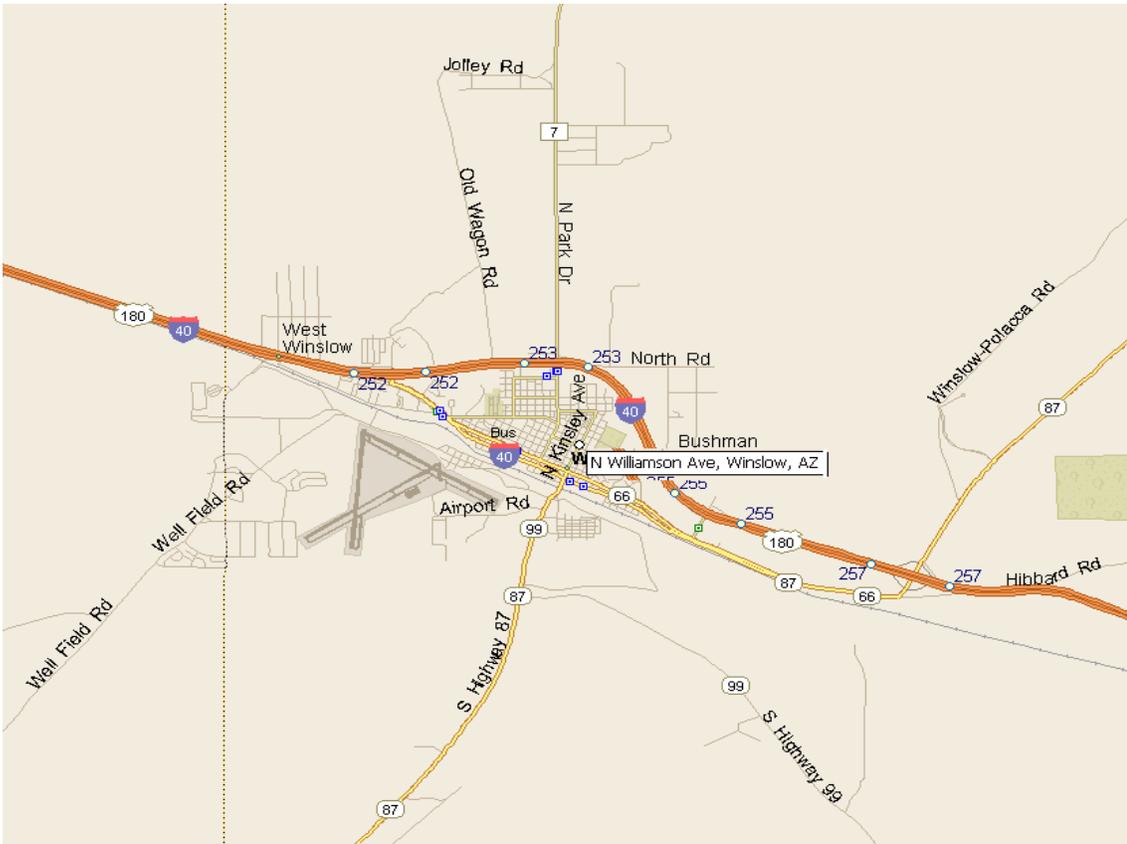
Interstate Federal-Aid (“A” “B”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations)

***ITEM 10a:** BIDS OPENED: January 21
HIGHWAY: TOPOCK – KINGMAN HIGHWAY (I-40)
SECTION: CA Border – Milepost 2.4
COUNTY: Mohave
ROUTE NO.: I-40
PROJECT: IM-040-0(205)A 040 MO 000 H766301C
FUNDING: 94% Federal 6% State
LOW BIDDER: FNF Construction, Inc.
AMOUNT: \$ 2,389,728.62
STATE AMOUNT: \$ 2,173,099.00
\$ OVER : \$ 216,629.62
% OVER: 10.0%
NO. BIDDERS: 4
RECOMMENDATION: AWARD

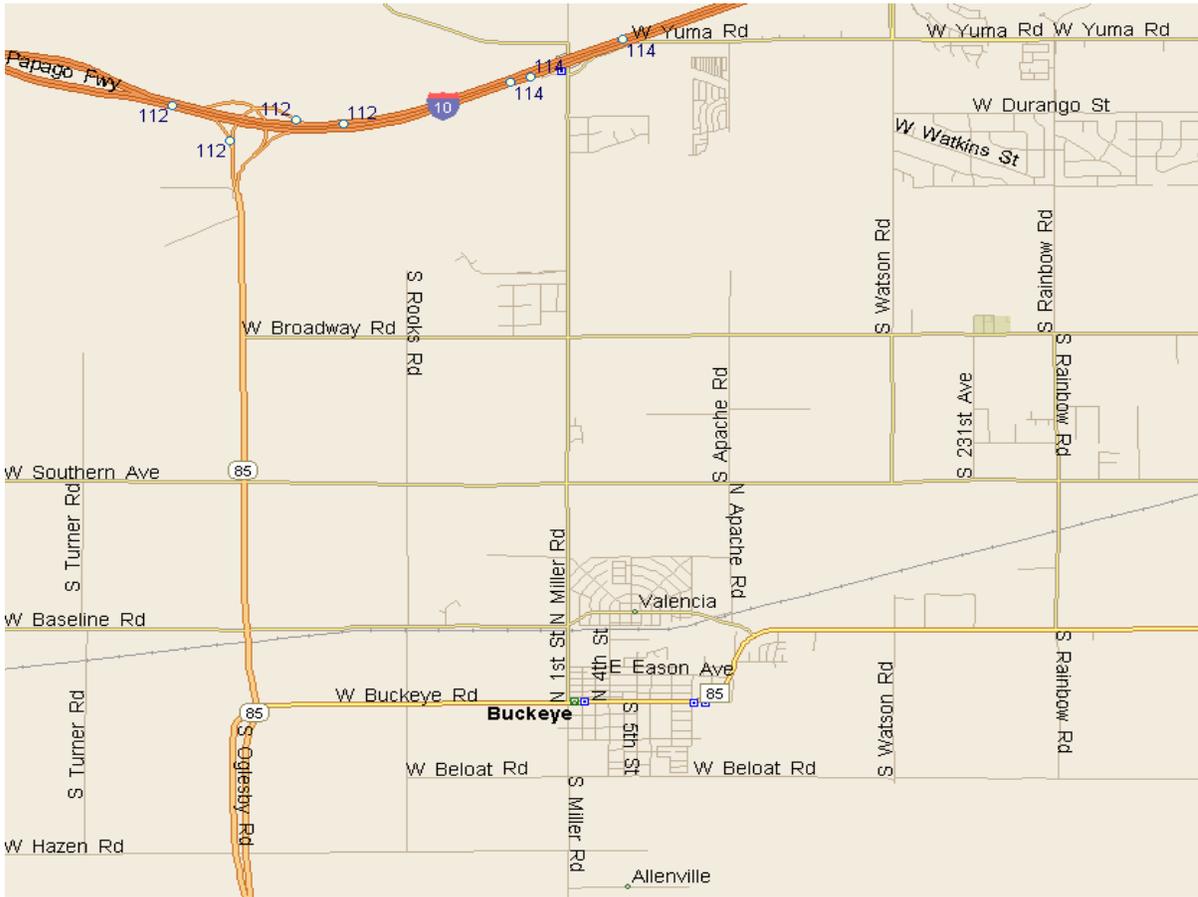


Federal-Aid (“A” “B”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations)

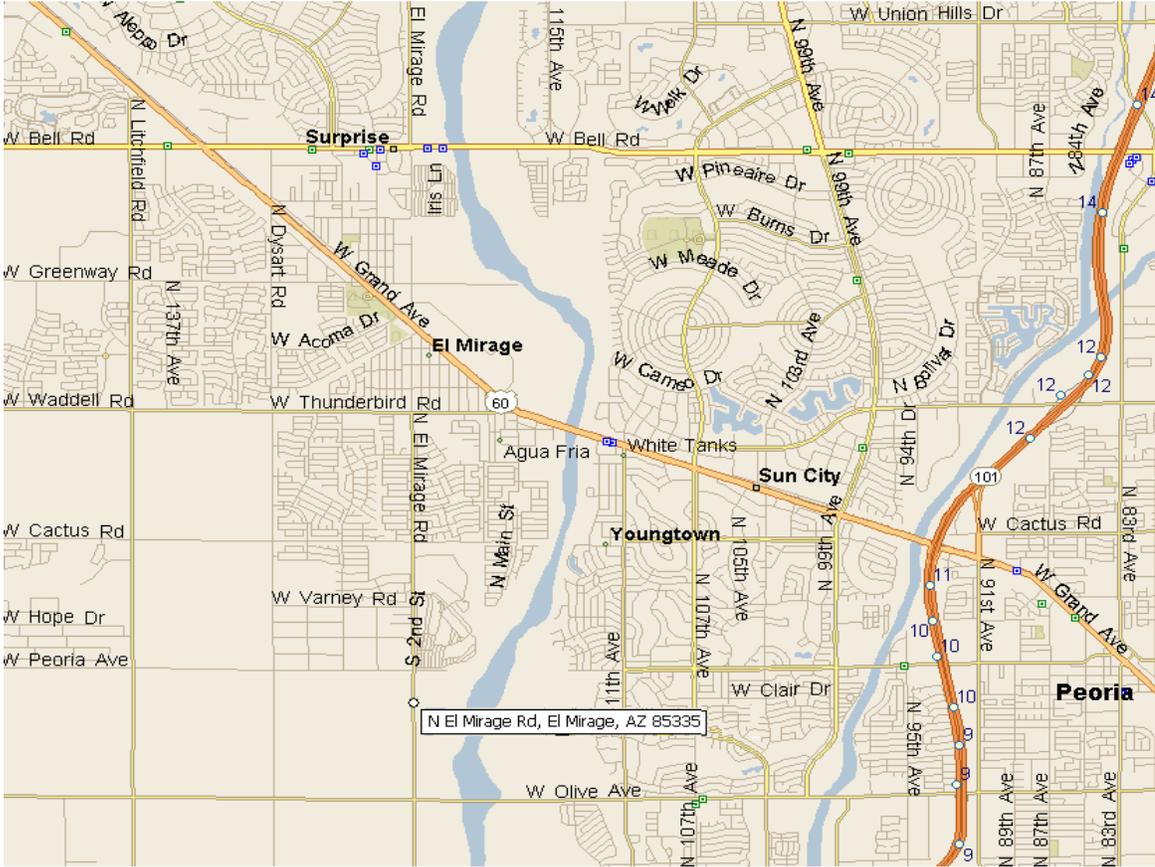
***ITEM 10b:** BIDS OPENED: January 28
HIGHWAY: WINSLOW BUSINESS ROUTE 40B
SECTION: B-40 at SR 87
COUNTY: Navajo
ROUTE NO.: B-40
PROJECT: STP-B40-E(210)A 040B NA 254 HX11201C
FUNDING: 94% Federal 6% State
LOW BIDDER: Michael J. Valente Contracting, Inc.
AMOUNT: \$ 817,375.00
STATE AMOUNT: \$ 785,245.00
\$ OVER: \$ 32,130.00
% OVER: 4.1%
NO. BIDDERS: 9
RECOMMENDATION: POSTPONE ACTION DUE TO BID PROTEST



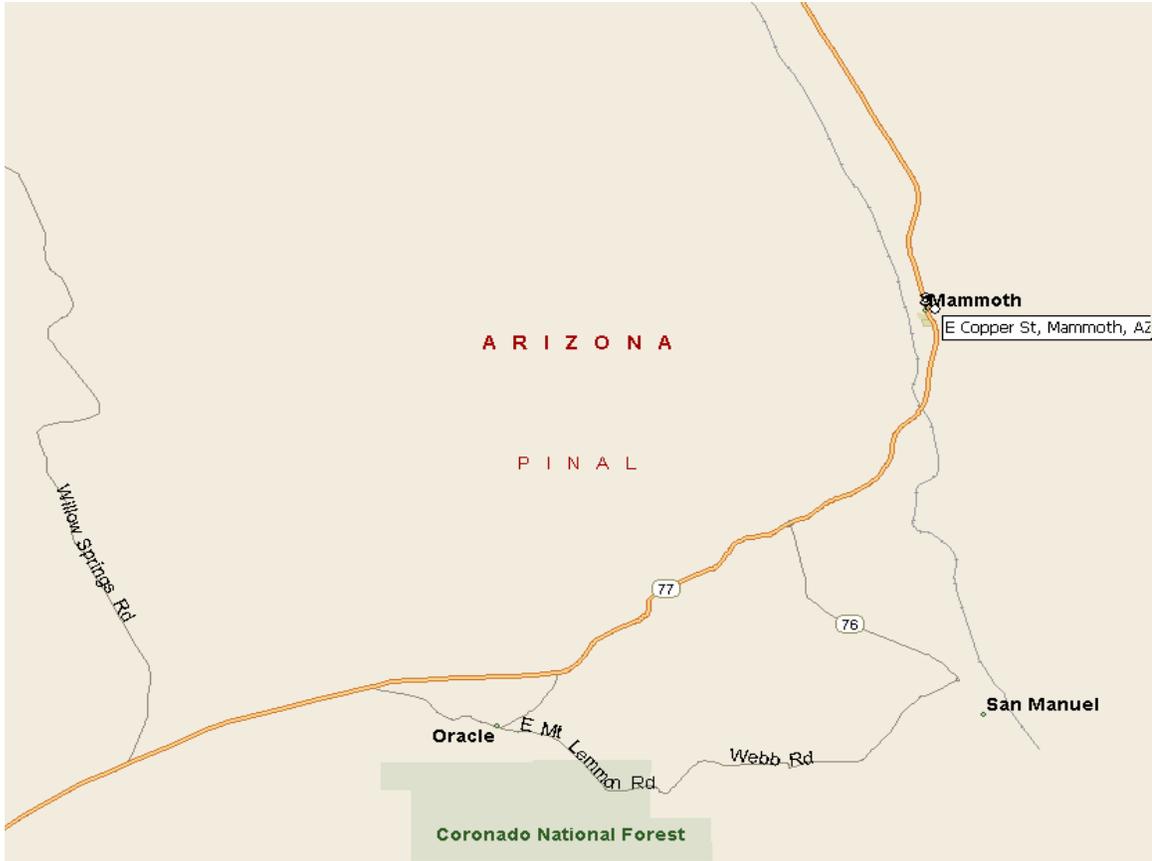
***ITEM 10c:** BIDS OPENED: January 21
HIGHWAY: TOWN OF BUCKEYE
SECTION: Southern Avenue - Apache Road, MC-85 to Monroe Avenue
COUNTY: Maricopa
ROUTE NO.: N/A
PROJECT: ARRA-BKY-0(201)A 0000 MA BKY SS70901C
FUNDING: 67% Federal 33% Town of Buckeye
LOW BIDDER: Spire, LLC DBA Spire Engineering, LLC
AMOUNT: \$ 294,635.00
STATE AMOUNT: \$ 259,773.00
\$ OVER: \$ 34,862.00
% OVER: 13.4%
NO. BIDDERS: 11
RECOMMENDATION: AWARD



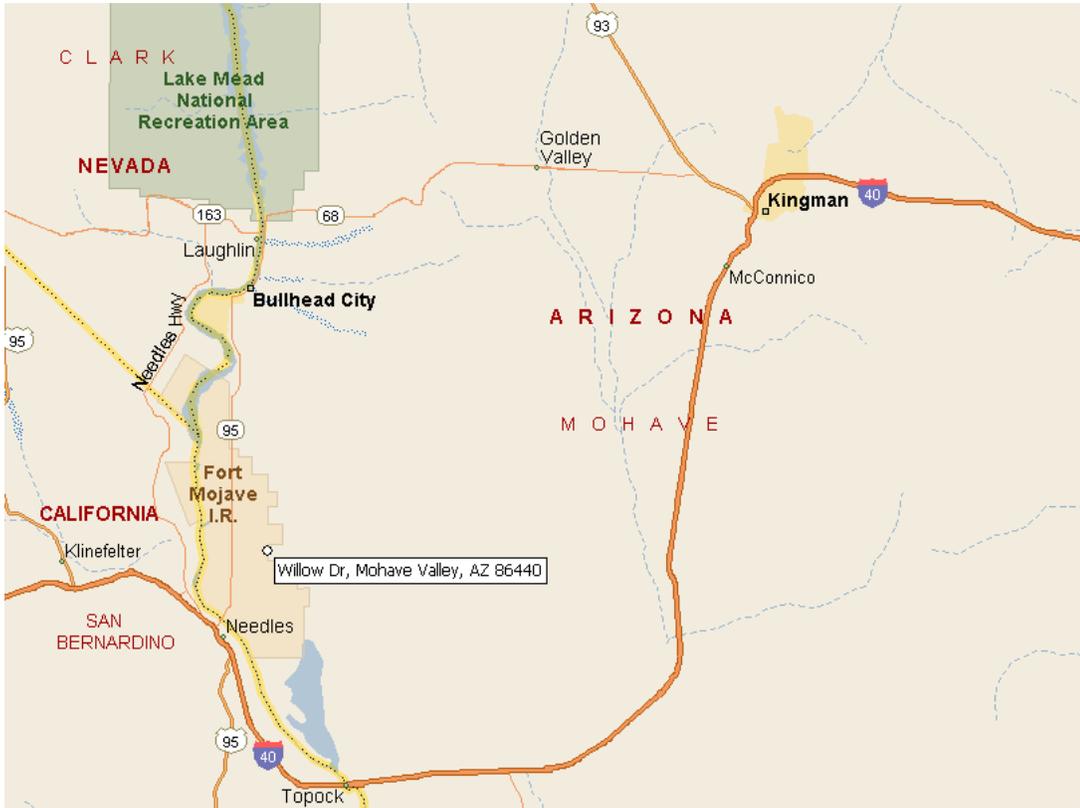
***ITEM 10d:** BIDS OPENED: January 28
HIGHWAY: CITY OF EL MIRAGE
SECTION: El Mirage Road – Olive Avenue to Cactus Road
COUNTY: Maricopa
ROUTE NO.: N/A
PROJECT: ARRA-ELM-0(203)A 0000 MA ELM SS92101C
FUNDING: 83% Federal 17% City of El Mirage
LOW BIDDER: Southwest Slurry Seal, Inc.
AMOUNT: \$ 206,964.99
STATE AMOUNT: \$ 169,794.00
\$ OVER: \$ 37,170.99
% OVER: 21.9%
NO. BIDDERS: 1
RECOMMENDATION: AWARD



***ITEM 10f:** BIDS OPENED: January 28
HIGHWAY: TUCSON-ORACLE JUNCTION-GLOBE HIGHWAY (SR 77)
SECTION: Old Highway 77 to West Copper Street
COUNTY: Pinal
ROUTE NO.: SR 77
PROJECT: TEA-077-A(201)A 077 PN 113 H702001C
FUNDING: 94% Federal 6% State
LOW BIDDER: Falcone Bros. & Associate, Inc.
AMOUNT: \$ 444,134.44
STATE AMOUNT: \$ 491,875.00
\$ UNDER: \$ 47,740.56
% UNDER: 9.7%
NO. BIDDERS: 9
RECOMMENDATION: POSTPONE ACTION TO ALLOW MORE TIME TO ANALYZE BIDS



***ITEM 10g:** BIDS OPENED: January 21
HIGHWAY: PARKER – BULLHEAD CITY HIGHWAY (SR 95)
SECTION: Willow Drive to King Street
COUNTY: Mohave
ROUTE NO.: SR 95
PROJECT: NH-09-D(202)A 095 MO 230 H718401C
FUNDING: 94% Federal 6% State
LOW BIDDER: McCormick Construction Co.
AMOUNT: \$ 934,297.10
STATE AMOUNT: \$ 704,486.00
\$ OVER: \$ 229,811.10
% OVER: 32.6%
NO. BIDDERS: 2
RECOMMENDATION: AWARD



***ITEM 10h:** BIDS OPENED: January 21
HIGHWAY: PAYSON – SHOW LOW HIGHWAY (SR 260)
SECTION: Heber to Show Low
COUNTY: Navajo
ROUTE NO.: SR 260
PROJECT: HSIP-260-B(202)A 260 NA 317 H770501C
FUNDING: 94% Federal 6% State
LOW BIDDER: Intermountain West Civil Constructors, Inc.
AMOUNT: \$ 3,043,674.35
STATE AMOUNT: \$ 3,305,050.00
\$ UNDER: \$ 261,375.65
% UNDER: 7.9%
NO. BIDDERS: 14
RECOMMENDATION: POSTPONE ACTION DUE TO BID PROTEST



ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 45 Working Days

The proposed project is located in the Town of Marana within Pima County on Marana Road west of I-10 at about MP 236.5. The proposed work includes a Rubberized Chip Seal and a Rubberized Chip Seal Interlayer with an Asphalt Concrete overlay, pavement markings and other related items.

Bid Opening Date : 01/07/2011, Prequalification Required, Engineer Specialist : Erion John

Project No.	Highway Termini	Location	Item
0000 PM MRN SS90001C ARRA-MRN0(203)A	TOWN OF MARANA	MARANA ROAD Tucson District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$626,750.25	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
2	\$680,680.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
3	\$682,286.00	SUNLAND, INC. ASPHALT & SEAL COATING	3600 S. 7TH AVENUE PHOENIX, AZ 85041
4	\$689,143.77	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
5	\$729,896.77	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
	\$735,451.10	DEPARTMENT	

Apparent Low Bidder is 14.8% Under Department Estimate (Difference = (\$108,700.85))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JANUARY 7, 2011 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PM MRN SS90001C
 PROJ NO ARRA-MRN-0(203)A
 TERMINI Town of Marana
 LOCATION Marana Road

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Tucson	N/A

The amount programmed for this contract is \$1,000,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in the Town of Marana within Pima County on Marana Road west of I-10 at about MP 236.5. The proposed work includes a Rubberized Chip Seal and a Rubberized Chip Seal Interlayer with an Asphalt Concrete overlay, pavement markings and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milled Transitions)	S.Y.	2,239
Asphalt Rubber Material (For AR Membrane)	TON	184
Cover Material (For Asphalt Rubber Material)	C.Y.	1,098
Asphalt Concrete(Miscellaneous Structural, Special Mix)	TON	4,967
Pavement Markings (White Thermoplastic) (0.090")	L.FT.	60,036
Pavement Markings (Yellow Thermoplastic) (0.090")	L.FT.	33,795
Pavement Markings, Painted (White)	L.FT.	60,036
Pavement Markings, Painted (Yellow)	L.FT.	33,795
Barricade (Type II, Vert, Panel, Tubular Marker)	EA-DAY	8,160
Warning Lights (Type A)	EA-DAY	7,680
Flagging Services (Civilian)	EA-DAY	135
Furnish and Install Temporary Traffic Control Devices	L.SUM	1
Construction Surveying and Layout	LS	1

The time allowed for the completion of the work included in this project will be 45 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 \$12.00, 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.

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:	John Erion	(602) 712 8375
Construction Supervisor:	Jerry James	(520) 388 4217

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 60 Working Days

The proposed sidewalk work is located in Greenlee County, on US 70, within the Town of Duncan between milepost (MP) 378.23 and 378.48 (Wilson Street) (.25 miles). The work consists of constructing new sidewalk, sidewalk ramps, curb and gutter, scuppers, driveways, metal handrail, signing, landscaping, irrigation, minor utility adjustment, and other related work.

Bid Opening Date : 01/21/2011, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
070 GE 378 H723701C TEA-070-B(200)A	GLOBE-LORDSBURG HIGHWAY, US 70	SANDRA DAY O'CONNOR WALKWAY AL Safford District	11911

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$193,411.00	DEPARTMENT	
1	\$203,644.87	BECO CONSTRUCTION CO., INC.	P.O. BOX 1768 IDAHO FALLS, ID 83403
2	\$212,206.25	R.K. SANDERS, INC.	P.O. BOX 6686, PHOENIX, AZ 85005
3	\$235,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719
4	\$245,579.00	RECON INC.	3104 E. CAMELBACK ROAD #507 PHOENIX, AZ 85016
5	\$249,645.00	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
6	\$262,697.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790, PAYSON, AZ 85547

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$264,438.70	D & O CONTRACTORS, INC.	7591 N. 74TH AVENUE GLENDALE, AZ 85303
8	\$296,555.55	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
		NICKLE CONTRACTING L.L.C.	6267 S. 157TH WAY GILBERT, AZ 85298

NON RESPONSIVE

Bid not read and declared non-responsive due to submission of unsigned Proposal and unsigned Bid Bond.

Apparent Low Bidder is 5.3% Over Department Estimate (Difference = \$10,233.87)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: JANUARY 21, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 070 GE 378 H723701C
 PROJ NO TEA-070-B(200)A
 TERMINI GLOBE-LORDSBURG HIGHWAY, US 70
 LOCATION SANDRA DAY O'CONNOR WALKWAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 70	378.19 TO 378.47	SAFFORD	11911

The amount programmed for this contract is \$ 260,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed sidewalk work is located in Greenlee County, on US 70, within the Town of Duncan between milepost (MP) 378.23 and 378.48 (Wilson Street) (.25 miles). The work consists of constructing new sidewalk, sidewalk ramps, curb and gutter, scuppers, driveways, metal handrail, signing, landscaping, irrigation, minor utility adjustment, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Asphaltic Concrete Pavement	Sq.Yd.	373
Aggregate Base, Class 2	Cu.Yd.	65
Asphaltic Concrete (Miscellaneous Structural)	Ton	65
Reset Frame and Cover Manhole	Each	1
Electrical Conduit	L.Ft.	950
Pull Box (No. 5)	Each	3
Conductor	L.Ft.	530
Meter Pedestal Cabinet	Each	1
Decomposed Granite(3/4")	Sq.Yd.	340
Shrub	Each	246
Agave (12" to 18" in Height)	Each	76
Backflow Prevention Unit(Reduced Pressure)(1")	Each	1
Emitter (Assembly)(Six Outlet)	Each	105
Controller(Automatic)	Each	1
Pipe (PVC)(Schedule 40)	L.Ft.	2,220
Concrete Curb and Gutter (C-05.10)(Type D)	L.Ft.	895
Concrete Sidewalk (C-05.20)	Sq.Ft.	4,143
Concrete Sidewalk Ramp (C-05.30)(Type C)	Each	2
Concrete Driveway (C-05.20)	Sq.Ft.	3,664
Scupper (Detail A)	Each	2
Trash Receptacle (Above Ground)	Each	3
Bench	Each	3
Drinking Fountain	Each	1
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be **60** 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 \$17.00 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.

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.

070 GE 378 H723701C

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:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Paul David	(928) 432-4936

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

070 GE 378 H723701C
TEA-070-B(200)A
12/16/2010

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 95 Working Days

The proposed scour retrofit project is located on SR 264 in Apache County within the community of the Navajo Nation east of Window Rock at Milepost 474. The work consists of constructing concrete floors underneath the existing bridge structure over Black Creek. The work also includes construction of cut-off walls, shotcrete, bank protection and other related work.

Bid Opening Date : 01/28/2011, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
264 AP 474 H712101C 264-A-(201)A	TUBA CITY-WINDOW ROCK HIGHWAY SR 264	BLACK CREEK BRIDGE #624 Holbrook District	71509

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$235,098.00	SHOW LOW CONSTRUCTION, INC.	P.O. BOX 29 SHOW LOW, AZ 85902-0029
	\$245,770.00	DEPARTMENT	
2	\$271,390.00	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE 140 PHOENIX, AZ 85027
3	\$278,168.65	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
4	\$288,980.00	JNJ ENGINEERING CONSTRUCTION, INC.	P.O. BOX 2218 COLORADO CITY, AZ 86021
5	\$306,805.00	CITYWIDE CONTRACTING L.L.C	4114 EAST WASHINGTON STREET PHOENIX, AZ 85034
6	\$311,328.00	R.K. SANDERS, INC.	P.O. BOX 6686 PHOENIX, AZ 85005
7	\$313,116.50	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$406,604.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
9	\$433,020.00	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
10	\$433,556.50	ROYDEN CONSTRUCTION CO.	3423 S. 51ST AVENUE PHOENIX, AZ 85043

Apparent Low Bidder is 4.3% Under Department Estimate (Difference = (\$10,672.00))

ARIZONA DEPARTMENT OF TRANSPORTATION
SECOND BID CALL
ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 28, 2011 AT 11:00 A.M. (M.S.T.)

TRACS NO 264 AP 474 H712101C
 PROJ NO STP 264-A(201)A
 TERMINI TUBA CITY – WINDOW ROCK HIGHWAY SR 264
 LOCATION BLACK CREEK BRIDGE STRUCTURE # 624

ROUTE NO	MILEPOST	DISTRICT	ITEM NO.
SR 264	474 to 475	HOLBROOK	71509

This project is being readvertised. Firm that already purchased contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, must pay for the revised Second Bid Call contract documents.

The amount programmed for this contract is \$287,500. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed scour retrofit project is located on SR 264 in Apache County within the community of the Navajo Nation east of Window Rock at Milepost 474. The work consists of constructing concrete floors underneath the existing bridge structure over Black Creek. The work also includes construction of cut-off walls, shotcrete, bank protection and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Structure Excavation	CU.YD.	4,810
Structural Backfill	CU.YD.	50
Reinforcing Steel (Including Concrete Floors & Cut- Off Walls)	LB.	29,000
Structural Concrete (Class S)(f'c=3000)	CU.YD.	332
Seeding (Class II)	ACRE	2
Erosion Control(Silt Fence)	L.FT.	1,210
Shotcrete (6")	SQ.YD.	342
Contractor Quality Control	L.SUM	1
Construction Surveying & Layout	L.SUM	1

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be **95** 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 \$9.00, 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.

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:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Carl Erickson	(928) 524-5421

264 AP 474 H712101C
STP 264-A(201)A
12/20/2010

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 80 Working Days

The proposed project is located on Topock-Kingman Highway (I-40) within Mohave County, starting at the California border (MP 0.12) and ending at MP 2.40, which includes the ramps and crossroad at the Golden Shores/Oatman TI. The proposed work includes milling the existing asphaltic pavement, and replacing it with new AC and AR-ACFC, replacing and installing new guardrail and guardrail end treatments, replacing existing pavement markings and other related items.

Bid Opening Date : 01/21/2011, Prequalification Required, Engineer Specialist : Erion John

Project No.	Highway Termini	Location	Item
040 MO H766301C 040-A-(205)	TOPOCK - KINGMAN HIGHWAY (I 40)	CA BORDER - MP 2.4 Kingman District	16511

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,173,099.00	DEPARTMENT	
1	\$2,389,728.62	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$2,677,274.20	MCCORMICK CONSTRUCTION CO.	P.O. BOX 545 BULLHEAD CITY, AZ 86430
3	\$2,839,575.72	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
4	\$3,012,514.78	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318

Apparent Low Bidder is 10.0% Over Department Estimate (Difference = \$216,629.62)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JANUARY 21, 2011 AT 11:00 A.M. (M.S.T.)

TRACS NO 040 MO 000 H7663 01C
 PROJ NO IM-040-0(205)A
 TERMINI TOPOCK – KINGMAN HIGHWAY (I-40)
 LOCATION CA BORDER – MP 2.4

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	0.12 – 2.40	KINGMAN	16511

The amount programmed for this contract is \$3,900,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located on Topock-Kingman Highway (I-40) within Mohave County, starting at the California border (MP 0.12) and ending at MP 2.40, which includes the ramps and crossroad at the Golden Shores/Oatman TI. The proposed work includes milling the existing asphaltic pavement, and replacing it with new AC and AR-ACFC, replacing and installing new guardrail and guardrail end treatments, replacing existing pavement markings and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove and Salvage Guard Rail	L.FT.	11,163
Remove Bituminous Pavement (Milled 3" – 5-1/2")	S.Y.	86,992
Asphalt Concrete Friction Course (Asphalt-Rubber)	TON	2,566
Asphalt Rubber Material (For AR-ACFC)	TON	231
Mineral Admixture (For AR-AC)	TON	165
Asphalt Concrete (SHRP) (End Product) (3/4" Mix)	TON	17,574
Pipe Culvert, 18"	L.FT.	50
Pavement Marker, Raised, Type C	EACH	846
Pavement Marker, Raised, Type E	EACH	1,238
Permanent Pavement Marking (Painted (White)	L.FT.	37,102
Permanent Pavement Marking (Painted) (Yellow)	L.FT.	28,092
Loop Detector	EACH	2
Guard Rail, W-Beam, Single Face	L.FT.	11,863
Embankment Curb	L.FT.	6,467
Contractor Quality Control	LS	1
Construction Surveying and Layout	LS	1

The time allowed for the completion of the work included in this project will be 80 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 \$21.00, 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.

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:	John Erion	(602) 712 8375
Construction Supervisor:	Chris Olson	(928) 681-6030

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 120 Working Days

The proposed work is located in Winslow on Interstate 40 Business Route, locally known as 2ND Street and 3rd Street (One-Way couplet) from Milepost 253.71 to 253.74, within the limits of the City of Winslow in Navajo County, at the intersection of State Route 87, locally know as Williamson Avenue. The proposed work consists of curb removal, new curb and gutter, paving, sidewalk, ramps, removal and installation of new traffic signals and other related items.

Bid Opening Date : 01/28/2011, Prequalification Required, Engineer Specialist : Gutierrez Adrian

Project No.	Highway Termini	Location	Item
040B NA 254 HX11201C STP-B40-E(210)A	WINSLOW BUSINESS ROUTE 40B	B-40 AT SR 87 Holbrook District	72811

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$785,245.00	DEPARTMENT	
1	\$817,375.00	MICHAEL J. VALENTE CONTRACTING, INC.	3635 S. 43RD AVENUE PHOENIX, AZ 85009
2	\$846,702.55	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
3	\$878,163.40	JNJ ENGINEERING CONSTRUCTION, INC.	P.O. BOX 2218 COLORADO CITY, AZ 86021
4	\$893,094.60	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
5	\$909,674.95	MCCAULEY CONSTRUCTION INC.	206 W. 1ST ST. WINSLOW, AZ 86047
6	\$964,994.20	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$1,014,374.75	EAGLE MOUNTAIN CONSTRUCTION COMPANY, INC.	3885 EAST INDUSTRIAL FLAGSTAFF, AZ 86004
8	\$1,068,692.00	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
9	\$1,176,513.20	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
		R.K. SANDERS, INC.	3807 W. LOWER BUCKEYE ROAD PHOENIX, AZ 85009

NON RESPONSIVE

Bid not read and declared non-responsive due to submission of unsigned proposal.

Apparent Low Bidder is 4.1% Over Department Estimate (Difference = \$32,130.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 28, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 040B NA 254 HX11201C
PROJ NO STP-B40-E(210)A
TERMINI WINSLOW BUSINESS ROUTE 40B
LOCATION B-40 AT SR 87

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
B-40	253.71 to 253.74	HOLBROOK	18911

The amount programmed for this contract is \$950,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Winslow on Interstate 40 Business Route, locally known as 2ND Street and 3rd Street (One-Way couplet) from Milepost 253.71 to 253.74, within the limits of the City of Winslow in Navajo County, at the intersection of State Route 87, locally know as Williamson Avenue. The proposed work consists of curb removal, new curb and gutter, paving, sidewalk, ramps, removal and installation of new traffic signals and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Sidewalks, Driveways and Slabs	SF	4,368
Removal of PCCP	SY	1,810
Aggregate Base	CY	177
PCCP (6")	SY	141
PCCP (10")(Accelerated Strength)	SY	1,420
ACFC, Special with PG 76-22 TR+	TON	98
Dual Component Pavement Marking (Epoxy)	LFT	6,475
Traffic Signal Poles	EA	12
Mast Arms	EA	14
Electrical Conduit (PVC), 2", 2 1/2", 3"	LFT	1,080
Traffic Signal Face	EA	39
Traffic Signal Mount	EA	30
Control Cabinet	EA	2
Concrete Curb and Gutter	LFT	776
Concrete Sidewalk	SF	2,132
Concrete Sidewalk Ramp	EA	16
Construction Surveying	LS	1

The time allowed for the completion of the work included in this project will be **120** 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 \$25.00, 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.

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:	Adrian C. Gutierrez	(602) 712-8257
Construction Supervisor:	Carl Ericksen	(928) 524-5421

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

040B NA 254 HX11201C
STP-B40-E(210)A
Advertise: December 3, 2010
BC:ACG:U/ADV4BID

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 40 Working Days

The proposed work is located in three locations in the Town of Buckeye in Maricopa County. The three locations are listed below.

1. Southern Avenue from Miller Road to Rainbow Road - approximately 2.4 miles.
2. Apache Road from the Baseline Road to Broadway Road - approximately 2 miles.
3. MC-85/Monroe Avenue from 9th Street to 10th Street - approximately ½ mile.

The work consists of constructing a 6-foot paved shoulder along the three locations described above. The work includes pavement marking, replacing signage, grading and cleaning pipes under driveways, and adjusting utility valves and manhole covers

Bid Opening Date : 01/21/2011, Prequalification Required, Engineer Specialist : Leonard Bradley

Project No.	Highway Termini	Location	Item
0000 MA BKY SS70901C ARRA-BKY0(201)A	TOWN OF BUCKEYE	MC-85, SOUTHERN AVE, APACHE RD Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$259,773.00	DEPARTMENT	
1	\$294,635.00	SPIRE, LLC DBA SPIRE ENGINEERING, LLC	1811 S ALMA SCHOOL ROAD SUITE 283 MESA, AZ 85210
2	\$300,571.73	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
3	\$315,001.50	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$317,672.00	R.K. SANDERS, INC.	P.O. BOX 6686 PHOENIX, AZ 85005

Rank	Bid Amount	Contractor Name	Address of Contractor
5	\$327,238.90	D & O CONTRACTORS, INC.	7591 N. 74TH AVENUE GLENDALE, AZ 85303
6	\$328,662.80	CARSON CONSTRUCTION CO., INC.	472 E WICKENBURG WAY #106 WICKENBURG, AZ 85390
7	\$346,217.85	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790 PAYSON, AZ 85547
8	\$368,971.10	GUNSIGHT CONSTRUCTION COMPANIES, LLC	5959 N 55th AVE GLENDALE, AZ 85301
9	\$369,433.98	SANDSTORM - GAM, LTD	3719 W WINDROSE DRIVE PHOENIX, AZ 85029
10	\$421,795.55	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
11	\$436,911.00	RICOR, INC.	3749 E. SUPERIOR AVE. PHOENIX, AZ 85040

Apparent Low Bidder is 13.4% Over Department Estimate (Difference = \$34,862.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA BKY SS709 01C
PROJ NO ARRA-BKY-0(201)A
TERMINI TOWN OF BUCKEYE
LOCATION SOUTHERN AVE, APACHE RD, MC-85/MONROE AVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
NA	NA	PHOENIX	LOCAL

The amount programmed for this contract is \$ 372,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in three locations in the Town of Buckeye in Maricopa County. The three locations are listed below.

1. Southern Avenue from Miller Road to Rainbow Road – approximately 2.4 miles.
2. Apache Road from the Baseline Road to Broadway Road – approximately 2 miles.
3. MC-85/Monroe Avenue from 9th Street to 10th Street – approximately ½ mile.

The work consists of constructing a 6-foot paved shoulder along the three locations described above. The work includes pavement marking, replacing signage, grading and cleaning pipes under driveways, and adjusting utility valves and manhole covers.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu Yd	2960
Grader Ditch (Grade to Drain)	L Ft	120
Aggregate Base, Class 2	Cu Yd	2960
Emulsified Asphalt (CRS-2)	Ton	67
Reset Frame and Cover for Manhole	Each	20
Flagging Services (Civilian)	Hour	650
Seeding (Class II)	Acre	6
Reset Frame and Cover for Valve Box	Each	18
Erosion Control (Sediment Logs) (20")	L Ft	2300
Mobilization	L Sum	1
Miscellaneous Work (Cleanout Driveway Culvert)	L Ft	96
Contractor Quality Control	L Sum	1
Construction Survey and Layout	L Sum	1

The time allowed for the completion of the work included in this project will be 40 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 \$14.00, 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.

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:	Brad Leonard	(602)712-7152
Construction Supervisor:	Julie Kliewer	(602)712-8965

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

0000 MA BKY SS709 01C
ARRA-BKY-0-(201)A
12/15/2010

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 45 Working Days

The proposed project is located in Maricopa County within the City of El Mirage on El Mirage Road from Olive Avenue to Cactus Road, an approximate distance of 2 miles. The work consists of crack seal, and micro-seal. Additional work includes pavement markings and other related items.

Bid Opening Date : 01/28/2011, Prequalification Required, Engineer Specialist : Pirooz Brian

Project No.	Highway Termini	Location	Item
0000 MA ELM SS92101C ARRA-ELM0(203)A	CITY OF EL MIRAGE	EL MIRAGE RD - OLIVE TO CACTUS Phoenix District	N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$169,794.00	DEPARTMENT	

1 \$206,964.99 SOUTHWEST SLURRY SEAL, INC. 22855 N. 21ST AVENUE PHOENIX, AZ 85027-2034

Apparent Low Bidder is 21.9% Over Department Estimate (Difference = \$37,170.99)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JANUARY 28, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA ELM SS92101C
PROJ NO ARRA-ELM-0(203)A
TERMINI CITY OF EL MIRAGE
LOCATION EL Mirage Rd, Olive Ave to Cactus Rd

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A PHOENIX N/A

The amount programmed for this contract is \$350,000.00. 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 El Mirage on El Mirage Road from Olive Avenue to Cactus Road, an approximate distance of 2 miles. The work consists of crack seal, and micro-seal. Additional work includes pavement markings and other related items.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Rows include Emulsified Asphalt (Micro Surfacing), Aggregate (Type II), Crack Sealing (Asphaltic Concrete Pavement), Obliterate Pavement Marking, Pilot Vehicle with Driver, Flagging Services (Civilian), Flagging Services (Local Enforcement Officer), Misc Work (Project Hotline), and Construction Survey and Layout.

The time allowed for the completion of the work included in this project will be 45 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 \$10.00, 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.

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:	Brian Pirooz	(602) 712 8269
Construction Supervisor:	Julie Kliewer	(602) 712 8965

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 100 Working Days

The proposed project is along Salt River Project's Eastern Canal east of Val Vista Dr. within the Town of Gilbert in Maricopa County, between Guadalupe Road and Warner Road. The proposed work consists of construction of a multi use path, hardscape, landscaping, irrigation, pedestrian enhancement areas, decomposed granite, shade structure, lighting, drinking fountains, site furnishings, and other related items.

Bid Opening Date : 01/07/2011, Prequalification Required, Engineer Specialist : Vergith Charles

Project No.	Highway Termini	Location	Item
0000 MA GIL SS54701C ARRA-GILO(012)A	TOWN OF GILBERT	EASTERN CNL (GUADALUPE-WARNER)	Phoenix District N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$873,206.37	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
2	\$991,204.40	RECON INC.	3104 E. CAMELBACK ROAD #507 PHOENIX, AZ 85016
3	\$1,018,146.61	ELS CONSTRUCTION, INC.	3329 E SOUTHERN AVE PHOENIX, AZ 85040
4	\$1,082,761.75	KNOCHEL BROTHERS, INC.	1441 E. ALAMEDA PHOENIX, AZ 85024
5	\$1,136,145.14	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P. O. BOX 2790 PAYSON, AZ 85547
	\$1,221,304.00	DEPARTMENT	
6	\$1,278,202.35	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$1,293,625.55	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040

Apparent Low Bidder is 28.5% Under Department Estimate (Difference = (\$348,097.63))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 7, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GIL SS54701C
 PROJ NO ARRA CM GIL 0(012)A
 TERMINI TOWN OF GILBERT
 LOCATION EASTERN CANAL, GUADALUPE TO WARNER

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	N/A

The amount programmed for this contract is **\$2,800,000**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is along Salt River Project's Eastern Canal east of Val Vista Dr. within the Town of Gilbert in Maricopa County, between Guadalupe Road and Warner Road. The proposed work consists of construction of a multi use path, hardscape, landscaping, irrigation, pedestrian enhancement areas, decomposed granite, shade structure, lighting, drinking fountains, site furnishings, and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Sidewalks, Driveways and Slabs	SQ. FT.	485
Remove / Replace Asphaltic Concrete	SQ. YD.	128
Drainage Excavation	CU. YD.	329
Preparation Of Subgrade (Existing Ground)	SQ. YD.	17,850
Asphaltic Concrete (Miscellaneous Structural)	TON	2
Electrical Conduit (3/4" & 1") (PVC)	L. FT.	825
Conductors (All Conductors and Grounding Wire)	L. FT.	1,000
Luminaires	EACH	10
Decomposed Granite (1/4" & 1/2 ")	SQ. YD.	6,275
Tree (36" Box)	EACH	7
Shrub (Five Gallon)	EACH	150
Pipe (PVC) (3/4" & 1")	L.FT.	518
Pipe (Copper) (1")	L. FT.	276
Erosion Control (Silt Fence)	L. FT.	560
Erosion Control (Construction Entrance)	SQ.YD.	2,247
Erosion Control (Sediment Logs) (20")	L. FT.	22,864
Concrete Sidewalk (Mag Det. 230)	SQ. FT.	149
Concrete Sidewalk (Multi Use Path)	SQ. FT.	113,919
Concrete Sidewalk (Plaza Paving)	SQ. FT.	3,410
Concrete Driveway (Retrofit)(Phoenix Det. P-1255)	SQ. FT.	1,569
Concrete Header	L.FT.	284
Retaining Wall (Kinetic Art Wall)	SQ. FT.	109
Landscape And Irrigation Restoration Areas	SQ.FT.	24,845
Miscellaneous Work (Pet Station Receptacle)	EA	10
Miscellaneous Work (Multi-Level Drinking Fountain)	Each	3
Control of Noxious Weeds	Sq. Yd.	81,224
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be **100** working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be **120** 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 **\$57.00**, 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.

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:

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:	Leonard Vidra	(602) 712-8158
Construction Supervisor:	Mike Zimnick	(602) 712 8965

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

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12-2-10
ADVERTISED 12-2-10
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ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 90 Working Days

The proposed work is located in Pinal County, within the Town of Mammoth on SR 77 from Milepost 113.60 to Milepost 114.46. The proposed work consists of constructing curb, gutter, sidewalk, pedestrian lighting, pipe extensions and other miscellaneous work.

Bid Opening Date : 01/28/2011, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
077 PN 113 H702001C 077-A-(201)A	TUCSON-ORACLE JCT-GLOBE HWY (SR 77)	OLD HWY 77 TO COPPER ST Tucson District	11711

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$444,134.44	FALCONE BROS & ASSOCIATE INC.	15885 N. EQUESTRIAN TRL TUCSON, AZ 85739
2	\$483,721.90	B & F CONTRACTING, INC.	11011 N 23RD AVE PHOENIX, AZ 85029
	\$491,875.00	DEPARTMENT	
3	\$528,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719
4	\$553,210.00	R.K. SANDERS, INC.	P.O. BOX 6686 PHOENIX, AZ 85005
5	\$558,717.50	NAC CONSTRUCTION A DIVISION OF COLORADO RIVER MATERIALS, INC	8359 W. TANGERINE ROAD MARANA, AZ 85658
6	\$564,280.30	ACCURATE,SMART,& AFFORDABLE DBA ASPHALT SERVICES OF AZ, INC	P.O. BOX 56364 PHOENIX, AZ 85079

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$565,690.75	SHOW LOW CONSTRUCTION, INC.	P.O. BOX 29 SHOW LOW, AZ 85902-0029
8	\$565,833.50	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
9	\$613,100.00	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020

Apparent Low Bidder is 9.7% Under Department Estimate (Difference = (\$47,740.56))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 28, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 077 PN 113 H702001C
PROJ NO TEA-077-A-(201)A
TERMINI TUCSON-ORACLE JCT-GLOBE HWY (SR 77)
LOCATION OLD HWY 77 TO WEST COPPER ST

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 77	113.60 to 114.46	TUCSON	11711

The amount programmed for this contract is \$660,000. 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, within the Town of Mammoth on SR 77 from Milepost 113.60 to Milepost 114.46. The proposed work consists of constructing curb, gutter, sidewalk, pedestrian lighting, pipe extensions and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Borrow (In-Place)	Cu.Yd.	750
Asphaltic Concrete (Miscellaneous Structural)	Ton	200
Metal Handrail	L.Ft.	340
Pole (Type E)	Each	34
Electrical Conduit (PVC)	L.Ft.	2,800
Chain Link Fence	L.Ft.	500
Concrete Curb and Gutter	L.Ft.	3,000
Concrete Sidewalk	Sq.Ft.	10,000
Concrete Driveway	Sq.Ft.	1,600
Construction Surveying and 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 \$23.00, 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.

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.

C&S Technical Leader:	Manish Shah	(602) 712-7216
Construction Supervisor:	Jeremy Moore	(520) 260-2384

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 60 Working Days

The proposed work is located in Mohave County on State Route 95, within Mohave Valley. The project begins at milepost 230.3 and extends north to milepost 231.3. The proposed work includes milling, AC paving, roadway widening, drainage improvement, pavement improvement, seeding, and other miscellaneous work.

Bid Opening Date : 01/21/2011, Prequalification Required, Engineer Specialist : Hossain Iqbal

Project No.	Highway Termini	Location	Item
095 MO 230 H718401C NH-095-D-(202)A	PARKER - BULLHEAD CITY HIGHWAY (SR 95)	SR 95, WILLOW DR TO KING ST Kingman District	24010

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$704,486.00	DEPARTMENT	
1	\$934,297.10	MCCORMICK CONSTRUCTION CO.	P.O. BOX 545 BULLHEAD CITY, AZ 86430
2	\$1,080,647.00	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318

Apparent Low Bidder is 32.6% Over Department Estimate (Difference = \$229,811.10)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 095 MO 230 H718401C
PROJ NO NH-095-D(202)A
TERMINI PARKER – BULLHEAD CITY HIGHWAY (SR 95)
LOCATION WILLOW DRIVE TO KING STREET

ROUTE NO. MILEPOST DISTRICT ITEM NO.
SR 95 230.3 to 231.3 KINGMAN 24010

The amount programmed for this contract is \$1,100,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Mohave County on State Route 95, within Mohave Valley. The project begins at milepost 230.3 and extends north to milepost 231.3. The proposed work includes milling, AC paving, roadway widening, drainage improvement, pavement markings, seeding, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling)	Sq.Yd.	29,000
Roadway Excavation	Cu.Yd.	6,100
Drainage Excavation	Cu.Yd.	800
Aggregate Base, Class 2	Cu.Yd.	1,900
Asphaltic Concrete Friction Course	Ton	1,050
Asphaltic Concrete (3/4" mix) (End Product)	Ton	5,900
Pavement Marking (Thermoplastic)	L.Ft.	38,000
Pavement Marker, Raised	Each	500
Pavement Marking (Painted)	L.Ft.	25,000
Seeding (Class II)	Acre	8
Erosion Control (Sediment Logs)(20")	L.Ft.	850
Contractor Quality Control	L.Sum	1
Construction Surveying and Layout	L.Sum	1
Ground-In-Rumble Strip (8 Inch)	L.Ft.	9,500

This project is located on a Native American Reservation, in the Fort Mojave Indian Reservation area, which may subject the contractor to the laws and regulations of the Fort Mojave Indian Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Fort Mojave Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 60 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 \$15.00, 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/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.

C&S Technical Leader:	Iqbal Hossain	(602) 712-7471
Construction Supervisor:	Chris Olson	(928) 681-6016

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

*I.H.: 095 MO 230 H718401C
December 14, 2010*

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed work is located in Navajo County on SR 260, approximately 10 miles east of Heber, between milepost (MP) 317.33 and MP 331.90. The proposed work consists of constructing passing lanes from MP 317.33 to MP 318.00 (eastbound), from MP 319.10 to MP 320.24 (westbound) and MP 330.63 to MP 331.90 (westbound). Additional work includes milling, placing Asphalt Rubber Asphalt Concrete Friction Course, placing pipe culverts, installing guardrail, replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 01/21/2011, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
260 NA 317 H770501C 260-B-(202)A	PAYSON-SHOW LOW HWY (SR 260)	HEBER TO SHOW LOW Globe District	12510

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,043,674.35	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790 PAYSON, AZ 85547
2	\$3,071,215.55	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
3	\$3,091,340.05	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$3,189,912.65	SHOW LOW CONSTRUCTION, INC.	P.O. BOX 29 SHOW LOW, AZ 85902-0029
5	\$3,280,701.00	HATCH CONSTRUCTION & PAVING, INC.	P.O. BOX 127 TAYLOR, AZ 85939
6	\$3,297,322.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
	\$3,305,050.00	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$3,443,019.00	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
8	\$3,445,457.46	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
9	\$3,559,896.35	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
10	\$3,610,331.30	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
11	\$3,626,926.50	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
12	\$3,655,498.44	CSW CONTRACTORS, INC.	6135 N. 7TH STREET SUITE #105 PHOENIX, AZ 85014
13	\$3,723,777.00	R.E.MONKS CONSTRUCTION COMPANY, LLC	16646 E LASER DRIVE FOUNTAIN HILLS, AZ 85268
14	\$4,149,401.60	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255

Apparent Low Bidder is 7.9% Under Department Estimate (Difference = (\$261,375.65))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JANUARY 28, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA ELM SS92101C
PROJ NO ARRA-ELM-0(203)A
TERMINI CITY OF EL MIRAGE
LOCATION EL Mirage Rd, Olive Ave to Cactus Rd

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A PHOENIX N/A

The amount programmed for this contract is \$350,000.00. 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 El Mirage on El Mirage Road from Olive Avenue to Cactus Road, an approximate distance of 2 miles. The work consists of crack seal, and micro-seal. Additional work includes pavement markings and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Emulsified Asphalt (Micro Surfacing)	Ton	93
Aggregate (Type II)	Ton	580
Crack Sealing (Asphaltic Concrete Pavement)	L.Ft	16,000
Obliterate Pavement Marking	L.Ft	700
Pilot Vehicle with Driver	Hour	160
Flagging Services (Civilian)	Hour	160
Flagging Services (Local Enforcement Officer)	Hour	144
Misc Work (Project Hotline)	L.Sum	1
Construction Survey and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be **45** 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 **\$10.00**, 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.

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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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:	Brian Pirooz	(602) 712 8269
Construction Supervisor:	Julie Kliewer	(602) 712 8965

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section