

Janice K. Brewer, Governor
John S. Halikowski, Director

Stephen W. Christy, Chair
Kelly Anderson, Vice Chair
Hank Rogers, Member
Joseph E. La Rue, Member
Deanna Beaver, Member
William Cuthbertson, Member
Jack W. Sellers, Member

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

BOARD MEETING PROCEDURE

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

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

BOARD CONTACT

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



**NOTICE OF PUBLIC HEARING AND BOARD 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, April 11, 2014, Arizona Department of Transportation, Town of Marana Council Chambers, 11555 W. Civic Center Dr., Marana, AZ 85653. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. 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. 38-431.02, 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, April 11, 2014, 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.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), the Arizona State Transportation Board does not discriminate on the basis of race, color, national origin, age, gender or disability. Citizens that require a reasonable accommodation based on language or disability should contact ADOT Civil Rights at (602) 712-7761 or civilrightsoffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles de ADOT al (602) 712-7761 or civilrightsoffice@azdot.gov. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

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, Phoenix, Arizona at least 24 hours in advance of the meeting.

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

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

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or Mary Beckley, 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 4th day of April, 2014
STATE TRANSPORTATION BOARD
By: Mary Beckley**

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

0 20 40 60 80 Miles



AGENDA
STATE TRANSPORTATION BOARD
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, April 11, 2014
Town of Marana Council Chambers
11555 W. Civic Center Dr.
Marana, AZ 85653

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 public hearing and Board meeting open to the public on Friday, April 11, 2014, beginning at 9:00 a.m., at the Town of Marana Council Chambers, 11555 W. Civic Center Dr., Marana, AZ 85653. The Board may vote to go into Executive Session, which will not be open to the public. 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, April 11, 2014. 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

Roll Call

Roll call by Board Secretary Mary Beckley

Opening Remarks

Opening remarks by Chairman Steve Christy

Call to the Audience for Public Hearing on the Tentative Five-Year Transportation Facilities Construction Program (Information and discussion)

An opportunity for citizens to discuss items of interest with the Board regarding the Tentative Five-Year Transportation Facilities Construction Program. 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.

PUBLIC HEARING

Presentation of FY 2015-2019 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations <http://www.azdot.gov/planning/transportation-programming/tentative-program>

- ITEM A: Overview of the Tentative FY15-19 Transportation Facilities Construction Program**
Staff will present an overview of the tentative Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Scott Omer, Assistant Director, Multimodal Planning Division)
- ITEM B: FY 2015 - 2019 Statewide Highway Construction Program**
Staff will present an overview of the 2015-2019 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only – Scott Omer, Assistant Director, Multimodal Planning Division)
- ITEM C: FY 2015 - 2019 PAG Regional Highway Construction Program**
Staff will present an overview of the 2015-2019 PAG Regional Highway Construction Program.
(For information and discussion only – Scott Omer, Assistant Director, Multimodal Planning Division)
- ITEM D: FY 2015 - 2019 MAG Regional Highway Construction Program**
Staff will present an overview of the 2015-2019 MAG Regional Highway Construction Program.
(For information and discussion only – Scott Omer, Assistant Director, Multimodal Planning Division)
- ITEM E: FY 2015 - 2019 Airport Development Program**
Staff will present an overview of the 2015-2019 Airport Development Program
(For information and discussion only – Scott Omer, Assistant Director, Multimodal Planning Division)

***Adjournment**

BOARD MEETING

Call to the Audience for Board Meeting (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

Staff will provide an update and overview of issues of regional significance including updates on current and upcoming construction projects, district operations, maintenance activities, and any regional transportation studies.

(For information and discussion only — Rod Lane, Tucson District Engineer)

ITEM 2: Director's Report

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — Floyd P. Roehrich, Jr., Deputy Director for Policy)

A) 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.)

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***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)

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study Session
- 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
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Legislative Report

Staff will provide a report on State and Federal legislative Transportation issues.
(For information and discussion only — Megan Kintner, Government Relations and Policy Development)

ITEM 5: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:
(For information and discussion only — Kristine Ward, Chief Financial Officer)

- Revenue Collections for Highway User Revenues
- Maricopa Transportation Excise Tax Revenues
- Aviation Revenues
- Interest Earnings
- HELP Fund status
- Federal-Aid Highway Program—current financial issues with FHWA
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations

ITEM 6: Multimodal Planning Division Report

Staff will present an update on the Proposed I-11 Corridor Profile Study
(For information and discussion only — Scott Omer, Assistant Director, Multimodal Planning Division)

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

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2014 - 2018 Statewide Transportation facilities Construction Program.
(For discussion and possible action — Scott Omer, Assistant Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report

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Staff will present a report showing the status of highway projects under construction, including total number and dollar value.
(For information and discussion only — Jennifer Toth, Deputy Director of Transportation/State Engineer)

***ITEM 9: Construction Contracts**

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Staff will present recommended construction project awards that are not on the Consent Agenda.
(For discussion and possible action — Jennifer Toth, Deputy Director of Transportation/State Engineer)

ITEM 10: 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 Meeting
- Minutes of Special Board Meeting
- Minutes of Study Session
- 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
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is less.

MINUTES APPROVAL

- **Board Meeting Minutes, January 17, 2014**
- **Amended Study Session Minutes, February 4, 2014**
- **Special Telephonic Meeting Minutes, February 26, 2014**

RIGHT OF WAY RESOLUTIONS (action as noted)

ITEM 3a.	RES. NO.	2014-04-A-011
	PROJECTS:	N-810-602; and U 060-B-702 / 060 MA 111 H5958 01R
	HIGHWAY:	WICKENBURG – PHOENIX
	SECTIONS:	Wickenburg Maintenance Camp, Site No. 1-10; and Cemetery Wash – Turtleback Wash
	ROUTE NO.:	U. S. Route 60
	ENG. DIST.:	Prescott
	COUNTY:	Maricopa
	RECOMMENDATION:	Establish right of way along U. S. Route 60 as a state route and state highway by authorizing a change of usage for ADOT Maintenance Camp land necessary for widening improvements to enhance convenience and safety of the traveling public.
ITEM 3b.	RES. NO.	2014-04-A-012
	PROJECTS:	S-111; and 089 PN 087 H2008 01R / F-031-1-718
	HIGHWAYS:	TUCSON – FLORENCE; and TUCSON – ORACLE JCT. – GLOBE
	SECTIONS:	County Line – Oracle Junction; and Pinal County Line – Oracle Jct.
	ROUTE:	State Route 77
	ENG. DIST.:	Tucson
	COUNTY:	Pinal
	DISPOSAL:	D-T-112
	RECOMMENDATION:	Vacate and extinguish easement interest in a portion of right of way along State Route 77 that is no longer needed for state highway purposes.

ITEM 3c.	RES. NO.	2014-04-A-013
	PROJECTS:	010 MA 143 H0072 01R / I-10-3(94); and 010 MA 144 H0073 01R / I-10-3(95)
	HIGHWAY:	PHOENIX – CASA GRANDE
	SECTIONS:	Grand Ave. – 7th Ave.; and 7th Ave. – 7th St. (7th Avenue T.I.)
	ROUTE NO.:	Interstate Route 10
	ENG. DIST.:	Phoenix
	COUNTY:	Maricopa
	DISPOSAL:	D-M-440
	RECOMMENDATION:	Abandon to the City of Phoenix, for a continued public transportation use, right of way along 7th Avenue that is no longer needed for state highway purposes.
ITEM 3d.	RES. NO.	2014-04-A-014
	PROJECT:	010 LA 003 H6161 / 010-A(221)T
	HIGHWAY:	EHRENBERG – PHOENIX
	SECTION:	Ehrenberg Port of Entry
	ROUTE:	Interstate Route 10
	ENG. DIST.:	Yuma
	COUNTY:	La Paz
	RECOMMENDATION:	Establish new right of way as a state route and state highway necessary due to design changes for improvements at the Ehrenberg Port of Entry to enhance convenience and safety for the traveling public.

ITEM 3e. RES. NO. 2014-04-A-015
PROJECT: 095 MO 184 H8193 / 095-C()A
HIGHWAY: QUARTZSITE – PARKER – TOPOCK
SECTION: Lake Havasu State Park
ROUTE: State Route 95
ENG. DIST.: Kingman
COUNTY: Mohave
RECOMMENDATION: Establish a temporary construction easement necessary for the development of access facilities at Lake Havasu State Park to enhance convenience and safety for the traveling public.

ITEM 3f. RES. NO. 2014-04-A-016
PROJECT: 202L MA 000 H5382 01R / RAM 600-7-804
HIGHWAY: SANTAN FREEWAY
SECTION: Gilbert Road – Higley Road (Higley Road T. I. North)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-444-A
RECOMMENDATION: Abandon to the County of Maricopa right of way along Higley Road, lying North of State Route 202 Loop that is no longer needed for state highway purposes.

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") 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 3g. BOARD DISTRICT NO.: 6

Page 410

BIDS OPENED: March 21, 2014

HIGHWAY: YUMA COUNTY

SECTION: RAILROAD BRIDGE #8424

COUNTY: YUMA

ROUTE NO.: Local (Old SR 80)

PROJECT : TRACS: BR-YYU-0(205)T : 0000 YU YYU SB44501C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: HUNTER CONTRACTING COMPANY

LOW BID AMOUNT: \$ 774,850.95

STATE ESTIMATE: \$ 754,197.00

\$ OVER ESTIMATE: \$ 20,653.95

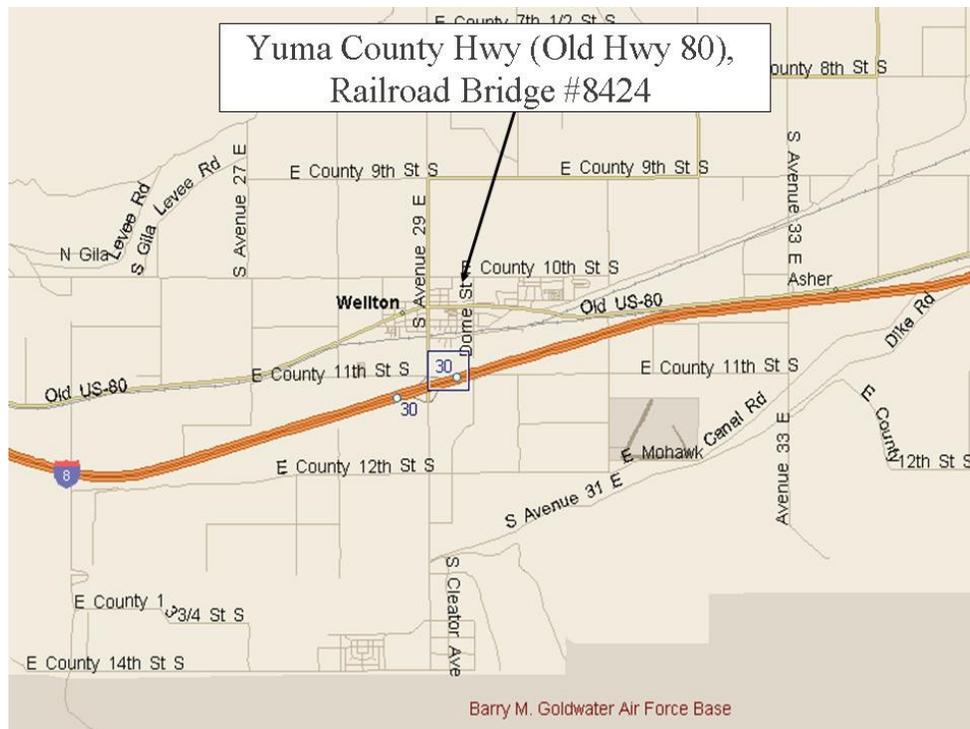
% OVER ESTMATE: 2.7%

PROJECT DBE GOAL: 6.78%

BIDDER DBE PLEDGE: 16.43%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3h. BOARD DISTRICT NO.: 4

Page 413

BIDS OPENED: March 07, 2014

HIGHWAY: YUMA-CASA GRANDE HWY I-8

SECTION: SANTA ROSA WASH BR, 1092- & 1093

COUNTY: PINAL

ROUTE NO.: I-8

PROJECT : TRACS: NHPP-IM-008-B(203)T : 008 PN 163 H827001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: STANDARD CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 589,727.00

STATE ESTIMATE: \$ 649,642.80

\$ UNDER ESTIMATE: (\$ 59,915.80)

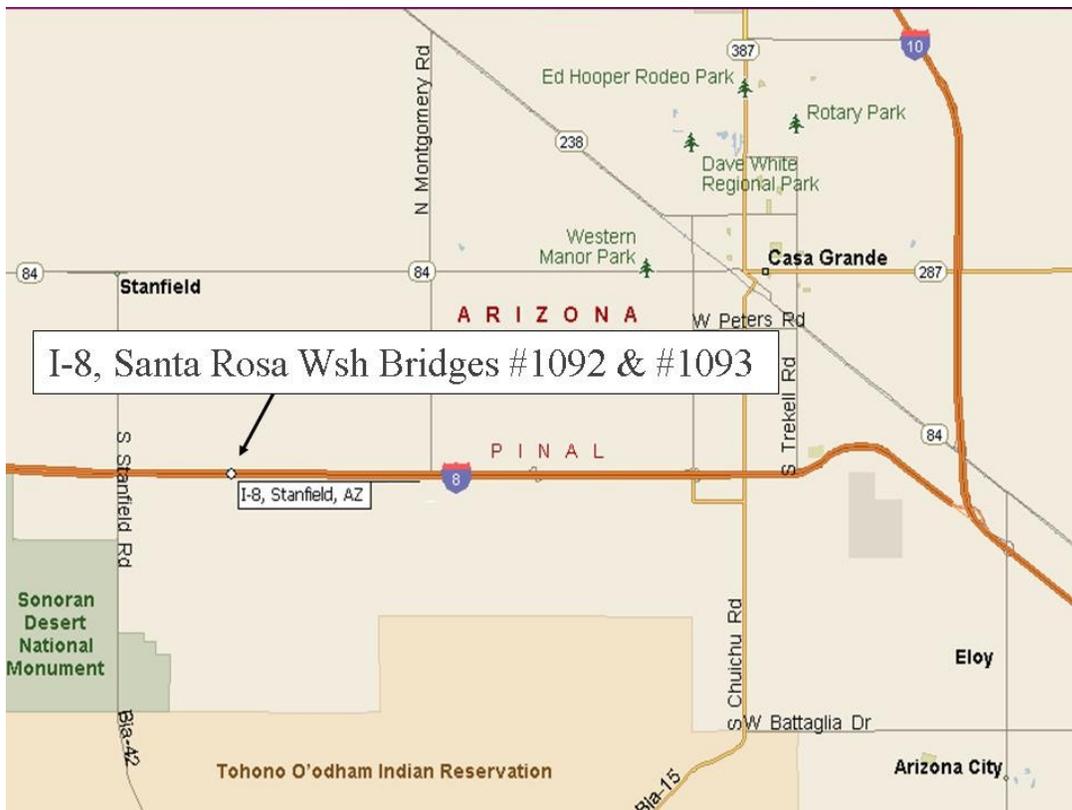
% UNDER ESTIMATE: (9.2%)

PROJECT DBE GOAL: 9.16%

BIDDER DBE PLEDGE: 13.66%

NO. BIDDERS: 11

RECOMMENDATION: AWARD



*ITEM 3i. BOARD DISTRICT NO.: 3

Page 417

BIDS OPENED: March 07, 2014

HIGHWAY: BENSON-STEINS PASS HWY

SECTION: US 191 - EAST WILLCOX TI

COUNTY: COCHISE

ROUTE NO.: I - 10

PROJECT : TRACS: IM-010-R(218)T : 010 CH 331 H839601C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 7,590,768.17

STATE ESTIMATE: \$ 8,436,807.00

\$ UNDER ESTIMATE: (\$ 846,038.83)

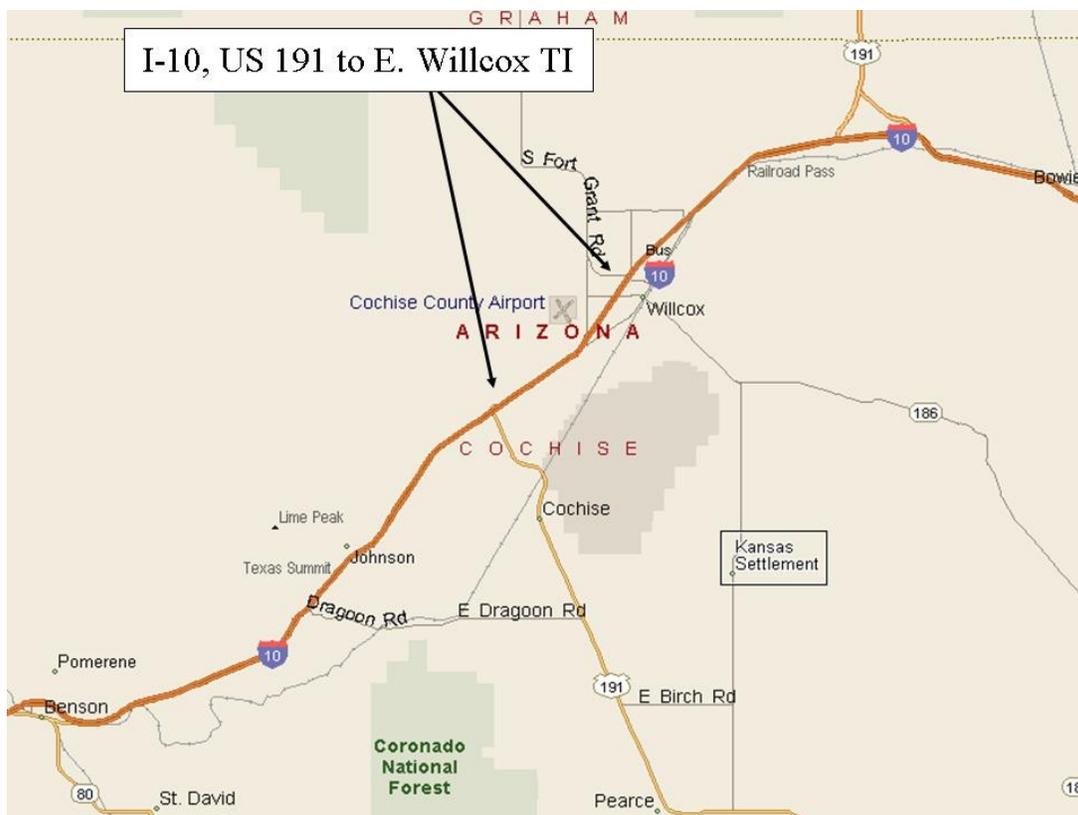
% UNDER ESTIMATE: (10.0%)

PROJECT DBE GOAL: 2.03%

BIDDER DBE PLEDGE: 2.04%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3j. BOARD DISTRICT NO.: 6

Page 420

BIDS OPENED: March 21, 2014

HIGHWAY: KINGMAN-ASH FORK HWY I-40

SECTION: RATTLESNAKE - JCT US 93

COUNTY: MOHAVE

ROUTE NO.: I - 40

PROJECT : TRACS: IM-040-B(213)T : 040 MO 056 H813401C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: MEADOW VALLEY CONTRACTORS, INC.

LOW BID AMOUNT: \$ 11,249,398.22

STATE ESTIMATE: \$ 12,220,972.25

\$ UNDER ESTIMATE: (\$ 971,574.03)

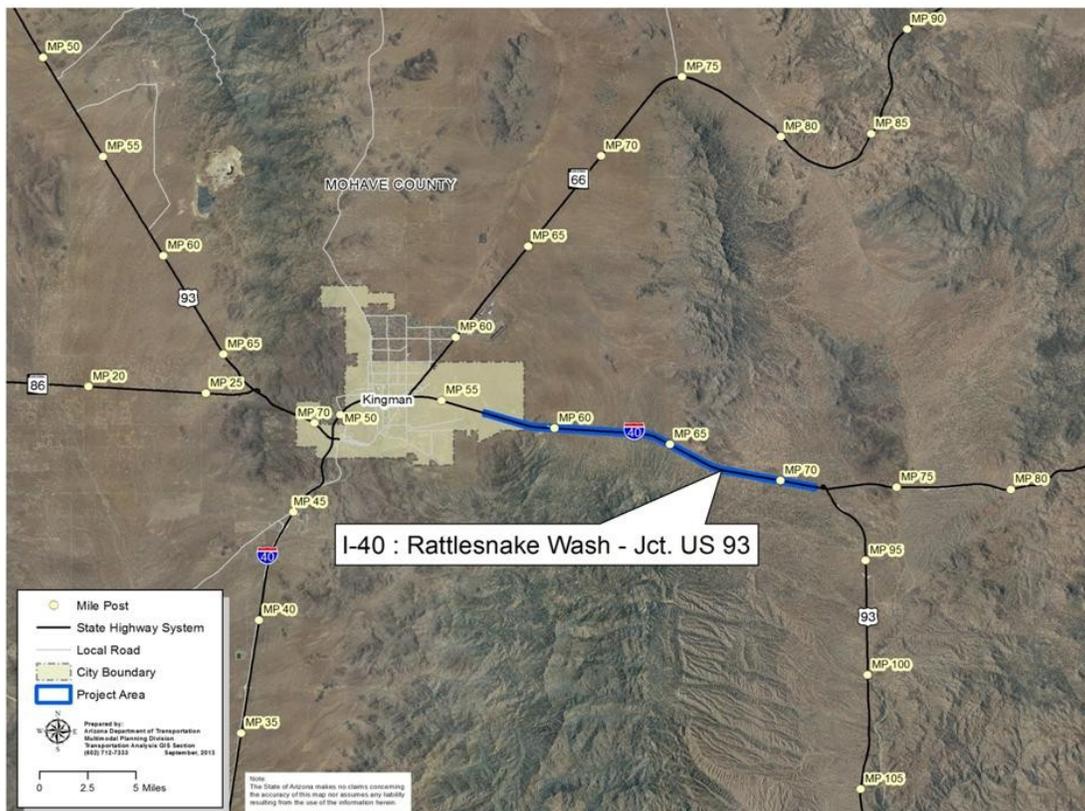
% UNDER ESTMATE: (8.0%)

PROJECT DBE GOAL: 1.83%

BIDDER DBE PLEDGE: 2.23%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 3k. BOARD DISTRICT NO.: 6

Page 424

BIDS OPENED: March 21, 2014

HIGHWAY: KINGMAN - ASH FORK HWY I-40

SECTION: ASH FORK RR BR-E ASH FORK TIOP

COUNTY: YAVAPAI

ROUTE NO.: I - 40

PROJECT : TRACS: NH-IM-040-B(214)T : 040 YV 143 H851501C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 5,277,210.05

STATE ESTIMATE: \$ 4,830,160.80

\$ OVER ESTIMATE: \$ 447,049.25

% OVER ESTMATE: 9.3%

PROJECT DBE GOAL: 3.95%

BIDDER DBE PLEDGE: 4.87%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3I. BOARD DISTRICT NO.: 5

Page 428

BIDS OPENED: March 21, 2014

HIGHWAY: CARRIZO-WHITE RIVER-INDIAN PINE HWY SR 73

SECTION: WHITERIVER - COAL MINE CANYON

COUNTY: NAVAJO

ROUTE NO.: SR 73

PROJECT : TRACS: STP-073-A(202)T : 073 NA 342 H657801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: HATCH CONSTRUCTION & PAVING, INC.

LOW BID AMOUNT: \$ 2,843,680.88

STATE ESTIMATE: \$ 2,830,710.25

\$ OVER ESTIMATE: \$ 12,970.63

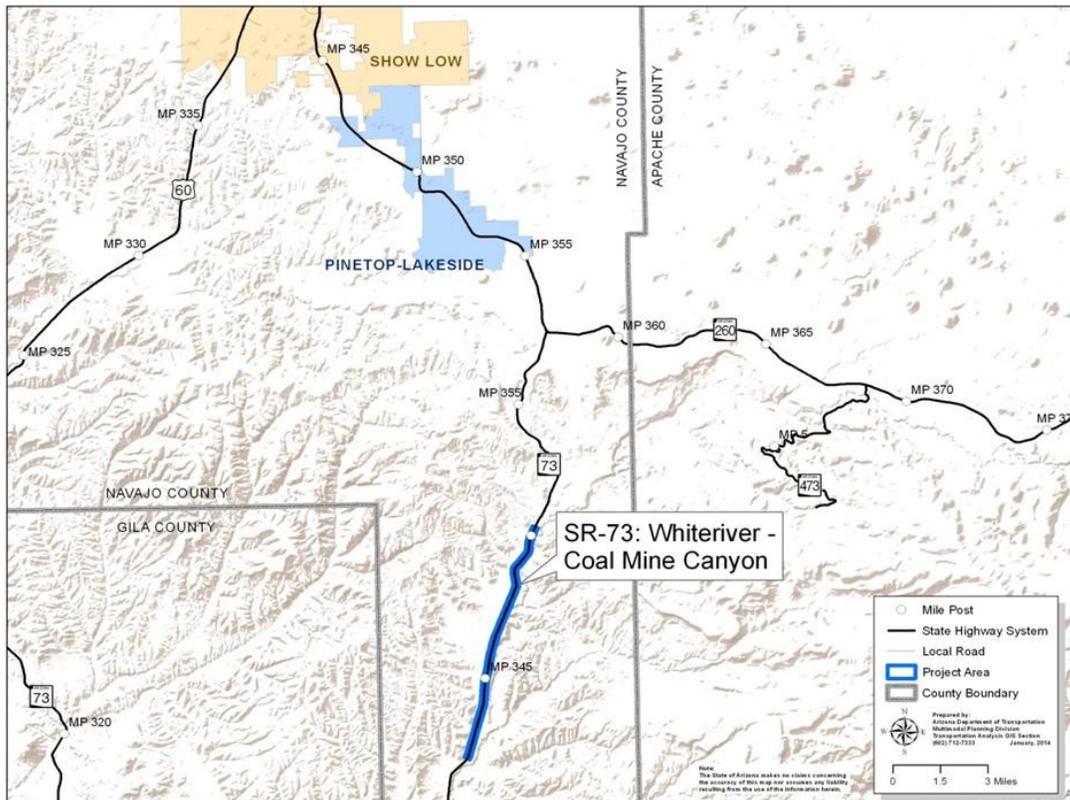
% OVER ESTIMATE: 0.5%

PROJECT DBE GOAL: 3.47%

BIDDER DBE PLEDGE: 4.72%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3m. BOARD DISTRICT NO.: 5

Page 431

BIDS OPENED: March 21, 2014

HIGHWAY: SHOW LOW - HOLBROOK HWY SR 77

SECTION: FIVE MILE DRAW BRIDGE

COUNTY: NAVAJO

ROUTE NO.: SR 77

PROJECT : TRACS: NHPP-BR-NH-07-B(205)T : 077 NA 386 H728601C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 3,221,000.00

STATE ESTIMATE: \$ 3,297,567.66

\$ UNDER ESTIMATE: (\$ 76,567.66)

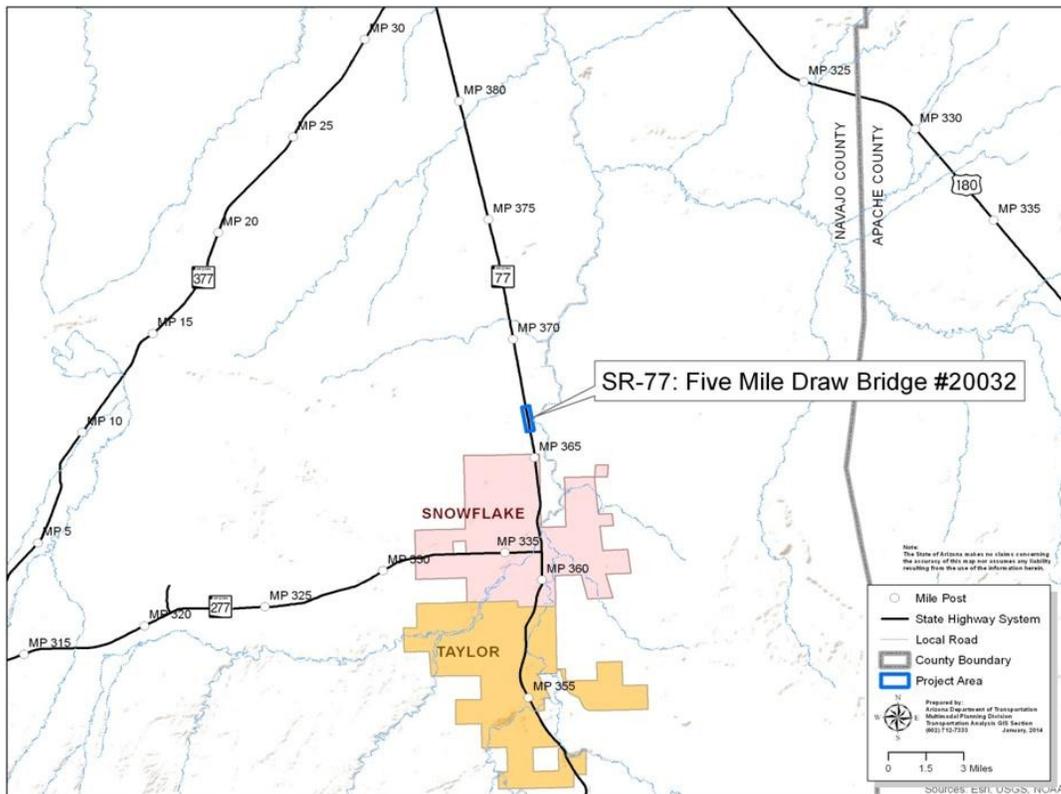
% UNDER ESTIMATE: (2.3%)

PROJECT DBE GOAL: 5.52%

BIDDER DBE PLEDGE: 5.53%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3n. BOARD DISTRICT NO.: 5

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BIDS OPENED: March 21, 2014

HIGHWAY: CAMERON-BITTER SPRINGS HWY US 89

SECTION: MOENKOPI WASH - HIDDEN SPRINGS

COUNTY: COCONINO

ROUTE NO.: US 89

PROJECT : TRACS: NH-089-D(203)T : 089 CN 476 H811601C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 5,536,269.95

STATE ESTIMATE: \$ 5,637,928.20

\$ UNDER ESTIMATE: (\$ 101,658.25)

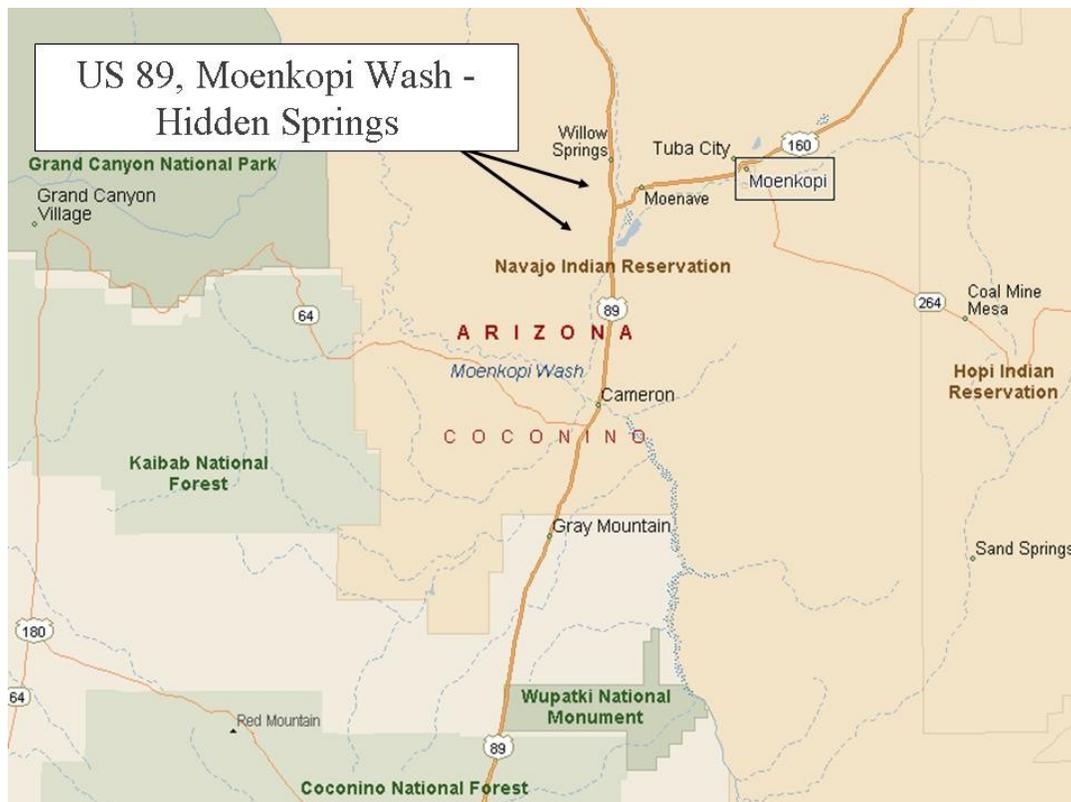
% UNDER ESTMATE: (1.8%)

PROJECT DBE GOAL: 3.12%

BIDDER DBE PLEDGE: 3.16%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 30. BOARD DISTRICT NO.: 5

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BIDS OPENED: March 07, 2014

HIGHWAY: FLAGSTAFF-VALLE HWY US 180

SECTION: COLUMBUS AVE TO SNOW BOWL

COUNTY: COCONINO

ROUTE NO.: US 180

PROJECT : TRACS: STP-180-A(202)T : 180 CN 216 H811801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: NESBITT CONTRACTING CO., INC.

LOW BID AMOUNT: \$ 4,539,076.55

STATE ESTIMATE: \$ 4,534,930.00

\$ OVER ESTIMATE: \$ 4,146.55

% OVER ESTMATE: 0.1%

PROJECT DBE GOAL: 2.91%

BIDDER DBE PLEDGE: 3.15%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 3p.

BOARD DISTRICT NO.: 3

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BIDS OPENED: March 21, 2014

HIGHWAY: DOUGLAS-WILCOX HWY (US 191)

SECTION: COCHISE POWER PLANT - JCT I-10

COUNTY: COCHISE

ROUTE NO.: US 191

PROJECT : TRACS: 191-A-NFA : 191 CH 061 H788301C

FUNDING: 100% STATE

LOW BIDDER: FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING

LOW BID AMOUNT: \$ 2,875,000.00

STATE ESTIMATE: \$ 3,207,636.15

\$ UNDER ESTIMATE: (\$ 332,636.15)

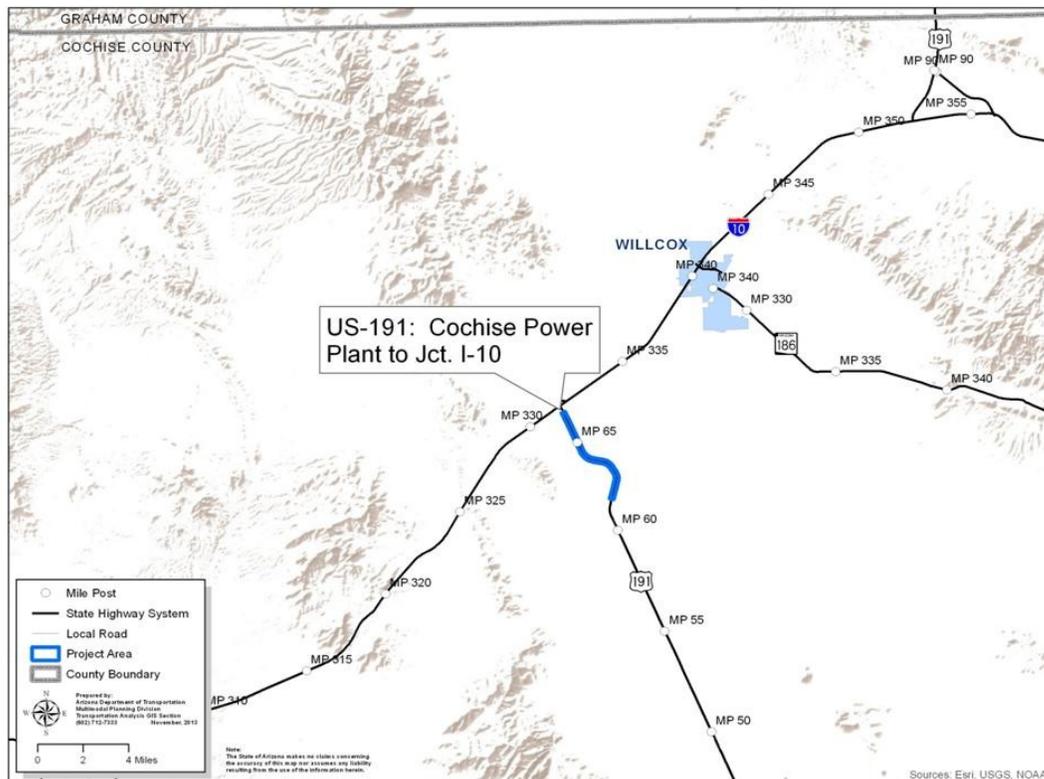
% UNDER ESTIMATE: (10.4%)

PROJECT DBE GOAL: None

BIDDER DBE PLEDGE: NA

NO. BIDDERS: 2

RECOMMENDATION: AWARD



PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

PROJECT MODIFICATIONS CONSENT

*ITEM 3q.

BOARD DISTRICT: 5

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ROUTE NO: SR 264 @ MP 446.0

COUNTY: Apache

DISTRICT: Holbrook

SCHEDULE: FY 2014

SECTION: Ganado Wash Bridge #1046

TYPE OF WORK: Design Bridge Replacement

PROGRAM AMOUNT: \$ 862,000

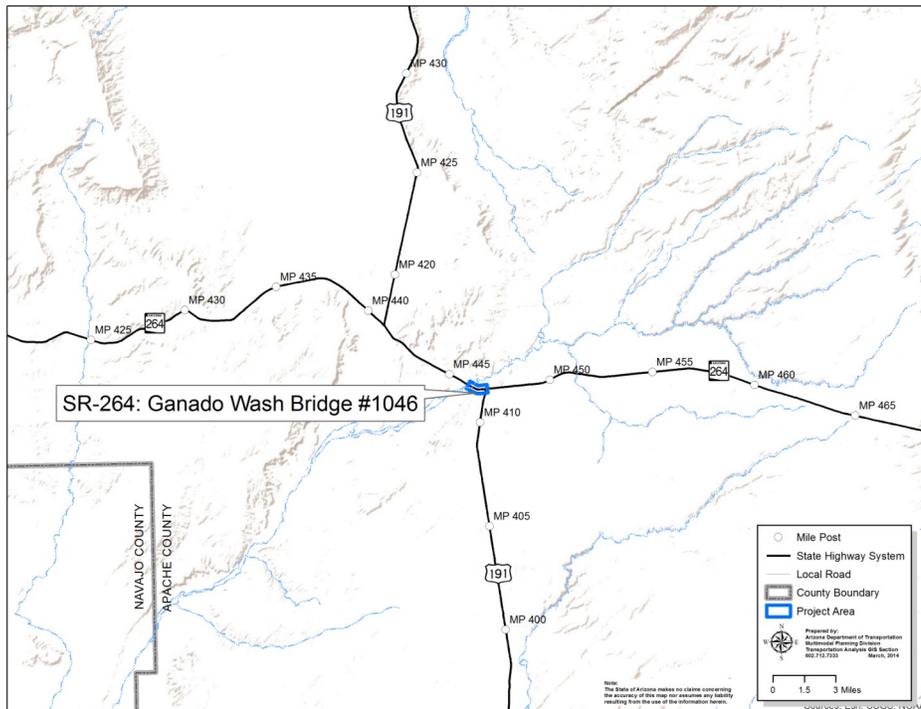
PROJECT MANAGER: Ken Ruffennach

PROJECT: H676801D

REQUESTED ACTION: Increase the design by \$100,000 to \$962,000 in the Highway Construction Program. **Funds are available from the FY 2014 Utility Location Services and Utility Relocation Fund #70814.**

NEW PROGRAM AMOUNT:

\$ 962,000



*ITEM: 3r.

BOARD DISTRICT: 1

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ROUTE NO: US 60 @ MP 143.0

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: Thunderbird TI

TYPE OF WORK: Study and Environmental Document

PROGRAM AMOUNT: \$ 686,000

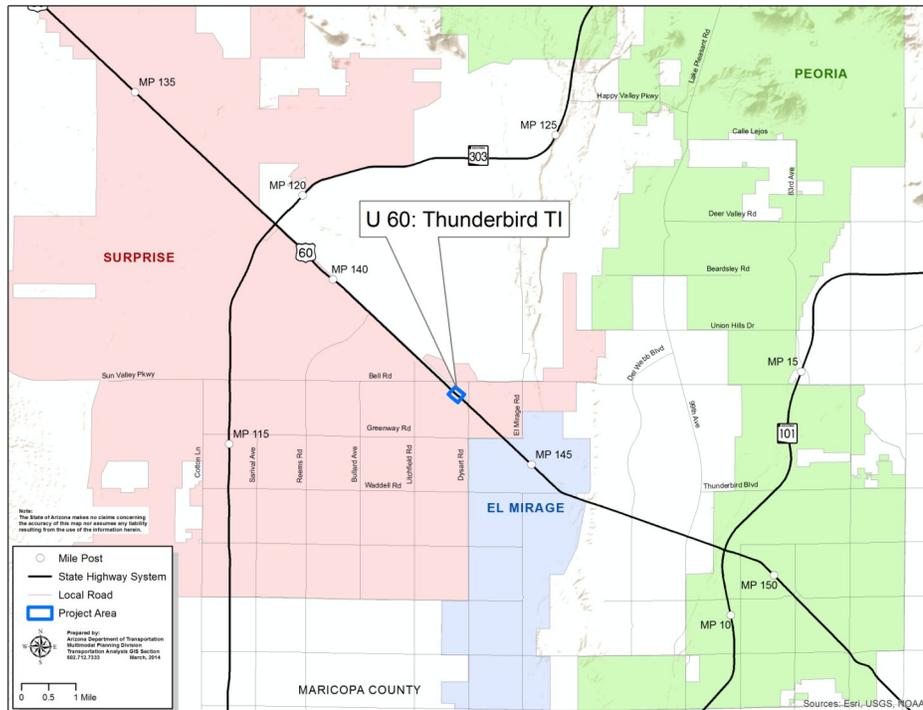
PROJECT MANAGER: Steve Beasley

PROJECT: H837401L

REQUESTED ACTION: Increase the study by \$54,000 to \$740,000 in the Highway Construction Program. **Funds are available from the FY 2014 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42214.** Identified in the MAG TIP as DOT 14-162.

NEW PROGRAM AMOUNT:

\$ 740,000



*ITEM 3s.

BOARD DISTRICT: 1

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ROUTE NO: US 60 @ MP 144.0

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: Grand Ave (Bell Road TI)

TYPE OF WORK: Study and Environmental Document

PROGRAM AMOUNT: \$ 1,547,000

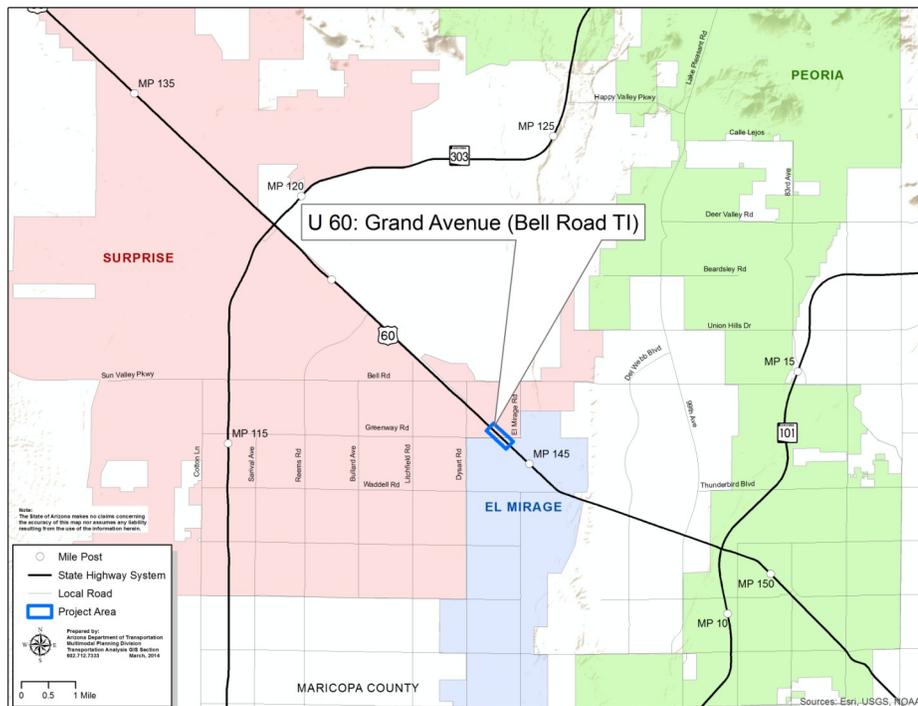
PROJECT MANAGER: Steve Beasley

PROJECT: H848501L

REQUESTED ACTION: Increase the study by \$166,000 to \$1,713,000 in the Highway Construction Program. **Funds are available from the FY 2014 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42214.** Identified in the MAG TIP as DOT 14-162.

NEW PROGRAM AMOUNT:

\$ 1,713,000



MINUTES
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, January 17, 2014
Town of Prescott Valley Library, Council Chambers
7401 East Civic Center, 1st Floor
Prescott Valley, Arizona 86305

The Pledge of Allegiance

Roll call by Board Secretary Lila Trimmer

In attendance: Steve Christy, Kelly Anderson, Hank Rogers, Joe La Rue, Deanna Beaver, Bill Cuthbertson, and Victor Flores

***ITEM 1: Transportation Board Organization—Floyd Roehrich, Jr., Deputy Director for Policy Designation of Board Chairperson and Vice Chairperson in accordance with A.R.S. §28-303(B).**

Kelly Anderson made a motion to designate Steve Christy as the 2014 Transportation Board Chairman and seconded by Deanna Beaver. In a voice vote, the motion carries.

Deanna Beaver made a motion to designate Kelly Anderson as 2014 Transportation Board Vice Chairman and seconded by Joe La Rue. In a voice vote, the motion carries.

Gavel is then passed.

Opening Remarks

Chairman Christy gave thanks to the communities of Prescott and Prescott Valley for their hospitality for hosting the Board meeting. He stated the facility is beautiful and it is thrilling to see the economic growth and development in Prescott Valley.

Call to the Audience

Citizens addressed various issues:

1. Harvey Skoog, Mayor, Town of Prescott Valley, re: Welcome to Prescott Valley, congratulations to the new 2014 Board appointments
2. Chris Kuknyo, Councilmember, Town of Prescott Valley and Chairman/CYMPO, re: on behalf of CYMPO, welcome and thank you to members who attended the annual Rural Conference
3. Mary Mallory, Councilmember, Town of Prescott Valley and Vice Chair/CYMPO, re: Welcome, appreciate the Board's service to these communities and partnerships
4. Craig Brown, Yavapai County Board of Supervisors, Board member/CYMPO, re: SR89 North Project is beginning soon; mutual partnerships with CYMPO and ADOT request to move forward the SR 89 South Project and putting it back in the 5-year plan
5. Christian Price, Mayor, City of Maricopa, re: Express public safety concerns on SR347 and the need for grade separation overpass, the DCR is waiting approval, partnerships with Ak-Chin, and updates for funding this project
6. Karen Lambertson, Cochise County Transportation Planner, re: Greetings from SEAGO, Port of Entry at our borders, Oversize Loads Study, condition of Hwy 191, use of Davis Road, and Hwy 191 Railroad Bridge, and historic Hwy 80
7. Steve Ayerd, Economic Development Director, Town of Camp Verde, re: Express appreciation of funding for SR260, and has completed the Memorandum of Understanding
8. ****Ted Maxell, (request to speak immediately prior to Agenda Item 7), Southern Arizona Leadership Council, re: Item 7: Intermountain West Corridor**

**REPORTERS TRANSCRIPT OF PROCEEDINGS
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16 ARIZONA STATE TRANSPORTATION BOARD

17 (Meeting: Excerpted proceedings)

18

19 January 17, 2014

1 P R O C E E D I N G S

2
3 (Excerpted proceedings: ITEM 2: District
4 Engineer's Report to ITEM 12: Suggestions)

5
6 MR. CHRISTY: Moving on with the agenda,
7 we'll move to Item 2, the District Engineer's report,
8 Alvin Stump, Prescott District Engineer.

9 MR. STUMP: Good morning, Mr. Chair and the
10 Board.

11 I'm going to start with the CYMPO area of
12 projects. First of all, under construction we have the
13 White Spar enhancement projects out the Prescott, as well
14 as the Del Rio and Big Chino Wash bridges under
15 construction between Chino and Paulden. Both of those
16 projects will be complete this summer.

17 Also under way, we have the CYMPO sign
18 project, which is good. It's a safety project to
19 reconstruct signs throughout this whole area.
20 Dewey-Humboldt also has a sign project under way as well.

21 And then we're working on some signal
22 phasing where Prescott Valley and 69 as well.

23 Recently completed is the Center Street to
24 Outer Loop Road enhancement project. This project
25 essentially constructed sidewalks and landscaping on the

1 last segment of 89 widening and also constructed the
2 horses in the roundabout and the welcome sign to Chino
3 Valley.

4 And also today, the bids are opening for
5 the -- the next segment of 89 between Outer Loop Road and
6 Deep Well Ranch Road, so we're looking forward to getting
7 going on that. It's expected to start in the spring.

8 And as far as what we have coming up soon,
9 the Prescott Valley multi-use path is coming up this year.
10 We've got a couple of roundabout projects in Chino Valley.
11 And later on, we have a right turn lane north of Paulden
12 coming up. And also a signal at Main Street and 69th in
13 Dewey-Humboldt. We just recently completed a signal
14 warrant study. It does meet warrants, so we'll be looking
15 to fund that. Also in that time frame, we'll be doing the
16 pavement preservation between 6th -- 169 (indiscernible)
17 on 69. And then as mentioned earlier, our unfunded
18 project, the Deep Well Ranch Road to 89A (indiscernible),
19 our last segment of 89 widening.

20 And then we're also starting a project
21 assessment of widening 69 to between Frontier Village and
22 Prescott lanes.

23 This multi-use path is very important to the
24 town, because it connects the existing network system to
25 the northern part of town. Up just south of 89A is one

1 elementary school as well as a high school that currently
2 serves as the school district office. But -- and then
3 it's also set up to connect north of 89A as well in the
4 future.

5 This is one of the roundabouts in Chino
6 Valley at Perkinsville Road. In the upper right hand
7 corner is our maintenance yard. And then the town would
8 like to see a (indiscernible) or something where you see
9 our cinder pile there, so we're continuing to work with
10 the town on a P3 project where a developer would relocate
11 our yards to the south end of town, and then the
12 difference in the property value would go towards
13 upgrading some maintenance infrastructure at one of our
14 other yards.

15 And also what's important, the notice, the
16 town is still working to get sewer and water to -- through
17 town. And this happens to be an area where sort of water
18 is readily available, so it's an important place where
19 they can go ahead and develop.

20 And this is our -- our 89A to Deep Well
21 Ranch project. We have all three agreements signed and
22 ready go between the city and the county, ADOT and city,
23 and ADOT and the CYMPO. It's -- all together, if you look
24 at it as one project, it's 22 and a half million dollar
25 project with about a third locally funded. So we're --

1 and then of course when 89 is widened, it does get
2 transferred back to the City of Prescott.

3 And this is Prescott Canyon and Prescott
4 Lakes Park. There's roughly a mile section that's
5 normally four lanes sandwiched between six lanes, so it
6 creates a bottleneck there. There's approximately 40,000
7 vehicles a day and what's more and more a commercial
8 corridor. So we're starting the project assessment to
9 look at widening that. And then once it's completed, it
10 would be transferred to the City of Prescott.

11 And then as far as our access management
12 agreement on 260, all seven parties have signed it. Key
13 bullet points are: The road is divided in highway section
14 between Thousand Trails. Urban fringe between Horseshoe
15 Bend and Wilshire. And that fringe urban section, we are
16 allowing one left-in in each direction.
17 Right-in/right-out is limited to a quarter-mile spacing.
18 Seven whole access intersections. And we're designing the
19 intersections to maintain Level Service B on the main line
20 for at least 20 years.

21 And so with the plan we have in place, I
22 feel we're going to get a high level service on this
23 corridor for 30 years.

24 Those are the key intersections: Thousand
25 Trails, Coury Drive, we have two intersections currently

1 not named, and then Cherry Creek, Horseshoe Bend, and
2 Wilshire Road.

3 And then lastly, I wanted to mention the
4 Wickenburg Ranch development. They are ready to start
5 working on this again. They plan on building houses this
6 summer. They're also going to be constructing a
7 roundabout of the 93 access. And so we're looking at
8 doing a joint project with them, because they have about
9 90 million in mitigation improvements to do. So we're
10 looking at applying for a (indiscernible) project of 3 or
11 4 million to throw in with them, and with that, we feel
12 like we can construct widening the 93 between Gulch Mine
13 Road and 89, which in that section is 13,000 vehicles a
14 day now, plus it gets up around 19 or 20 on the heavier
15 weekends. So we can fix that problem. We'd like to get
16 it down before the development starts to impact the
17 (indiscernible).

18 And that's all I have.

19 MR. CHRISTY: Are there any questions of
20 District Engineer?

21 Thank you, Mr. Stump.

22 Moving on to the Director's report,
23 Mr. Roehrich.

24 MR. ROEHRICH: Thank you, Mr. Christy. Just
25 a couple of things. The Director, unfortunately, couldn't

1 make it today. We do want to pass on and express our
2 appreciation to Mr. Flores. All the last month he wasn't
3 able to present the agency's gifts to Mr. Flores, we did
4 not miss that date. We also want to send along
5 appreciation for the six years and the work that you do
6 with the agency. It was great, accomplished a lot. This
7 agency, along with the board, accomplished a lot in the
8 six years, especially at a time when we were more
9 challenged with planning than we've ever been in anybody's
10 history. As we move forward, though, those actions and
11 policies we took will really help us. And you and your
12 peers were really leaders in doing that, so thank you for
13 that. It's going to be with a good foundation for us to
14 move forward.

15 The last couple of items, just this week,
16 Mr. Chair and Board Members, we were notified by the
17 Governor's Office that she has nominated Mr. Jack Sellers
18 to take the District 1 position on the transportation
19 board. And that process has started with the paperwork
20 bringing him on board. So starting in February, we expect
21 that Mr. Sellers will be attending the board meetings in
22 replacement for Mr. Flores.

23 There's still a nomination, approval process
24 through the senate, but as that process moves forward,
25 he's still able to participate.

1 Mr. Sellers is currently a councilman out in
2 the City of Chandler, so he also has quite a bit of
3 experience working in the public process. So he will be
4 our new board member.

5 And I just want to remind the board, if you
6 remember on the calendar, that we have approved in
7 December, there's a board study session coming up
8 February 4th. And Mr. Chair will be contacting you next
9 week to finalize agenda, but the two items we were
10 discussing were the finance -- the current financial --
11 (indiscernible) financial situation and the -- the start
12 of the process for developing the five-year program. That
13 has been requested by a number of the board members. So
14 that is the items, if you will, the general items for the
15 study session.

16 And that's all I have, Mr. Chair.

17 MR. CHRISTY: Thank you, Mr. Roehrich.

18 Moving on to the consent agenda, I have a
19 couple of issues on this particularly.

20 The minutes of the previous meeting, as a
21 question, we were presented in our packet with a draft of
22 those minutes. And if by including them in the consent
23 agenda, if we vote to approve the consent agenda, we are
24 thereby approving the minutes, the drafted minutes as
25 presented. Is that correct?

1 Well, then is it -- is it not also available
2 to board members to -- to withdraw one of the consent
3 items for discussion? And I'd like to do that,
4 particularly in the minutes regarding Item 7. This dealt
5 with the resolution that I presented to the board last
6 month in Globe. According to these minutes, all it says
7 that there was a resolution by board member Steve Christy
8 and that that resolution was withdrawn.

9 The board was full at that meeting. We had
10 the same staff that's here today pretty much at that
11 meeting. And the recollection that I have of that
12 particular agenda item during that particular meeting was
13 that there was an awful lot more discussed, responded to,
14 stated and affirmed than reflected in these minutes.

15 And based on that, what is stated in this
16 draft, in my estimation, will not do as indicative of what
17 happened during that meeting. There were statements made
18 by the director that should be noted as a matter of public
19 record. It's been referred to in a letter that we'll be
20 discussing later, affirmations that he made, yet no -- no
21 mention of them in the minutes. I and several other board
22 members had several significant statements regarding the
23 resolution and its intent. Staff also had copious amounts
24 of response to the resolution and its merits. Yet none of
25 that is stipulated in this -- in this item.

1 And based on that, I cannot, nor am I going
2 to ask that the minutes be approved. As a matter of fact,
3 I'm asking that they be sent back for much more detail,
4 much more involvement in what was said and what was
5 affirmed and what was responded to, and basically a much
6 fuller presentation of minutes.

7 MR. ROEHRICH: Well, hold on. Yes, sir,
8 Mr. Chair, I -- I guess I would ask that is it
9 specifically to that month, are you asking that the
10 minutes be transcribed verbatim for that month or for
11 every month before, because if you remember, we adopted as
12 this board's practice, a summary of the meeting minutes.
13 We never transcribed them to the -- to the full detail of
14 every item that was conversed. And we can do that if the
15 board so chooses, if that's how they want the minutes
16 described.

17 I just want to make sure I understand, is it
18 just because of the Item Number 7 you want transcribed?
19 Or do you now want the meeting minutes themselves
20 transcribed in their entirety to cover all the items that
21 are discussed?

22 MR. CHRISTY: I think that would be up to
23 the individual board members, as how they want the
24 individual agenda items transcribed. If in future
25 meetings, there are agenda items that are drafted for

1 minute purposes that are not of a satisfactory nature, the
2 board members should be able to reserve the right to
3 identify those agenda items and ask for much more clarity
4 and definition, as I am doing now.

5 Is there a problem with going back to
6 that -- that particular agenda item and asking for much
7 more clarity and detail?

8 MR. ROEHRICH: Mr. Chair, no, I just want to
9 make sure I understand, are you asking for --

10 MR. CHRISTY: Okay, let's --

11 MR. ROEHRICH: I just want to make sure what
12 the board wants.

13 (Simultaneous conversation)

14 MR. CHRISTY: Let me -- let me --

15 (Simultaneous conversation)

16 MR. CHRISTY: Let me be clear on this, then.

17 I would like on Item 7 of the meeting, of the minutes of
18 the last meeting, to be presented at a future date in a
19 much more detailed, copious manner that reflects the
20 entire discussions between staff and the board as to what
21 transpired -- what transpired during that agenda item.

22 This simply does not do it justice, nor does
23 it make any mention of what was said. And I've already
24 explained that.

25 And in the future, if this is the format

1 that is presented to the board and the board finds it okay
2 to have it very superficial from 30,000 feet up, that's
3 their purview. However, they do reserve the right at any
4 time in the future, if there is an agenda item that is
5 drafted that is not reflective of what happened and they
6 have an issue with that, they are free to pull it back out
7 and ask for it to be gone back. That's all I'm saying.

8 MR. ROEHRICH: And, Mr. Chair, I totally
9 agree.

10 Our only question was, was it that item or
11 the whole -- and this is --

12 MR. CHRISTY: I think I've asked --

13 MR. ROEHRICH: -- just when requested by the
14 board members, we're fine with that.

15 MR. CHRISTY: I think I've answered.

16 MR. ROEHRICH: Okay.

17 MR. CHRISTY: Okay.

18 MR. ROEHRICH: Then we will remove -- so
19 that what you're saying on the consent agenda, we'll
20 remove the meeting minutes from December, we'll reprepare
21 those (indiscernible) minutes, where the express purpose
22 of transcribing the conversation that took place on Item 7
23 in its entirety, and then that will be brought back to a
24 future board meeting --

25 MR. CHRISTY: For approval --

1 MR. ROEHRICH: -- as the total minutes.
2 Okay. I just wanted to make sure I understand and I'm
3 getting it right. So next month, there's not a
4 conversation, well, this is what I wanted.
5 MR. CHRISTY: Well, there may be.
6 MR. ROEHRICH: That's right.
7 MR. CHRISTY: There may be a conversation
8 about that.
9 MR. ROEHRICH: Exactly. And then we'll have
10 to --
11 MR. CHRISTY: But I'm hoping that we
12 won't --
13 MR. ROEHRICH: Okay.
14 MR. CHRISTY: -- and I'm specifically
15 talking about this agenda item at this particular meeting.
16 MR. ROEHRICH: Okay.
17 MR. CHRISTY: And there may be more issues
18 in future meetings regarding the agenda.
19 MR. ROEHRICH: Yes, sir.
20 MR. CHRISTY: So then I'm removing that,
21 setting it aside, as we discussed.
22 Is there a motion to approve the rest of the
23 consent agenda items? Or --
24 MS. BEAVER: I would like to go ahead and
25 make a motion.

1 MR. CHRISTY: Just -- one, there is a
2 question.

3 MR. ANDERSON: I would like to pull 4(h).

4 MR. CHRISTY: Board Member Anderson would
5 like to pull 4(h). Go ahead, Mr. Anderson.

6 MR. ANDERSON: 4(h), (indiscernible) 4(h)
7 deals with the Virgin River Bridge Number 6. I called
8 staff earlier this week about it and its placement in the
9 agenda. So I think we've come to the conclusion it needs
10 to be in Item 10, in the con- -- 10 in the construction
11 contracts.

12 MR. ROEHRICH: Mr. Chairman, so I'm sure I
13 understand, you want Item 4(h) pulled out of the consent
14 agenda, but we still address -- you want it addressed
15 separately, but you want it addressed during Item 10 when
16 we discuss the construction contract.

17 MR. CHRISTY: Right.

18 MR. ROEHRICH: Okay.

19 MR. CHRISTY: All right. So those items
20 requested have been pulled from the consent agenda.

21 Any other wishes or desire to pull any other
22 items on the consent agenda?

23 Hearing no requests, the board would
24 entertain a motion that the -- the balance of the items in
25 the consent agenda approved?

1 MS. BEAVER: So moved.

2 MR. CHRISTY: There is a motion by
3 Ms. Beaver and a second by Mr. Anderson to approve the
4 remaining -- the remaining elements of the consent agenda.

5 All those in favor, signify by saying aye.

6 Opposed, hearing none.

7 The remaining consent agenda items are
8 approved.

9 Moving on to Item 5, we'll hear a
10 legislative report from our director of government
11 relations, Mr. Kevin Biesty.

12 MR. BIESTY: Good morning, Mr. Chair,
13 Members of the Board.

14 On the state level, the legislature kicked
15 off this week. Bills are being introduced (indiscernible)
16 by the Department. To date -- I checked this morning --
17 597 bills have been introduced. There'll be more coming.
18 I can pretty much guarantee that.

19 ADOT has two of those bills that
20 Representative Fann will be sponsoring, and they're just
21 two pieces of legislation. One will update commercial
22 drive- -- make a little corrective update for our
23 commercial driver's license statute. And the other will
24 update our right-of-way statutes to reflect some increased
25 dollar amounts allocated -- allowed to be reimbursed to

1 property owners (indiscernible).

2 I'll be giving you an update every -- in
3 addition to the monthly update at the beginning of the
4 board meeting, you should also be receiving a weekly email
5 with a board report, showing the bills that are of
6 interest to the board.

7 Currently, there are two bills that I have
8 on that report. One is that right-of-way bill that the
9 Department is introducing. And the other is a bill
10 that's -- that's run -- that's been run previously, and
11 that would add one more board member to the -- to the
12 board, representing a -- the Native American tribes.

13 Today the governor is going to be releasing
14 her budget. It'll be rolled out to her cabinet this
15 afternoon. And then we'll follow up with you, probably by
16 the email, giving you some of the details.

17 As Mr. Roehrich presented, Jack Sellers has
18 been named. Once the paperwork is in, we'll bring him
19 around to the committee members and introduce him. And
20 then I'll notify you when a committee hearing is set and
21 keep you up to date as the process goes through.

22 Also, on January 28th, Director Halikowski
23 has been asked to a Joint Transportation Committee in the
24 House and Senate about the current the state of
25 transportation funding and also to discuss ecommerce

1 corridors. So we'll -- we're preparing for that right
2 now.

3 On the federal side, Congress passed the
4 fiscal year '14 (indiscernible) bill, which will fund the
5 government through September 30th. Currently, it has 40.2
6 billion for highways, 8.6 billion for transit. There's
7 also an allocation 600 million for TIGER grants.

8 Also we're working with some of our Nevada
9 partners on federal strategies for discussion of the I-11
10 corridor. And so we've had meetings and we'll continue to
11 have meetings to see what -- what needs to be done on the
12 federal level.

13 So with that, that's all I have this
14 morning. And --

15 MR. CHRISTY: Are there any questions of
16 Mr. Biesty?

17 MR. LA RUE: I have two questions.

18 MR. CHRISTY: Member La Rue.

19 MR. LA RUE: Kevin, on the detail of the --
20 the 28th, the Halikowski, can you just email us details on
21 where and what time, in case any board member would like
22 to attend.

23 MR. BIESTY: Absolutely, sir.

24 MR. LA RUE: Thank you.

25 MR. BIESTY: And thank you, sir.

1 And, Mr. Flores, thank you for your service,
2 and you didn't mention -- did my gift show up?

3 MR. FLORES: I'm still waiting. Thank you.

4 MR. CHRISTY: Thank you. Mr. Biesty.

5 Moving on to Item 6, the financial report,
6 we'll hear from our chief financial officer Kristine Ward.

7 Ms. Ward.

8 MS. WARD: Good morning. For your first
9 meeting as chair, I'm happy to report that I have nothing
10 miserable to report. It is somewhat happy here.

11 Let's see. As far as HURF performance, we
12 are within target, meeting expectations. The -- you know,
13 gas and diesels, it's still -- it's a lackluster
14 performance, but it's meeting the expect- -- the
15 lackluster performance we anticipated.

16 But happy news would be registrations. We
17 are actually receiving growth in vehicle registrations.
18 Remember when we bought all those new cars? We are now
19 starting to experience them entering the fleet and raising
20 the -- the amount monies that we are getting in from
21 registrations. We are -- experienced 3.9 percent growth
22 year to date. And keep -- keep in mind that we only had
23 less than 1 percent growth for the years 2008 through
24 2012. So to see 3.9, you almost get giggly.

25 In terms of VLT revenues, we are -- that is

1 our strong area. We have got 6.8 percent growth year to
2 date over last year, and we're a little above forecast as
3 well. And I am thinking that a number of people had a
4 very, very happy Christmas, because our new car purchases,
5 our new car registrations were up 34 percent over the
6 previous year. So last December, 15,000 cars were
7 purchased in December. This year, 20,000 cars were
8 purchased in December. Did anybody get a car for
9 Christmas? I'm just kidding. Mr. Flores?

10 MR. FLORES: That's the gift that's coming
11 from Kevin.

12 MS. WARD: Moving on to RARF, again, our --
13 our performance is right on target. We're .9 percent
14 ahead of forecast, but, again doing really well. Retail
15 sales are 9.9 percent over last year, and they are 3.5
16 percent ahead of our forecast.

17 Contracting, again, continues its -- its
18 significant growth -- and I always have to put this caveat
19 in, but of course it's off of a teeny, tiny base. So
20 we're growing. We're growing gang-busters, but we are --
21 started small.

22 Going on to just our additional updates,
23 Kevin told you about the federal aid program. We were
24 very happy that Congress chose to send that budget off to
25 the President, because our funding, actually, the budget

1 for the federal aid ended today. So we only had funding
2 for 107 days. That funding -- that budget would have
3 ended today, and therefore, we're really happy to have the
4 rest of the year's worth of funding for our federal aid
5 program.

6 Our debt financing program, remains pretty
7 much the same. You've got capacity in the first
8 (indiscernible), we've got no cash. And on the bright
9 side, we've got capacity, but we're saving that capacity
10 up for some big projects that are coming down line on
11 (indiscernible) South Mountain.

12 Cash management, I am not happy, but it's --
13 you know, it's still a pathetic little (indiscernible)
14 percent.

15 Ah, a happy note, in case you all want some
16 additional reading material, we have completed our
17 comprehensive annual financial report. The audit is in.
18 We have no findings. And if anybody would like a copy,
19 I -- it is on our website -- I'll be happy to send that
20 over to you.

21 I knew it. I would get somebody that would
22 take it.

23 That concludes my financial report. And I'd
24 be happy to answer any questions.

25 MR. CHRISTY: Are there any question of

1 Ms. Ward?

2 MS. BEAVER: If you could just go ahead and
3 maybe send a link to all of us, that --

4 MS. WARD: I -- I would be glad to send that
5 link.

6 MR. CHRISTY: Any further questions?

7 Thank you very much, Ms. Ward, for your
8 report.

9 We'll move on to Item 7, Multimodal Planning
10 Division report, which will present an update on I-11 and
11 Intermountain West Corridor study. And presenting that
12 will be our Multimodal Planning director, Mr. Scott Omer.

13 Mr. Omer?

14 MR. OMER: Thank you, Mr. Chair.

15 MR. ROEHRICH: Real fast, Mr. Chair, this
16 was the item where the public person wanted to talk --

17 MR. CHRISTY: Oh, thank you, for --

18 MR. ROEHRICH: (Indiscernible) --

19 MR. CHRISTY: I beg your pardon. You're
20 absolutely right. Thank you, Mr. Roehrich, I appreciate
21 that.

22 We do have a request to speak to that item.
23 Ted Maxwell. Ted is -- well, he'll tell you who he's
24 with.

25 MR. MAXWELL: Good morning, Chairman

1 Christy.

2 Mr. Flores, thank you for your leadership.

3 Board, Mr. Roehrich.

4 I appreciate the opportunity to speak for
5 this item, and my comments are directly with regards to
6 the Intermountain West Corridor.

7 There's been a lot of discussion about the
8 (indiscernible) Nogales, you talk about the importance and
9 significance of ensuring that the port of entry
10 (indiscernible) between a thriving and improving economy
11 in Mexico and the capacity to get those goods and
12 (indiscernible) products in the state of Arizona and
13 (indiscernible). Obviously in Globe, there was discussion
14 on the resolution. And I just am here to ask you to
15 continue those hard discussions.

16 The Intermountain West Corridor, to truly
17 gain the whole capacity and benefit from it, needs to be a
18 border-to-border crossing. We understand that the study
19 has (indiscernible) I-11 study, they can give an update on
20 the Intermountain West Corridor. There's some specific
21 (indiscernible) in that. What we're asking you to do is
22 to continue to think about what is the next steps.

23 Southern Arizona Leadership Council, who I'm
24 representing today, is made up of 118 CEOs in the southern
25 Arizona region. And I'm here to tell you that we are

1 standing by ready to support ADOT in any way we can, as
2 well as several governmental agencies, including
3 administrators in Pima County and the Pima Association of
4 Governments, are standing by to try to help lay the
5 groundwork.

6 So why is it important? It's important that
7 as the study comes to its completion with the priority
8 segment being studied in depth, we lay the groundwork and
9 the foundation so that when the study's done and
10 identifies the segment, which I think we all agree, based
11 on the current draft studies and everything we've looked
12 at, is probably going to go through the port of --
13 Mariposa port of entry in Nogales, it's ready to go to the
14 next step -- step of the studies. There is folks down in
15 southern Arizona that are ready to help with that, start
16 identifying where the funding for those studies are going
17 to come and how we can be ready at that announcement to
18 get to that next phase.

19 The reason it's important is we believe this
20 is a border-to-border project that needs be dealt with as
21 one for the next steps, when you go on for (indiscernible)
22 at the federal level.

23 If the studies get to this -- too far apart
24 from each other, it will never happen. (Indiscernible)
25 trying to piecemeal this project together, which result in

1 an incomplete project, and it'll never truly give all the
2 economic benefit that could come to the state of Arizona.

3 So I ask, keep the discussion going, please.
4 As a board, we'd ask for you to give further declarations
5 and guidance, and we'd ask you to encourage the ADOT staff
6 to reach out to the community in southern Arizona so that
7 we will be ready to go with the next phase of these
8 studies and we can make this truly a border-to-border
9 initiative and really get all of the economic benefit and
10 prosperity from it.

11 And thank you for your time.

12 MR. CHRISTY: Thank you, Mr. Maxwell. And
13 I'm sorry for overlooking your position in the situation
14 here.

15 Scott? Sorry for the interruption.

16 MR. OMER: So discussion again, Mr. Chair,
17 before I speak about the Intermountain West Corridor, a
18 little bit earlier, as part of my AP report, Mr. Roehrich
19 talked about the board's study session in February, we'll
20 be going over our draft of the tentative -- we call it the
21 straw man of the Tentative Program. And also I just
22 wanted to mention our ten-year program -- (indiscernible)
23 think of it as part of -- it's called the planning program
24 and process or P-to-P. We will include that as a
25 precursor to our study session in February.

1 Okay?

2 So as far as the Intermountain West Corridor
3 update goes, we were asked to have this conversation
4 about -- on a monthly basis now, what you will be
5 receiving from us will be an update. Today you probably
6 don't have a written update in front of you, but you will
7 in the future be receiving a written update as well as
8 we'll go over where we're at as far as the specific status
9 of the -- of the Department itself. Today, there's a
10 presentation -- I will make a presentation every time
11 (indiscernible) it's requested, and we'll see how that
12 actually goes. And I'll -- we'll work of course with the
13 chair on when we go into detail.

14 So where we started at in July of 2012,
15 Congress designated the I-11 corridor, and here's the Act
16 where -- where it's actually talked about and designated.
17 And the Congressional designation was really for U.S. 93
18 only. What that didn't do was provide a full
19 understanding of what potential benefits could be for a
20 true statewide corridor. This board's guidance,
21 specifically Mr. Flores's conversation -- we had many
22 conversations about the I-11 corridor. And we did come to
23 the agreement early on that we should not just be looking
24 at one small segment. We -- if I-11 really should happen
25 in the state of Arizona, we should make sure that we're

1 looking at the entire state of Arizona, identifying where
2 that ultimate corridor should be, and it should be from
3 border to border.

4 After we had these initial conversations, we
5 moved on, and we developed our scope of work with the
6 Nevada Department of Transportation. Again, we're
7 developing this in partnership with NDOT. They're the
8 lead contracting agency. In Arizona, the DOT is also
9 included in there. And we work jointly with NDOT on all
10 decisions made on the study. Any work that's done in
11 Arizona is -- while they may hold the contract, it's our
12 responsibility. And so the same thing occurs in Nevada,
13 (indiscernible) do (indiscernible) jointly with the state
14 of Nevada on this study itself --

15 MR. CHRISTY: Mr. Omer, could I interrupt
16 you?

17 MR. OMER: Yes.

18 MR. CHRISTY: Who officially owns that
19 study?

20 MR. OMER: The contract is officially owned
21 by the Nevada DOT. So they own the contract that the
22 consulting team is working on. Who owns the study? I own
23 the study? Arizona. And "I," as in ADOT. And
24 (indiscernible) they own the study that's in -- in Nevada.

25 So we're -- and the reason I say that is

1 because the study -- this study will eventually be the
2 document that we use to inform any future studies that
3 come out in the future. Okay?

4 So what we really want to do is make sure
5 that this corridor ultimately (indiscernible) some sort of
6 justification, if we should be making any type of
7 significant investments in the corridor in the future.
8 That's when we decided to develop a business plan and see
9 if there was really a business case for the corridor.
10 We're not just going in and looking at how much traffic
11 was on it. We wanted to look at the entire business case
12 and including is there a need to develop -- you know, the
13 economic need, the transportation need, the socio-economic
14 need, all came -- things came into play and is there
15 really a justification for the corridor. And we decided
16 to look at that for the entire process.

17 We just weren't going to limit it to the
18 Congressional-designated piece from Las Vegas to the City
19 of Phoenix. And we decided to look at all the reasonable
20 and feasible corridors that should be considered. That's
21 when we came out (indiscernible) in both the states. We
22 have the more -- refined piece that's in the designated
23 area. And then everywhere else, we decided to identify
24 where we should have the reasonable, feasible corridors
25 that should -- we should take into further consideration.

1 That's where we started.

2 Eighteen months later, about 18 months
3 later, we've made a lot -- we have made a lot progress
4 into the study. Currently, where we're at is refining the
5 alternative, refining the corridors, deciding which
6 corridors show the most promise, which ones we really feel
7 have a feasible and reasonable corridors that we should
8 move forward with in the future. After this point, we'll
9 move on to developing final -- final purpose and need for
10 the corridor, the final P/EL document,
11 Planning/Environmental Linkages; I did update you guys
12 last month on that. And then eventually delivering our
13 final business case.

14 The entire project is currently scheduled to
15 be delivered in July of this year, and we don't see any
16 reason why that will not take place. That's the schedule.
17 We haven't had any indications that it's going to be any
18 delays. So that's our current schedule.

19 When we started out the process, you look at
20 the graph on the left-hand side of the screen, well, we
21 looked at just about everything imaginable on how many
22 corridors could be considered for the -- for the
23 Intermountain West Corridor. We had multiple corridors
24 and alignments -- excuse me -- multiple corridors in
25 northern -- northern Nevada, multiple corridors in

1 southern -- southern Arizona. And on the right-hand side
2 of the screen is where we feel is going to show the most
3 feasible and reasonable corridors to pursue in the future.
4 Northern Nevada, there's -- there's -- it's using a couple
5 of corridors (indiscernible) north out of Nevada. But in
6 Arizona, you'll notice that what we've identified as the
7 most feasible and reasonable corridors come from Las Vegas
8 down to -- using the U.S. 93 somewhere into the vicinity
9 of Phoenix and then down I-10 towards Tucson and then
10 eventually to the Mariposa port in Nogales. It's no
11 surprise. We've said that for a while that that was going
12 to be the corridor that showed that it was the most
13 feasible and reasonable.

14 It doesn't mean we've eliminated anything
15 else. And I said that a couple of months ago. It means
16 that these are the ones we're going to go to the board
17 with. The other ones aren't really eliminated. It just
18 means we've looked at it in the past. We're not going to
19 take them forward (indiscernible) future consideration.
20 The southern Arizona piece will -- will be -- the corridor
21 that we look at that goes from Phoenix to Tucson and
22 eventually to Nogales.

23 Inside the corridor, the corridor could be
24 anywhere from 5 to 50 miles wide. You can have multiple
25 alignments inside the corridor. We're not refining it and

1 saying that it's exactly this road or this road or this
2 road or that route. It's a really wide brush that we look
3 into, as you move forward. And that's not the entire
4 corridor from southern Arizona to northern Nevada. As you
5 move into further states in the future, you refine that
6 into individual alignments. But now we're -- we've always
7 said we're at the corridor level, and that's what it looks
8 like.

9 But, again, we have identified these as the
10 most feasible and reasonable corridors to consider in the
11 future.

12 The study's still scheduled to be completed
13 in July, as I said. We'll have our final recommendations,
14 deliver our corridor concept report, a final business
15 case, the foundation that says -- explains why we should
16 do this study. Planning/Environmental Linkages document
17 covers the entire corridor from border to border. It'll
18 have a recommended purpose and need to move into an
19 eventual NEPA document, and it does inform that process.
20 And it'll also develop (indiscernible) corridor
21 implementation plan and program as we move forward also.

22 As the board received copies of, after the
23 last meeting, we received a letter from -- from the chair,
24 and he asked for some specific -- four specific questions.
25 And I said I would answer them today here during the board

1 meeting. The Director did respond back to the chair. And
2 you guys have received a copy of that also. And he
3 gave -- again gave an assurance that we moving forward in
4 good faith with the entire study and not just looking at
5 individual sections.

6 So the four questions that were asked, were:
7 Is the July 2014 still the estimated time completion for
8 the final corridor (indiscernible) report?

9 And I guess (indiscernible), yes, we're
10 still considering July to be the final schedule. We
11 haven't had any indications that we're going to delay that
12 or move it out, so we're expecting the final documentation
13 to be completed in July of 2014.

14 The next question: Is there an estimated
15 time of completion for each of the requisite studies as
16 defined above or any other studies required for the
17 Southern Arizona Connectivity Segment to be included in
18 the final corridor concept report?

19 It's already included in the final corridor
20 concept report --

21 MR. CHRISTY: Say that again.

22 MR. OMER: -- southern Arizona -- the entire
23 corridor from border to border is included in the final
24 corridor concept report. So it's already included. It's
25 already there.

1 It's also going to be included in the final
2 P/EL document, Planning/Environmental Linkages will
3 (indiscernible) the entire corridor from border to border
4 and those will both be scheduled to be completed in July
5 of 2014. No other studies have been scheduled or funded
6 to move forward at this time.

7 The next question is: Upon completion of
8 the requisite studies, will the Southern Arizona
9 Connectivity Segment be incorporated into the final
10 corridor concept report in formality or were made part of
11 ADOT's I-11 border-to-border business plan?

12 Again, the Southern Arizona Connectivity
13 Segment it will be part of the final (indiscernible)
14 corridor report. That's scheduled for completion in the
15 summer. Completion of future studies could go further to
16 help achieve NEPA (indiscernible) decision for the -- for
17 the document, but, again, they're not -- nothing is
18 scheduled, and nothing is funded as we move forward from
19 this date.

20 And last section says: If so, will the
21 Southern Arizona Connectivity Segment be included within
22 the same (indiscernible)?

23 Again, it's not scheduled.

24 I will say what we have done (indiscernible)
25 is we have had conversations with PAG. I met with the PAG

1 director a couple of weeks ago at an ACA meeting, had the
2 conversation that this spring we could start -- begin the
3 process of discussing in southern Arizona what a scope of
4 work should look like, who should be involved in it, who
5 should be responsible for what -- again, developing the
6 scope of work. If we identify the funding for that study
7 to move forward and probably come out of our work
8 programs, that would come out after -- sometime after the
9 completion of the study. So we are having conversations.
10 We even decided that we'd probably start meeting in around
11 the March time frame. But (indiscernible).

12 So hopefully that answers your questions.
13 If not, we can expand on those. That was the end of
14 presentation (indiscernible) for today.

15 MR. CHRISTY: Let me go back to -- Item 4,
16 Mr. Omer, on the -- oh, excuse me, Item 3: Upon
17 completion of the requisite studies, will the Southern
18 Arizona Connectivity Segment be incorporated into the
19 final core concept report and formally made a part of
20 ADOT's I-11 border-to-border implementation plans?

21 Is that a yes or a no?

22 MR. OMER: We consider that a yes because
23 the final corridor report will include -- it's from the
24 border to the border. It isn't just from Las Vegas to
25 Phoenix. It includes the entire -- the entire corridor.

1 And we found that the Department's most reasonable and
2 feasible goes from Las Vegas to Phoenix to Tucson and
3 eventually down to the Mariposa port.

4 MR. CHRISTY: Okay. And then to Number 4,
5 once again, if so, will the Southern Arizona Connectivity
6 Segment be included within the same timing and funding
7 level as the priority segments?

8 That's one question.

9 And?

10 MR. OMER: It's in the same schedule. We
11 have no funding as we move forward today. And that's -- I
12 wanted to make that clear. We don't have funding to move
13 any other projects forward.

14 We did say we would have -- we've had
15 conversations with the PAG, the Pima Association of
16 Governments (indiscernible) if there's any additional
17 studies we'd like to do together, but we don't have
18 funding identified to move forward with anything else that
19 is in the future. As of now, we have no funding after
20 this is completed in July.

21 MR. CHRISTY: So moving on, then, to the
22 second question in 4, if not, and you said that no funding
23 has been identified.

24 And the answer to the "why not"? Why not --
25 why hasn't any funding been identified?

1 MR. OMER: Mr. Chair, that's a -- it's a
2 good question. When we started talking about a corridor,
3 we're talking about a corridor that's 400 miles long, 2368
4 (indiscernible) miles long. When you move into an
5 environmental document on a 400-mile-long corridor, it
6 could be 30 or 40 million dollars. So, no, we don't have
7 the funding identified for any further studies at this
8 time.

9 I'm not saying we haven't had conversations
10 and started looking, and we know there's other people that
11 are interested in this corridor and started talking about
12 identifying funding from Congress or from the feds, but
13 that's not something that we have available today.

14 MR. CHRISTY: And if that might not, which
15 you've answered, the final interrogatory is: How can this
16 be accomplished?

17 MR. ROEHRICH: I guess, Mr. Chair, if I
18 could, some of the things that we have talked about in the
19 past, I know Mr. Maxwell had said it as well, takeaways
20 from this that other stakeholders could help us with is
21 really talking about three things -- or two to three
22 different things. One (indiscernible) can help extend the
23 designation to the border. I don't know why they stopped
24 in Phoenix. That was, you know, not in -- a very logical
25 thought process. But again, I have no idea why Congress

1 did what they did they did.

2 So I mean, as we move forward, talk with our
3 delegation to extend the designation all the way to the
4 border, so we have the connectivity with Mexico. It's
5 important for us and that's why we're going through a
6 justification report to lay that foundation.

7 And the second thing is to help fund the
8 study to (indiscernible) we can move it forward as one
9 complete study. We do not support taking it in pieces
10 either, because it doesn't meet the purpose of what we
11 said --

12 MR. CHRISTY: So going back to your first
13 statement, which you -- you identified the fact that
14 you're perplexed that why Congress didn't extend the
15 entire project, rather than one segment of it, when ADOT
16 is in Washington -- and I don't know if they have a
17 lobbyist on behalf ADOT, and if there is a lobbyist, and
18 if there is a lobbyist, if this lobbyist is lobbying
19 strictly for the funding between Phoenix and Las Vegas, or
20 is he lobbying for funding for the entire border-to-border
21 concept.

22 MR. ROEHRICH: Mr. Chair, he is lobbying for
23 the -- for the entire corridor.

24 MR. CHRISTY: Border to border.

25 MR. ROEHRICH: Absolutely. We're out there

1 pushing our -- our recommendation that Interstate 11 must
2 tie from our state border with Nevada to the international
3 border with Mexico.

4 MR. CHRISTY: So --

5 MR. ROEHRICH: And we're continuing to do
6 that.

7 But obviously, we're only one voice. What
8 we need is support from our stakeholders, from our other
9 local jurisdictions out there that listen to our
10 delegation, that will also hear from them the importance
11 of why we need to continue to expand the designation as
12 well as look to funding it. Otherwise, you end up really
13 having to decide what's more important, preservation, as
14 we've gone through in the past, (indiscernible) program,
15 or take money out of those existing programs to support
16 this.

17 MR. CHRISTY: Well, the first thing, the
18 important thing that you've pointed out is that (A) there
19 is an ADOT lobbyist that is lobbying on behalf of the
20 entire border-to-border concept.

21 Second of all -- I just lost my train of
22 thought.

23 MR. ROEHRICH: We did ask (indiscernible)
24 because he does not --

25 (Simultaneous conversation)

1 MR. ROEHRICH: When I'm saying our
2 lobbyist --

3 MR. OMER: So, I guess, Kevin had mentioned
4 in his previous presentation, our lobbyist is working with
5 the Nevada lobbyist, and both delegations together are
6 working on this combined --

7 MR. ROEHRICH: Part of the Interstate 11 --
8 (Simultaneous conversation)

9 MR. OMER: It's our delegation and our
10 lobbyist that's having these conversations with --

11 MR. CHRISTY: But the focus is on the.

12 MR. OMER: -- the entire corridor. We're
13 not limiting it --

14 (Simultaneous conversation)

15 MR. OMER: -- one section or the other.

16 MR. CHRISTY: Now, I remember what I wanted
17 to dovetail to Mr. Roehrich is that if you go in and ask
18 for funding on one segment and let's say they grant it,
19 that one segment being Phoenix to Las Vegas, and then down
20 the road, we decide, say we've got this great
21 border-to-border plan and you go back for funding, what --
22 the chances of getting secondary funding for that just die
23 down into the brink precipitously.

24 So what we're urging -- or what I'm glad to
25 hear is -- or I hope I'm hearing is that the lobbyist that

1 ADOT has in Washington is not lobbying strictly for
2 Phoenix to Las Vegas, but lobbying strictly -- or
3 inclusively from border to border.

4 Mr. Biesty.

5 MR. BIESTY: Mr. Chair, Members of the
6 Board, we currently have a lobbyist on board that is
7 helping us with all things related to I-11. And as the
8 study moves on and as this progress -- as this process
9 evolves, things are being added to the mix. We had big
10 meeting with all the stakeholders from Nevada and Arizona.
11 The -- you know, the state DOTs, the government relations
12 folks, it was a week or two ago, and we're laying out
13 steps. And one of the "asks" we're working on is
14 extending the designation of I-11.

15 MR. CHRISTY: One of the "asks." And other
16 "asks" are?

17 MR. BIESTY: Funding the study, the complete
18 study, looking for funding for that. And --

19 MR. ROEHRICH: The third --

20 (Simultaneous conversation)

21 MR. ROEHRICH: -- federal lands, the process
22 to acquire easement through federal lands for a future
23 corridor.

24 MR. CHRISTY: So here and now -- and again,
25 this is why I raised the issue of the minutes and it's a

1 matter of record, what I'm being told, that this board is
2 being told is that ADOT has a lobbyist in Washington that
3 is not merely lobbying for the Phoenix-to-Las Vegas
4 segment, but lobbying on behalf of the entire concept,
5 border to border, north to south. Is that --

6 MR. OMER: Correct.

7 MR. BIESTY: Mr. Chair, Members of the
8 Board, we have a lobbyist on contract to help the State of
9 Arizona with the I-11 project.

10 MR. ROEHRICH: We define the project. Our
11 lobbyist does not define the project.

12 MR. BIESTY: And it's an evolving process.
13 The RFP is written in a way that we can -- whatever is
14 related to I-11, they are helping us with. The State gets
15 to decide what that is.

16 MR. CHRISTY: Okay. That's -- I appreciate
17 your response. It wasn't as definitive as I was hoping,
18 but it's pretty definitive.

19 And at this point, do you have much more
20 that you need to go on in this -- or -- this would lead me
21 to a moment to address the members of my board.

22 We've -- we've had talks in the past about
23 board policy. And it seems to me that the State of
24 Arizona has a huge opportunity, a great opportunity with
25 this I-11 initiative, to include the entire state, border

1 to border, north to south, to do what everybody has agreed
2 is the most essential part for economic development in our
3 state, in our region and actually in the country, which is
4 trade with Mexico.

5 And if there has ever been a moment, an
6 opportunity to be seized by this board as a matter of
7 policy and direction to the Department, now is the time.
8 Yet in several other past meetings, we talked about
9 policy, and we have been directed -- I like to use the
10 term "admonished" -- that certain policy matters are
11 outside the purview of this board. Particularly on this
12 I-11 issue, there have been -- I have presented
13 resolutions. There have been other attempts to try to
14 finite in detail and characterize the project, not merely
15 as Phoenix to Las Vegas, but border to border, and there
16 has been resistance at the board -- to the board level --
17 or to the board to accomplish that.

18 This is an opportunity, and if there is
19 anything that the board should be involved with
20 policywise, it's this issue. The board should have the
21 opportunity to make recommendations and ask directions of
22 the Department on this matter.

23 And I'm going to request later at the -- the
24 last item for future agenda items that this -- this item
25 be returned to at the next meeting with some changes in it

1 that will allow for discussion on board policy, that will
2 allow a -- and we're -- want to engage the Department on
3 this as well -- what and how much and how impactful
4 board -- the board can get in terms of directing ADOT to
5 structure contracts to -- projects such as this
6 border-to-border project. And I'm also going to ask that
7 at that time that that agenda item be included for action,
8 that if after that discussion, a board member wishes to
9 make a motion directing ADOT to move in any particular way
10 regarding this -- this border-to-border project, that the
11 board member by rights be allowed to. If we can't make
12 any motions or -- or have any impact on something as
13 significant as this, we're just window dressing up here.
14 We might as well go home. This is our opportunity as a
15 board to place and set direction to the Department about
16 something as significant as this opportunity from border
17 to border.

18 And if there's no more questions to Mr. Omer
19 or any other -- we'll move on.

20 MS. BEAVER: I would only like to --

21 MR. CHRISTY: Ms. Beaver.

22 MS. BEAVER: -- add that back to the point
23 about the minutes and how they're to be written, I am not
24 expecting, from my standpoint, that they're a
25 transcription of the entire discussion. But I do believe

1 that they should reflect the key points of the discussion.
2 And I think that was to your point, that it really didn't
3 reflect, case in point today, with Mr. Biesty giving those
4 three points. I think those should be reflected in the
5 minutes.

6 MR. CHRISTY: I couldn't have said it any
7 better myself. And I was going to say that as well. And
8 this is another example of key points in an agenda item
9 that should be so noted in the minutes in greater detail
10 because of the importance and the scale of this subject.

11 And we have now an opportunity to make this
12 a statewide project that all parts of the state can
13 benefit from, rather than one segment.

14 Any further questions or comments?

15 So my final closing on this agenda item is
16 to ask my fellow board members to reflect on this whole
17 subject, and if you feel so moved to come up with any kind
18 of ideas or actions that you'd like to ask the Department
19 to focus on or to move upon, I feel that it is in your
20 purview to do that. And as a board member, you have the
21 right to do that. If that discussion about our rights and
22 responsibilities says otherwise, we want to hear them.

23 But as far as I'm concerned, if the board
24 can't act or have the ability to act or make motions on
25 this subject, then we might as well go home.

1 Okay. We'll move on, then, to Item 8,
2 priority planning advisory, again, Mr. Omer.

3 MR. OMER: Mr. Chair, Members of the Board,
4 first of all, I'd like to thank you for we had a couple of
5 items that were on the consent agenda that you approved.
6 We appreciate that.

7 The project modifications are Item 8a
8 through 8h. I had a conversation with Mr. Anderson
9 earlier, and we're (indiscernible) ask to pull that Item
10 8f or I can make the recommendation to do that.

11 So, Mr. Chair, what I would like to do is
12 propose, after the conversation with Mr. Anderson, that we
13 take Items 8a through 8h minus Item 8f, which we need to
14 talk about individually.

15 MR. CHRISTY: The chair would entertain a
16 motion to accept Items 8a through 8h as one presentation
17 to be moved upon.

18 Is there such a motion?

19 MR. FLORES: So move.

20 MALE SPEAKER: Excluding 8f.

21 MR. CHRISTY: Excluding 8f.

22 MR. OMER: Yes, sir.

23 MR. FLORES: So move.

24 MR. CHRISTY: There's a motion by
25 Mr. Flores, a second by Mr. Anderson. Mr. Flores moved

1 it, and Mr. Anderson seconded it. To accept that as
2 proposed, all those -- any questions or discussion?

3 Hearing none, all those in favor of the
4 motion by design signify by saying aye.

5 Opposed?

6 Hearing none --

7 MALE SPEAKER: (Indiscernible).

8 MR. CHRISTY: -- the mo- -- the motion
9 carries.

10 Mr. Omer?

11 MR. OMER: Mr. Chair, Item 8f is I-15 is the
12 Virgin River Bridge Number 6, that's in the Flagstaff
13 District in Mohave County. We all -- most of the board
14 now has been up and visited the Virgin River bridge
15 projects in I-15.

16 This specific bridge was the one that we
17 received a TIGER grant for the last year. What we need to
18 do is come back to the board and to ask for an increase in
19 the construction project by 8.6 -- 8 million, 604 thousand
20 dollars to be paid for out of the statewide contingency
21 fund.

22 The reason we're bringing it back is
23 generally we will identify projects that need additional
24 funding and we may bring them through the PPAC and the
25 (indiscernible) process like this. Today we pulled

1 (indiscernible) and we're going to ask that it be in the
2 contracts, because we have the contract for the project,
3 and the additional board funding for the project is the
4 same agenda. It didn't really set well with Mr. Anderson.
5 He brought it to our attention, and it's a good point. So
6 we need to take these individually so we can fund the
7 project and then following that, fund the construction.

8 MR. CHRISTY: So we'll proceed with the
9 individual projects through that range?

10 MR. OMER: Mr. Chair, this is for the
11 individual project. What it does is it funds all of --
12 the total cost of the project, and then on Item 4h, which
13 Ms. Toth will bring up, or in the contracts will fund just
14 the construction of the project.

15 MR. CHRISTY: As part of -- as your
16 presentation to these projects, is there anything in
17 particular, or can we just make a motion on that?

18 MR. OMER: That's your advisory committee
19 motion (indiscernible).

20 MR. ANDERSON: Move approve 8f.

21 MR. CHRISTY: Move to approve 8f by
22 Mr. Anderson.

23 Is there a second?

24 MR. FLORES: I'll second.

25 MR. CHRISTY: Mr. Flores has seconded

1 Mr. Anderson's motion.

2 Any discussion?

3 MR. LA RUE: Yeah, I guess, you know, I want
4 to personally thank Mr. Anderson for pulling this, because
5 I saw this, and I don't understand it. So maybe I need a
6 little discussion on I've got a contract over here you're
7 asking to be approved to CMAR, but then over here you're
8 asking on the same day to approve 8 more million.

9 So why the disjointedness? Why isn't this
10 one contract for X amount of (indiscernible). I am not
11 connecting these -- these individual items coming
12 together.

13 MR. OMER: Mr. Chair, Mr. La Rue, it's a
14 great question. And I'm glad that came up, because this
15 is a good time to have the conversation.

16 When we program a project, you know, this
17 transportation board programs the funding for the project,
18 it's for the entire cost of the project. And if we need
19 additional funds throughout the year or for that project,
20 we'll come back to you and get those approved.

21 A CMAR project is a little different. We
22 generally deal with mostly design-bid-build projects and
23 design-build projects.

24 But the CMAR project, we don't actually --

25 MR. ROEHRICH: Scott, could you tell what a

1 CMAR is? We've got -- this is the first time in a project
2 like this with a couple of new board members, and they
3 might not be familiar with the construction management at
4 risk, the CMAR.

5 MR. OMER: Well, CMAR is, as Mr. Roehrich
6 says, (indiscernible) is construction management at risk
7 or construction manager at risk. It is a specific type of
8 alternative delivery method for construction projects that
9 the Department is allowed to use. The Department is -- a
10 little bit of the difference is the Department hires a
11 design firm to work with the Department instead of working
12 for the contractor as would be in a design-build project.

13 The process is a -- you know, it's
14 different. We don't use it as often as we do the other
15 ones.

16 MR. ROEHRICH: The other unique
17 characteristic of it, Mr. Chair and Board Members, is --

18 MR. CHRISTY: Please go ahead, Mr. Roehrich.

19 MR. ROEHRICH: We hire a contractor not on a
20 bid process but through a qualification-selection process,
21 bring them on board during design, and we work through --
22 through the -- the technical aspects of the design as well
23 as the construction (indiscernible) build with the
24 contractor. And then we negotiate a guaranteed maximum
25 price as part of that. So it isn't bid out as a low-bid

1 process. It is selected on qualification, quality basis,
2 and then it's negotiated against the maximum price as part
3 of the -- the design process and the finishing, if you
4 will, the preconstruction activities.

5 MR. CHRISTY: Mr. Omer?

6 MR. OMER: So as part of that process,
7 Mr. Chair and Mr. La Rue, as part of development of the
8 project and the CMAR process, we did identify some items
9 that were actually more expensive than we originally had
10 estimated in the original project.

11 The bridge was more expensive. We did add
12 some additional width to the bridge. The environmental
13 mitigation for the project was an increased cost. And our
14 construction engineering for the project was more than we
15 originally had estimated.

16 Both -- all those things combined, exceeded
17 the amount of funds we had originally approved by the
18 transportation board for the project. So we have to bring
19 back the project under a PPAC or approve the project
20 budget, as you would say, so that way you can approve the
21 construction project Item 4h. Generally (indiscernible)
22 necessary duties in the same board meeting. But
23 (indiscernible) anything else, that's just the way that it
24 ended up at this time.

25 MR. CHRISTY: That's a good explanation.

1 MR. LA RUE: Mr. Chair, if I may, so -- so,
2 Scott, maybe my recollection of a year ago when we put
3 this in -- you know, free to correct that recollection if
4 it needs corrected. So I think a year ago, when we
5 allocated the dollars in here, it was not a really popular
6 project. But because staff said they were going to seek
7 federal fund -- I think the CMAR as a 98 percent federal
8 funds, 2 percent us -- I think the board said, we're going
9 to -- it makes sense, you know, given the project, given
10 the need, but also given the balance and everything else.

11 Now, what you're saying is, wow, you know,
12 the project scope is greater and it's 8 million. We got
13 to approve 8 more million dollars to it. And assuming
14 it's not federal funds. Is that the case?

15 MR. OMER: Mr. Chair, Mr. La Rue, it is
16 federal funding.

17 MR. LA RUE: It is federal funding, so it
18 does not come out --

19 MR. OMER: It's just not part of the -- the
20 TIGER grant. Separate federal funding from the TIGER
21 grant.

22 MR. LA RUE: Not coming out of our state
23 rural highway (indiscernible).

24 MR. OMER: Sir, it does come out of our
25 federal allocation, and we use the rural Arizona on that.

1 But it's -- I was specifically planning it
2 for the contingency fund. And that's generally the
3 contingency fund is for projects, say, (indiscernible) the
4 year, (indiscernible), and that's how you pay for these.

5 MR. LA RUE: So back on my recollection,
6 this wasn't a popular project.

7 MR. OMER: It was very popular with the
8 staff, sir. It --

9 (Simultaneous conversation)

10 MR. OMER: -- receive 25 million dollars in
11 a federal grant to pay for a project that was desperately
12 needed and on the corridor that we did not feel we had
13 existing -- our own federal funding to pay for it.

14 So staff recommended it wholeheartedly, and
15 continue to do that. The way that we look at this is,
16 yes, the project is costing more than we originally
17 estimated, but we're also winning a 33 million dollar
18 project for 8 million dollars. So it's a pretty good
19 return on that investment.

20 MR. CHRISTY: Mr. La Rue, I'm sure you could
21 refer back to those minutes and get every --

22 MR. LA RUE: No, no, I'm glad that
23 Mr. Anderson pulled this, because this is one that stuck
24 out as well. So, thank you.

25 MR. CHRISTY: Further questions or

1 discussion?

2 So, again, you are --

3 MR. OMER: Mr. Chair, and I would recommend
4 that Item 8f be approved by the board --

5 (Simultaneous conversation)

6 MR. CHRISTY: There was a motion. And there
7 was a second. And we've had discussion.

8 Any further discussion?

9 Hearing none, all those in favor of the
10 motion, signify by saying aye.

11 Opposed?

12 The motion carries.

13 Mr. Omer?

14 MR. OMER: So there was one all "ayes" and
15 one "no" from Mr. La Rue.

16 Mr. Chair, Item 8i through 8r, as in
17 "Romeo," are new projects. We can take those individually
18 or at the board's pleasure, we can take those together.

19 MR. CHRISTY: Are there any items the
20 board -- individual board member wishes to pull?

21 Hearing no requests for such, the board will
22 entertain a motion to accept --

23 MR. ROGERS: Submitted.

24 MR. CHRISTY: To accept projects Items 8i
25 through 8r, as presented.

1 Oh, Hank, I beg your pardon. He made the
2 motion to approve?

3 Is there second?

4 Mr. Rogers made the motion. Mr. Anderson is
5 seconding the motion.

6 Any discussion?

7 Hearing none, all those in favor of the
8 motion as presented signify by saying aye.

9 Opposed?

10 Hearing no opposition, the motion carries.

11 MR. CHRISTY: Mr. Omer?

12 MR. OMER: The last thing, Mr. Chair, the
13 airport development program project is Item 8s.

14 MR. CHRISTY: Are there any questions or
15 requests to have further discussion of this mo- -- of this
16 airport Item 8s?

17 MALE SPEAKER: Mr. Chair, we need a motion
18 first before discussion.

19 MR. ANDERSON: So moved.

20 MR. CHRISTY: There is a motion to accept --
21 by Mr. Anderson, the motion.

22 Is there a second?

23 UNIDENTIFIED SPEAKERS: Second.

24 MR. CHRISTY: Mr. La Rue has seconded the
25 motion.

1 Discussion?

2 Hearing no discussion, all those in favor of
3 the motion as presented, signify by saying aye.

4 Opposed, say nay.

5 Hearing no opposition, the motion carries.

6 That concludes Mr. Omer's report.

7 Thank you, Mr. Omer.

8 Moving on to the State Engineer's report,
9 Jennifer Toth.

10 MS. TOTH: Good morning, Mr. Chair and
11 Members of the Board.

12 Today I have to report to you that we have
13 96 projects under construction valued at about close to
14 \$700 million. And year fiscal year to date, we've closed
15 out 84 projects have been finalized.

16 And then moving on to the dust aspect, we --
17 in terms of what's happened since the last meeting, we had
18 drafted a communications plan that we're circulating and
19 creating comments. Part of that is a dust awareness and
20 education aspect that we're going to be deploying at our
21 rest areas along the I-10 and potentially other areas.
22 And then we do have, as I've mentioned before, we usually
23 have a dust workshop in the spring, so that'll be coming
24 up in the Casa Grande area, and it's sometime in
25 March/April time frame.

1 That concludes my report as the State
2 Engineer's report.

3 MR. CHRISTY: Are there any questions of the
4 State Engineer regarding the report?

5 Hearing none, Ms. Toth.

6 MS. TOTH: All right. I'll address Item 4h.
7 First, in terms of the I-15 contract, we are asking for
8 approval to award that contract. We've negotiated a
9 guaranteed maximum price with the contractor
10 (indiscernible), and we're seeking board approval to move
11 forward with that contract.

12 MR. ANDERSON: Mr. Chair, move to approve
13 4h.

14 MR. CHRISTY: There is a motion to approve
15 4h as presented.

16 Is there a seconded it?

17 MS. BEAVER: Second.

18 MR. CHRISTY: Ms. Beaver has seconded
19 Mr. Anderson's motion. Any discussion?

20 Hearing no discussion, all those in favor of
21 the motion as presented, signify by saying aye.

22 Opposed, say no.

23 Hearing no opposition, the motion carries.

24 Ms. Toth.

25 MR. ROEHRICH: There was one nay.

1 Mr. Chair.

2 MR. CHRISTY: Mr. La Rue is noted, said
3 "nay," but the motion still carries.

4 Ms. Toth.

5 MS. TOTH: Okay. Moving on to the next
6 item, Item Number 10a, this is a project to pave a dirt
7 road in the city of Buckeye. The quotes that were
8 received by the State for materials were higher than the
9 quotes that Sunland Asphalt & Seal Coating received. Also
10 the close proximity of the materials (indiscernible) also
11 contributed to the lower unit prices. In addition, some
12 of the production rates were different between the
13 contractor and what we had estimated.

14 So based on our analysis, the Department
15 does recommend that the contract be awarded to Sunland
16 Asphalt & Seal Coating.

17 MR. LA RUE: So moved.

18 MR. ANDERSON: Second.

19 MR. CHRISTY: There is a motion to approve
20 by Mr. La Rue and seconded by Mr. Anderson, the motion as
21 presented.

22 Is there any discussion?

23 Hearing no discussion -- request for
24 discussion, all those -- the chair -- all those in favor
25 of the motion as presented, signify by saying aye.

1 Opposed?

2 Hearing no opposition, the motion carries.

3 MS. TOTH: Item 10b, this project is a
4 bridge replacement project located in Yuma County. If you
5 recall last month, we postponed award of this so that Yuma
6 County could approve the additional cost associated with
7 the bridge.

8 The difference in the cost is due,
9 basically, that the contractor received better material
10 prices than the Department had originally estimated. So
11 based on that information, the low bid does appear to be
12 reasonable, and it's therefore recommended that the
13 contract be awarded to DPE Construction Inc.

14 MR. CHRISTY: The chair will entertain a
15 motion accordingly.

16 MR. ANDERSON: So moved.

17 MR. CHRISTY: There is a motion by
18 Mr. Anderson, seconded by Mr. Rogers, to approve -- to
19 approve the motion -- approve the item as presented.

20 All those in favor -- any discussion?

21 Hearing none, all those in favor of the
22 motion as presented, signify by saying aye.

23 Opposed?

24 Hearing no opposition, the motion passes.

25 MS. TOTH: Thank you.

1 MR. CHRISTY: Thank you, Ms. Toth.

2 Moving on to Agenda Item 11, an update on
3 the proposed South Mountain Corridor alternate delivery
4 options.

5 And we have our assistant director Gail
6 Lewis.

7 MS. LEWIS: Good morning, Mr. Chair, Members
8 of the Board.

9 Congratulations also, Mr. Christy,
10 Mr. Anderson (indiscernible) being that Mr. Flores, my old
11 friend, we'll have to find another excuse to see each
12 other from time to time. Thank you very much for all
13 you've done for us.

14 The purpose of this discussion, I'm going to
15 provide an update on the South Mountain freeway and on the
16 unsolicited public-private partnership proposal that has
17 been made regarding this project. There seems to be a
18 little bit of confusion about where we are in the process
19 and exactly how that's working. So we just wanted to take
20 a few minutes to give you an update and -- on what's going
21 on with the (indiscernible) project.

22 The history of the South Mountain freeway,
23 most of you are very familiar with this, but the Loop 202,
24 or the South Mountain freeway, was first discussed
25 publicly in 1983. It has been voted on by the public

1 twice, in the 1984 regional sales tax vote in Maricopa
2 County, and then again in the 2000 -- no, wait, I'm
3 lost -- 2004 vote on the South Mountain freeway as well.
4 So it's been in approximately the same location. It has
5 been voted on twice.

6 Nonetheless, this is a very controversial
7 project. There are a lot concerns about it among some
8 members of the community and some equally passionate
9 proponents of the project. So it's not without -- has not
10 been without controversy.

11 This project is in the final stages of the
12 environmental review. The draft EIS is complete. And
13 public comments were taken on the draft EIS between April
14 and July of 2013. The draft EIS has been submitted to the
15 federal government for their review process, which is also
16 quite extended. So all of the public comment and a draft
17 EIS have been evaluated, and they're being reviewed
18 according to federal law. And a final EIS, based on that
19 review process, will be prepared and will be available for
20 public review in about July of this year, July of 2014.

21 The public agencies that work with the
22 federal government will begin their final process, and
23 then there will ultimately be a final Record of
24 Decision -- that's essentially the federal government's
25 final decision on this process -- expected in October of

1 2014.

2 That does not preclude there being
3 additional legal action that may be taken against the
4 report, but it does mean that in terms of their routine
5 process, the federal government has made a decision. And
6 that final Record of Decision, called a ROD, is kind of
7 the significant step that allows the agency then to begin
8 to move forward on ultimate construction of the project.

9 We do not know what the ROD will be yet, so
10 the no-build option is on the table as a possible outcome
11 of the environmental process. And so although the agency
12 continues to work on preparations for being able to
13 construct the South Mountain freeway, nothing -- no final
14 decision has been made on anything that can't be stopped.
15 Nothing that cannot be stopped if a no-build option comes
16 forward, will be undertaken prior to the Record of
17 Decision.

18 And, again, quickly I could talk to many of
19 you about what a public-private partnership is. Some of
20 the newer members may not have had quite as much
21 experience with a P3.

22 A public-private partnership is basically a
23 closed partnership between the private sector and the
24 public sector for construction of a project and not
25 limited to highways or transportation projects, although,

1 obviously, for our purposes here at ADOT, that's what
2 we're most focused on. If -- you -- as it's used for both
3 horizontal projects like highways and vertical projects,
4 such as public (indiscernible) to our projects. It's an
5 available finance and construction methodology for all
6 those kind of project -- projects. And it is basically a
7 way to leverage limited public dollars to be able to get
8 more projects done for the same amount of money. It does
9 not replace public funding, but it does help to relieve
10 the subsidy that the public sector has to put into a
11 project. And it's also a way to shift some risk from the
12 public sector to the private sector, as per the
13 contracting methodology and the procurement methodology;
14 the private sector takes on some additional risks for a
15 project.

16 The way projects become P3s in -- at ADOT is
17 the project is identified, and that can happen in a number
18 of ways. We can identify projects as part of our internal
19 discussion within the agency or through dialogs with our
20 partners, either on the private side or the public
21 partners, such as COGs, MPOs, cities and towns. Or we can
22 take -- we're permitted by law to take an unsolicited
23 proposal.

24 And what -- however it comes up, the concept
25 is reviewed by our technical team along with the partner

1 COG or MPO that's involved in the process. We look at
2 traffic and revenue, projected now and in the future. We
3 determine whether there's a means for a fee or toll or
4 some kind of funding that could come about as part of this
5 project or whether we will simply find a way to use public
6 sector funding ultimately to be the financing and funding
7 mechanism. And to see how such a project might fly with
8 the public, whether it has public support and public
9 viability.

10 And then ultimately we will do a procurement
11 process. Everything, no matter how it comes about, a
12 public-private partnership project is always awarded and
13 results in a competitive process, but it isn't our normal,
14 design-bid-build, it isn't a low-bid procurement, but it
15 is a competitive procurement which is bid publicly
16 and (indiscernible) up the -- the contracting and
17 construction is permitted to bid on that project. In
18 fact, they're urged to bid on those projects.

19 In this particular case, the South Mountain
20 freeway, we did receive an unsolicited proposal from a
21 consortium of firms to use the public-private partnership
22 approach to bid the South Mountain freeway. Although this
23 was not contemplated specifically, at least it having been
24 discussed in great detail, we knew that there was an
25 opportunity to use alternative contracting methods,

1 alternative delivery methods to build the South Mountain
2 freeway at the point where we begin to talk about that in
3 earnest.

4 What this unsolicited proposal did was it
5 really triggered that process that I just discussed and
6 triggered a very intensive review process on ADOT's part,
7 and that has gone on now for several months. We received
8 the proposal in March 2013 and spent several months
9 reviewing many aspects of the proposal, considering
10 whether a public-private partnership would be viable,
11 whether a design-build approach or an enhanced design-
12 build would be possible, whether there was any point in
13 considering maintenance and operations being part of a
14 public-private partnership procurement. And we did a very
15 intensive and long-term analysis, including ways in which
16 risk could be shifted from ADOT to a private contractor as
17 part of this process and whether there were financing
18 opportunities that we -- the funding is available to build
19 the project. It's part of the Maricopa County
20 (indiscernible) sales tax fund, the RARF monies, so the
21 funding does exist, but there may be ways through
22 financing techniques to be able to speed that money out.
23 And that also was the delivery of those funds. And that
24 was also reviewed as part of this very intensive process.

25 In -- by the way, new federal laws requires

1 this kind of intensive look at financing and contracting
2 opportunities for large (indiscernible) projects such as
3 this. So although we weren't yet really required to do
4 this, it turned out to be an excellent opportunity for us
5 to go into this process, and it is a process that we're
6 going to have to use for large (indiscernible) projects
7 going forward. We just hope we have some large
8 (indiscernible) projects to build.

9 So as a result of looking at this, which
10 included an assessment of the value for money, we -- MAG
11 was with us through every step of this process. They sat
12 through all the day-long technical workshops. They
13 responded to the questionnaires on risks. They sat
14 through the entire process with us as well as our great
15 consulting team from P3 who have been very, very helpful.

16 One of the components of the pro- -- the
17 unsolicited proposal was for a public predevelopment
18 agreement, that is essentially to sign and agree, and it's
19 done through a competitive procurement, but you do sign an
20 agreement quite early in the process, and then your
21 partner is with you through many steps of the design and
22 engineering and financing process.

23 The agency, through this process, determined
24 that we would not go the predevelopment route, mostly
25 because we felt at this point we were so far along in the

1 process that a predevelopment agreement, it was really too
2 late to have a predevelopment agreement, and so it was
3 nothing against the proposal. It was an excellent
4 proposal; we just felt like it was too late in the process
5 to accept that.

6 So the technical review team recommended to
7 ADOT and to MAG that the Department not go forward with
8 the PDA but that we do look more intensely into the
9 possibility of building the South Mountain freeway using
10 some sort of public-private partnership approach or an
11 alternative delivery approach.

12 And it was determined through the process
13 that it could be able to actually speed up the ultimate
14 delivery of the South Mountain freeway from what is
15 currently an estimated delivery date 2021, it could be
16 sped up as much as two to three years by using
17 public-private partnership approach, which is pretty
18 significant. Again, it isn't really a cost savings. It
19 still costs what it costs to build the project, but it
20 would be able to deliver it in a much more efficient
21 manner by using alternative contracting approaches.

22 So our intent from this point, the senior
23 staff at ADOT and MAG agreed with our assessment and
24 evaluation, the technical assessment and financial
25 evaluation, and determined that we'd like to get some

1 additional input from industry sources, and that could be
2 done in a variety of ways, with the idea that we would
3 then move on to a request for qualifications, would select
4 a short list of qualified proposers, and then we'd
5 probably issue a request for proposals.

6 The RFP would not be done until after the
7 release of the final EIS in July, and although we may put
8 out a request for proposals prior to the Record of
9 Decision in October, we would not ask for those proposals
10 to be returned to the agency until after the ROD had been
11 delivered. That would give respondents an opportunity to
12 take all of the findings in the ROD into account when they
13 deliver a proposal, and it would also guarantee that we're
14 not in any way deciding on the outcome of the ROD report;
15 it's actually delivered. Yet again, nothing's going to
16 happen that would be considered to be predecisional.

17 A couple of important points to make. One
18 is that again, this has been an excellent opportunity for
19 us to engage in a really deep dive, something that, again,
20 we're going to be required to do going forward, so this
21 has been a great opportunity for us. We appreciate the
22 opportunity that we may be able to use alternative
23 delivery to speed up the delivery of the project, which is
24 a great thing.

25 I want to emphasize that the review, the

1 public-private partnership review process, in no way slows
2 down the ultimate delivery or the ultimate beginning of
3 the South Mountain freeway. We are limited by federal law
4 in what we can do anyway during this environmental review
5 process, and that is the way it should be. We shouldn't
6 be working on a project that hasn't been -- or we couldn't
7 be working on a project that hasn't been fully determined
8 yet. So there is nothing about this intensive review that
9 has in any way slowed down moving ahead with the project.
10 In fact, there's a good chance that it could ultimately
11 speed up the delivery. And if a no-build decision is
12 reached, then the process simply would not go forward, and
13 that would be true matter what procurement (indiscernible)
14 ends up being used.

15 Again, no option would be considered that
16 puts ADOT's financial position or cash flow at risk. We
17 have very sophisticated modeling. We've worked very
18 closely with Kristine Ward and with her predecessor, John
19 McGee, who's still on board part-time at ADOT working with
20 the P3 program, and they've been very involved in this
21 process. So there's really no risk to the agency in
22 moving forward. If something in the environmental process
23 leads to an outcome different than the one that is
24 expected, we've really lost nothing, and, in fact, we've
25 gained a lot of valuable experience going forward.

1 So I just wanted to provide that opportunity
2 to tell you what was happening. I thought that might
3 clear up some questions that we had heard coming from
4 folks out in the community. And we'd be happy to answer
5 any additional questions.

6 MR. CHRISTY: That was a tour de force
7 report.

8 MS. LEWIS: Thank you. We've been living in
9 a (indiscernible) the last --

10 MR. CHRISTY: Are there questions of board
11 members?

12 MS. BEAVER: Mr. Chairman?

13 MR. CHRISTY: Ms. Beaver.

14 MS. BEAVER: I was wondering, she said an
15 awful lot, almost without taking a breath, and I -- I
16 don't know that I absorbed every single bit of it. Is
17 there a possibility we can get a hard copy or --

18 MS. LEWIS: Oh, yes. Mr. Chair and
19 Ms. Beaver, of course. That would be included. We'll be
20 glad to get that to you.

21 And I know that you're a newer board member
22 and haven't had quite as much experience with P3s, so we
23 would be glad to come out and meet with you and talk with
24 you separately about P3s and some of the things that we --
25 some of the ways in which we're starting to be able to use

1 this tool at ADOT. So --

2 MR. CHRISTY: Great. Thank you.

3 Mr. Flores?

4 MR. FLORES: Yeah. Mr. Chairman, yeah,
5 Gail, I guess, I would imagine there was a lot to be
6 learned if these folks invested hundreds of thousands of
7 dollars and submitted an unsolicited proposal, because I
8 believe ADOT encouraged during this period that that was
9 one of the vehicles for perhaps not necessarily just on
10 this project, but on any project really with ADOT that
11 unsolicited proposals on this P3 process were -- were
12 acceptable.

13 So I guess my concern is, is the PDA process
14 not similar to CM at risk where -- and I do understand
15 that, you know, 9 months later, it may be too late to get
16 them involved in something that has been determined, I
17 suppose, but the investment that these folks have made to
18 date, will this not discourage other perhaps future
19 contractors from submitting unsolicited bids because this
20 whole process is brand-new and everybody's learning and
21 they -- they, along with staff, has spent many, many hours
22 going through this.

23 I guess that I'm just concerned that after 9
24 months, they've basically been told that you provided a
25 lot of information that perhaps may even be included as

1 part of the documents on the RFP, and you're going to get
2 in line just like everyone else and bid.

3 So there are no possibilities of engaging
4 other than in a direct bid, low bid type of a process?

5 MS. LEWIS: Mr. Chairman, Mr. Flores, thank
6 you for your question. Let me try to clarify some of
7 those things and, Mr. Roehrich, if you'd like to jump in
8 as well, please feel free.

9 First off, this is a new process to Arizona.
10 It's a very well-established process in -- throughout the
11 country. There -- unsolicited proposals have been
12 received in other locations. We don't encourage or
13 discourage them. It's available, we believe, as an
14 opportunity for the private sector to take advantage of.

15 We -- what we do encourage is that people
16 not just prepare an unsolicited proposal in a vacuum and
17 just drop off an envelope. We encourage them to come and
18 spend some time with us. This particular group did come
19 and spend some time with us. And I -- won't speak for
20 them. We believe that they were well aware of the -- both
21 their risk and potential rewards of submitting an
22 unsolicited bid. And they kind believed -- remember, this
23 consortium has worked on P3s around the country, so I
24 think they were quite familiar with the process and the
25 options and the potential outcomes.

1 It is not -- and then secondly, it's not a
2 low-bid response. An RFP will ultimately be let
3 probably -- well, I can't even say that for sure at this
4 point, but an -- ultimately an RFP for an alternative
5 approach probably will be -- will be let. And their
6 response will not be low bid. It will be on a wide
7 variety of factors, including (indiscernible) technical
8 competence and originality of ideas. And the proposals,
9 the request for proposals for a P3 are written in a way to
10 encourage of diversity of proposals, not just check the
11 boxes and respond, particularly, to every single
12 prescriptive section. So it is different from a straight
13 P3, and the ultimate winning proposer or proposers will be
14 selected based on a wide variety of factors, qualitative
15 as well as quantitative. So they -- in no way will this
16 end up being a low bid, a traditional low-bid response.

17 And the proposal team that put the project
18 forth, I believe would -- again, like I said, was well
19 aware of their risks and rewards. We did not feel like we
20 were in a position to make any decisions without going
21 through this intensive review process. It really only
22 took a few months to do it by the time all the information
23 was in the door. So it wasn't a particularly
24 time-consuming process, I don't think any more or less
25 than you would find in most other states. We

1 (indiscernible) benchmark ourselves against other states.
2 As you just said, I think we were sort of well within the
3 time frame that it would normally take for a review on a
4 big process like this.

5 And even if the decision had been made two
6 or three months sooner, it was a consensus, not only of
7 our ourselves, but also of our national consulting team,
8 who work on these projects all over the world, that this
9 was not soon enough in the process to make a PDA any more
10 viable than a -- than a request for proposal
11 (indiscernible).

12 MR. FLORES: Mr. Chairman, yeah, I guess,
13 you know, this project has been on the books for so long
14 that perhaps this will jumpstart it to the extent that
15 after there is -- the approval is -- by the feds -- and no
16 doubt, as contractors, they understand the risk of
17 preparing and spending money on -- on the solicitation.

18 I guess I -- I was encouraged when a
19 proposal, unsolicited proposal was submitted, and --
20 because I felt that finally we may do something on that --
21 on that outer loop. But I appreciate your answers.

22 MR. CHRISTY: Mr. Lewis, do you have any
23 idea how much money this consortium did invest in the
24 proposal?

25 MS. LEWIS: Mr. Chairman, I have absolutely

1 no idea. It was a very well done and professional
2 proposal. Clearly a lot of thought and time and effort
3 went into it. I don't know what it cost.

4 MR. CHRISTY: Any further questions of
5 Ms. Lewis? Thank you very much for your presentation.

6 MS. LEWIS: Thank you.

7 MR. CHRISTY: Moving on to Item 12,
8 suggestions, are there suggestions for the next board
9 meeting?

10 MR. ANDERSON: Chairman Christy, I'd like --

11 MR. CHRISTY: Mr. Anderson?

12 MR. ANDERSON: -- the board -- bring
13 Ms. Lewis back to continue this discussion. We've been
14 discussing the I-11 considerably, and this is one I think
15 we really need to delve in a little more. There are some
16 stakehold- -- some stakeholders out there that were unable
17 to make this meeting, and I think the (indiscernible)
18 would like to see the presentation as well.

19 MR. CHRISTY: All right. So noted.

20 I also am going to request for the next
21 board meeting that --

22 MR. ROEHRICH: (Indiscernible).

23 MR. CHRISTY: -- Mr. Roehrich.

24 MR. ROEHRICH: Mr. Anderson, you want
25 Ms. Lewis to talk about Interstate-11?

1 MR. ANDERSON: No.

2 MR. ROEHRICH: What did you say?

3 MR. ANDERSON: South Mountain.

4 MR. ROEHRICH: Oh, South Mountain corridor.

5 MR. CHRISTY: And what I'd like to have as a
6 agenda item as a further redo of the South work -- excuse
7 me of the I-11 issue, border-to-border project, and
8 instead of it being for discussion only, I am requesting
9 that action, potential action be included, not necessarily
10 so, but the option of making motions and having input from
11 a motion-action standpoint be included in the motion -- in
12 the agenda item.

13 Any further requests?

14 MS. BEAVER: Well, I think in
15 (indiscernible) chairman, with regard to that being on the
16 agenda, what seems to be some frustration that I'm sensing
17 has to do with the fact we've got Congressional action
18 that doesn't take in border-to-border. And so I don't
19 know if we are needing from this board to possibly draft
20 some type of a letter, I don't know if it would be
21 something that would go to the governor, stating that --
22 that we would like to see our Congressional delegation
23 look at legislation that extended it border to border or
24 if it's something that this board would (indiscernible),
25 I'm not sure what the chain of command is for something

1 like that, to get it to our Congressional delegation,
2 rather than just depending on our lobbyists.

3 So --

4 MR. CHRISTY: Well, you make a very good
5 point. And that's why I'm requesting that agenda item for
6 your very point being discussed. I -- I'm attempting to
7 open up the discussion, particularly to the benefit of all
8 board members, so they have direct input on this issue,
9 and if one of the directed inputs that you so desire is to
10 contact our Congressional delegation as a result of board
11 action, so be it. And there might be more input from the
12 board requesting action regarding this issue. And I'm
13 trying to accommodate the ability to do that.

14 MS. BEAVER: Okay.

15 MR. CHRISTY: Any further requests for
16 agenda items?

17 MR. ROGERS: Sir.

18 MR. CHRISTY: Mr. Rogers?

19 MR. ROGERS: Yeah. One of the things that I
20 would encourage to include in that is, you know, what
21 you're talking about right now is what are our options?
22 What are our options as far as the border and proceeding
23 with this and making sure that what you are talking about
24 and wanting us to do, how can we get there? Let's talk
25 about that. (Indiscernible) how we can get there. That's

1 what I would encourage staff to do on this.

2 MR. CHRISTY: And I agree wholeheartedly,
3 Mr. Rogers. And I'm hoping and expecting and I'm certain
4 that staff will fully engage themselves in this issue as
5 well from all perspectives. And if there are areas that
6 they can point out that there might be some issues having
7 the board be involved with in, I want to hear them and I
8 want to discuss them, and give the staff the opportunity
9 to point them out, but likewise, I want to ensure that the
10 board has ample opportunity to make any direction or
11 impact on the Department regarding this issue, so at least
12 it can be discussed, so at least it can be brought out to
13 the public as a matter of record of what was said and the
14 directions that we're going.

15 Any further requests?

16 Hearing none, the chair will entertain a
17 motion to adjourn.

18 MR. FLORES: So moved.

19 MR. CHRISTY: There's a motion by
20 Mr. Flores, his last motion.

21 And a second by Mr. Rogers to adjourn.

22 All those in favor -- is there discussion?

23 Hearing none, all those in favor of
24 adjournment, say aye.

25 Opposed?

1 Hearing none, we are adjourned.

2 (The meeting concluded.)

3 * * *

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I, AMY E. WEAVER, do hereby certify that the
78 pages contained herein constitute a full, accurate
transcript, from electronic recording, of the proceedings
had in the foregoing matter, all done to the best of my
skill and ability.

SIGNED and dated this 7th day of March,
2014.

/s/
Amy E. Weaver - Transcriber

MEETING ADJOURNED 11:00 A.M. MST

Stephen W. Christy, Chairman
State Transportation Board

Floyd Roehrich, Jr., Deputy Director for Policy
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD STUDY SESSION
12:00 p.m., Tuesday, February 4, 2014
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 North 22nd Avenue
Phoenix, 85009

(Amended)

Pledge of Allegiance

The pledge was recited by Board Member Joe La Rue.

Roll Call

Roll call by Board Secretary Lila Trimmer

In Attendance: Steve Christy, Kelly Anderson, Joe La Rue, Jack Sellers, Bill Cuthbertson, and Deanna Beaver

Absent: Hank Rogers

Call to audience

No one at this time.

In The Matter Of:
Arizona State Transportation Board
Board Meeting

Reporter's Transcript of Proceedings
February 04, 2014

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ARIZONA STATE TRANSPORTATION BOARD
(Study Sessions: Excerpted proceedings)

February 4, 2014

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STUDY SESSION PART 1

(Excerpted proceedings: ITEM 1: Financial Overview; ITEM 2: 2015-2019 Tentative Five-Year Transportation Facilities Construction Program Review; ITEM 3: Overview of Transportation Board Duties and Open Meeting Law)

MR. CHRISTY: Seeing and hearing none, I'll move on to the agenda to Item 1, which is a financial overview, which will be presented by the Department's CFO, Kristine Ward.

Ms. Ward.

MS. WARD: Good afternoon.

MR. CHRISTY: Good afternoon.

MS. WARD: Well, I see an (indiscernible) popped up in (indiscernible) land.

Okay. My presentation is broken down in primarily two components.

STAFF MEMBER: You have to speak into the mic.

MS. WARD: How's this?

(Interruption in proceedings)

MS. WARD: All right. Well, my presentation is broken down primarily into two components. The first

1 component is associated with fiscal constraints, so this
2 is basically my agenda for the presentation.

3 When we concluded -- when we were coming to
4 conclusion of the last program and looking to vote on that
5 program, the 18 -- the '14 through '18 program, one of the
6 topics or -- or some comments I heard were -- well, they
7 almost made my hair straight, and it's with regards to
8 fiscal constraint and why do the -- why do the numbers
9 matter. Of course, to a CFO, numbers matter a lot.

10 So one of the things I was -- I thought I
11 would start out with in this presentation is to kind of go
12 over why we -- we adhere to fiscal constraint, what is
13 fiscal constraint, and why is it so important.

14 So basically, the short answer to what
15 fiscal constraint is is that thou shalt not spend more
16 than thou expects in revenues. Okay?

17 So that policy comes to us from a couple of
18 different angles -- places. And to start with, it comes
19 to us from the board's policy. What you see here is an
20 excerpt from the November-approved board policy. And one
21 of the things you'll find, kind of the verb -- the words
22 you'll find throughout this, speak to a -- a conservative
23 financial approach.

24 Now, I'd like to focus kind of on two of the
25 bullets that you see up there. One is the first one, (A)

1 developed on a cash flow basis and ensuring reasonable
2 cash balances. So I'll start with that one. Then I'll go
3 to judicious use -- we'll go to bonding authority. And
4 then we'll go into -- you know, all of this is under the
5 auspices of fiscal constraint.

6 Let's talk about cash balances and
7 maintaining adequate cash balances. We struggle as a
8 department right now to do just that. The revenues that
9 are flowing into HURF and then subsequently flowing into
10 the state highway fund, are just barely meeting our debt
11 service requirements. So you've got various distributions
12 that come out of HURF. One of those distributions goes
13 into the state highway fund, and then there are a series
14 of costs that pull against those -- those revenues that
15 flow into the state highway fund.

16 We, as an agency, are require- -- relying
17 heavily on bond proceeds to -- to meet our federal match
18 requirements because our cash position is so poor.

19 So in times like these, when you've endured
20 the things that the Department has endured and you the
21 board have endured with the program being reduced and so
22 forth, when you come to those -- those points in time, it
23 is all the more necessary that we maintain a very
24 conservative fiscal approach when we develop our program.

25 The next thing I -- and let me provide a

1 little context for you there. The state highway fund used
2 to maintain balances that ranged from anywhere from 200 to
3 400 million dollars. I would love to have experienced
4 those days.

5 These days, what we are running is anywhere
6 from 1 to 2 million dollars.

7 We are, like I said, using bond proceeds in
8 order to may- -- meet those match requirements.

9 Things to -- also to keep in mind, our
10 payroll, the Department's payroll, runs \$10 million every
11 two weeks. Our contractor payments run anywhere from 25
12 to 65 million dollars a month.

13 So -- and we have to meet our federal match
14 requirements in order to make sure we draw down every
15 federal dollar available to us.

16 You've probably heard quite a bit about the
17 HURF Swap and the desire to reinstitute the HURF Swap.
18 The reason that swap was discontinued is because of the --
19 the difficult cash position that the Department finds
20 itself in.

21 Yes, sir.

22 MR. CHRISTY: Could you describe the HURF
23 Swap (indiscernible).

24 MS. WARD: Sure.

25 MR. CHRISTY: Define it.

1 MS. WARD: It is -- the HURF Swap Program
2 was one in which the Department would exchange federal
3 dollars that were discretionarily -- that were
4 suballocated to the local -- to MAG, PAG, and the Greater
5 Arizona, and what we would do is we'd say, okay, these are
6 the federal dollars you would otherwise get, with all
7 their lovely restrictions, and we will keep those dollars,
8 and in exchange, we will give you state highway fund
9 dollars, and therefore, you are not encumbered by the
10 restrictions that come with the requirements of federal
11 aid.

12 Does that make sense, sir?

13 MR. CHRISTY: I just didn't want to it to be
14 confused with the HURF sweep.

15 MS. WARD: Oh, yeah. Well, people generally
16 smile with HURF Swap and no one smiles with HURF sweep.

17 So what I'm trying to present to you is this
18 position, this cash position and the financial
19 circumstances we find ourselves in, make it all the more
20 imperative that we maintain a program that is fiscally
21 constraining.

22 MR. CHRISTY: Mr. La Rue.

23 MR. LA RUE: Kristine, has the board ever
24 defined either through words, the definition of
25 reasonable -- reasonable cash balance or through our

1 actions?

2 MS. WARD: Mr. Chair, Mr. La Rue, I am
3 not -- I do not know that. I do not know that answer.

4 MR. LA RUE: And what would your
5 recommendation --

6 MS. WARD: But I can find out.

7 MR. LA RUE: What would your recommendation
8 be on a reasonable cash balance as what's contained in
9 this board policy?

10 MS. WARD: Mr. Chair and Mr. La Rue, what
11 has been used in the past, has been an 8-week -- 8 weeks'
12 worth of operating balance.

13 At the time of the -- the cash balance
14 seldom ever got close to that. But in this day and age, I
15 would recommend 135 to 150 million dollar balance that is
16 based upon a number of factors. First, we looked at the
17 expenditures that we typically have to meet. As I was
18 discussing with you, we have con- -- the contractor
19 payments running anywhere from 25 to 65 million dollars in
20 a month. We have our regular payroll. Plus, we have a
21 risk that, oh, has occurred a couple of times in my tenure
22 here, and that is where we have a breakdown in
23 communication, a breakdown in interface between ^ femmus,
24 which is the federal system against which -- that
25 generates our reimbursements of federal aid. When you

1 consider that -- that -- when that happens, if it happens
2 on a contractor's cycle, it means that the state highway
3 fund needs to be able to absorb and maintain a balance
4 adequate to make those con- -- to deal with those
5 contractor payments.

6 So what, as we go forward, should things
7 like the HURF Swap also be added into this mix? I would
8 recommend that balance be increased, so you make sure that
9 you don't find yourself in a difficult position of not
10 being able to meet some of our statutory mandates.

11 MR. CHRISTY: Thank you.

12 MS. WARD: This next slide, this is a
13 language that is an excerpt from the Code of Federal
14 Regulations. Aside from our board policy, the state
15 trans- -- the C.F.R. requires that the State
16 Transportation Improvement Plan be fiscally constrained.
17 And you'll -- I've underlined certain language here. And
18 what they -- what it emphasizes is that revenues must be
19 reasonably expected or reasonably anticipated to be
20 available.

21 Now, if the -- the STIP is not fiscally
22 constrained, the -- the next time that the board and the
23 Department go to update that document, FHWA will not
24 approve the document. It has to be fiscally constrained.
25 No approved STIP, if you do not have an approved STIP, you

1 do not have the federal aid flowing.

2 To emphasize -- you know, you sometimes
3 wonder, well, do they make up all these regulations and
4 does anybody actually pay attention to them. Well, on
5 March 2011, the Department was issued a letter from FHWA,
6 and in that letter, it specified that the Department had
7 not provided adequate information to make clear that the
8 program was fiscally constrained.

9 Now, let me just start off right there, that
10 we have revamped, completely revamped our presentation in
11 the STIP, our financial presentation, and that requirement
12 or that finding -- I don't -- I'm reluctant to use the
13 word "finding" because it is not a formal audit, but that
14 finding, essentially, has been removed. We have satisfied
15 it.

16 The last -- so if we don't have enough in
17 board policy and we don't have enough in the C.F.R.
18 requirements, then we have our commitment to our
19 investors. Fiscal constraint is essential for our -- to
20 maintain our bonding program. There are numerous
21 documents that we have to sign and attest to at the time
22 we choose to issue bonds. And those documents are signed
23 to -- signed by various members of the Department and the
24 board, the chairman, the director, as well as myself.
25 Examples of what these are would be our preliminary

1 official statement. The statement goes out to potential
2 investors and speaks to the Department's position,
3 financial position. It also speaks to the process that we
4 go through in developing the program and developing our
5 estimates.

6 We then on an annual basis provide financial
7 updates through our continuing disclosure requirements to
8 investors.

9 Likewise, we have rating agencies out there.
10 And they are checking on us regularly to ensure that we
11 are maintaining a fiscally sound policy. The Department
12 currently has a ^ AA2 ^ Aa2 rating, from Moody's, and a
13 ^ AA+ ^ Aa+ rating for our subordinate credit. And how
14 that is defined, it's state -- the rating agency is
15 essentially saying, that an obligor -- in this case the
16 Department -- has a very strong capacity to meet its
17 financial commitments. And keep in mind, it differs
18 that -- these ratings differ from the highest rating by
19 only a very small margin. So we are -- given our fiscal
20 situation, given our financial situation, we are in an
21 exceptional position, given the fact that we have the --
22 the limited funding that we have. And the reason we have
23 that is because we have maintained, historically
24 maintained, a very fiscally conservative and prudent
25 approach to our -- to our programming.

1 Mr. La Rue?

2 MR. LA RUE: It would cause a whole series
3 (indiscernible). Do you trade off your really prudent
4 rating for more projects by in putting an element of risk
5 and taking more projects, because just because you have
6 ^ AAs ^ Aa's, that's great, but you could go down to a
7 single A and maybe get more projects (indiscernible). But
8 that's for another discussion (indiscernible).

9 MS. WARD: I would be happy to have that
10 discussion, if you would (indiscernible) it sometime.

11 Do you have any questions with regards to
12 this part of my presentation, because that concludes my --
13 the section on fiscal constraint.

14 MR. CHRISTY: (Indiscernible) we get STIP?

15 MS. WARD: Statewide -- state
16 transportation --

17 MR. ROEHRICH: Improvement program.

18 MS. WARD: Thank you. Sometimes acronyms,
19 the words associated, fall right out of my head. I have
20 to go back to my notes.

21 You're very helpful.

22 MR. ROEHRICH: You're doing wonderful.

23 MS. WARD: Oh, thank you, sir.

24 With that, I'd like to move on to the
25 financial plan for the five-year program. And this is for

1 the '15 through the '19 program.

2 I'd like to start with a review of where we
3 ended 2013, because it forms and influences significantly
4 the upcoming program, the '15 through '19 program.

5 So with HURF, a picture says a thousand
6 words. Flat tire. We had negative .7 percent growth in
7 HURF revenues for FY 2013, and this was after a stellar
8 year of FY 12 of .5 percent growth and a previous year,
9 FY 11 of more breath-taking growth of .9 percent. This
10 is -- this does not -- this certainly does not paint a
11 rosy picture for HURF and where it has been the last few
12 years and its recovery.

13 The result of that negative .7 percent is a
14 67 million dollar hit to the state highway fund and the
15 current program of '14 through '18.

16 With regards to gasolines, gallons sold and
17 the price per gallon, we hit in FY 13 the lowest number of
18 gallons sold in the last 10 years. It was negative 1.4
19 percent growth in gallons sold. Basically the millennials
20 are much more entertained with their bones than they are
21 running around.

22 And even though we are seeing population,
23 which is growing again, so we have -- we have more people,
24 we are seeing vehicle miles traveled with very small but
25 marginal growth of .6 percent. They're start -- so people

1 are starting to drive a little bit more. But
2 unfortunately, well -- or fortunately, however you look at
3 it, they are driving more fuel-efficient vehicles.

4 As I mentioned, the population is -- this is
5 to speak to -- this slide speaks to per capita growth. We
6 are seeing some -- as I mentioned, some slow growth in the
7 population in 2012, the latest numbers we have, at around
8 1 percent. And you would -- you would expect that as our
9 population increases, that at least our per capita tax
10 revenue would at least remain flat and we wouldn't
11 continue to see declines.

12 And with the VMT growth, albeit minor,
13 efficiency, just seems -- fuel efficiency just seems to be
14 the culprit here.

15 Use fuel. Well, the use fuel numbers were
16 worse than the gas numbers, and use fuel -- excuse me --
17 well, I should specify -- is diesel. Use fuel, a little
18 more depressing than gas tax, in FY 13, we experienced
19 negative 2.3 percent growth after FY 12, a negative 2.1
20 percent growth. The volume of containers, you know -- an
21 influence here is how many things are being brought in on
22 ships into our long -- Long Beach and LA ports, and what
23 we're seeing there is we have largely flat growth in the
24 containers coming into those ports, and we are actually
25 back at 2005 levels. I can't exactly explain it, but they

1 are the numbers that we are coming across. I would
2 naturally expect to see greater number of containers
3 coming into those ports, given that we are seeing
4 turnaround in other sales tax revenues. But that is -- is
5 not the case.

6 Vehicle license tax -- I couldn't resist,
7 it's our lifesaver. In FY 13, we had new car
8 registrations 25 -- 25 percent growth in new car
9 registrations. Now, granted, that -- that equates to
10 274,000 cars. 274 -- we purchased 274,000 new cars.

11 In 2004, however, let's keep in mind that we
12 purchased 406,000 new cars. So we are not back up to the
13 levels of -- of 2004 by any means.

14 New to Arizona, who --

15 MR. CHRISTY: Those are new cars.

16 MS. WARD: That is correct, sir.

17 New to Arizona, those folks that are moving
18 into Arizona and bringing their cars and paying VLT on
19 those cars, that was 20 percent growth in 2013 or 22,000
20 folks bringing in and registering their cars and paying
21 the VLT.

22 Renewals, thankfully, we can say are -- we
23 experienced 2 percent growth after virtually no growth for
24 the last three years, and actually, this was our strongest
25 growth since 2007. This is essential, because that fleet

1 is depreciating at 16 -- 16-and-a-quarter percent every
2 year, that VLT is getting depreciated, so we needed to get
3 those new cars into the -- into that fleet to start
4 lifting up that average VLT payment.

5 This shows you what average V --

6 MR. CHRISTY: Mr. La Rue.

7 MR. LA RUE: No, it's a little bit of an
8 aside, Kristine, I don't think you can do anything about
9 it, but I'll ask (indiscernible), along is maybe on the
10 new vehicles coming to Arizona, if we could figure out how
11 people could license their vehicles a little bit easier,
12 I've had a couple of stories related to me because -- you
13 know, now that I see these numbers, everybody I see with
14 an out-of-state license plate that I know has moved here
15 and has a job, I say, you guys need to go down and get new
16 plates, hoping that, you know, bump these numbers. And a
17 few stories that have been related back to me is it takes
18 like six forms of ID to -- to get a new plate, and when
19 folks have gone down there with passports, driver's
20 license, social security cards and been turned away
21 because they didn't have a marriage license certificate.
22 And -- and it's -- and I had never gone through the
23 process, or I have 40 years ago. But, you know, maybe
24 looking at what the process is and if there's an easier
25 way to do it, because I think people are trying to go down

1 and register, but we may be making it a little difficult
2 for them.

3 MS. WARD: All right.

4 I -- I am not, Mr. -- Mr. La Rue, I am not
5 familiar with the process exactly, because I haven't
6 been -- haven't done it either.

7 MR. CHRISTY: What was the (indiscernible)?

8 MS. WARD: I'm sorry?

9 MR. CHRISTY: Was not our director?

10 MS. WARD: I'm sorry, sir.

11 MR. CHRISTY: (Indiscernible) was he before?

12 MR. ROEHRICH: Mr. Chair, he -- he spent six
13 years working in Motor Vehicle Division. And --

14 MR. CHRISTY: (Indiscernible).

15 MR. ROEHRICH: Yes, I will go back and I
16 will take your comment, Mr. La Rue, to -- to the division
17 director at MVD to ask her to look at that.

18 There's quite a few things that we have to
19 follow that are in statute. And I can't tell you if it's
20 rule that the agency can go and adjust or is it a
21 statutory requirement we have to do. But we will look
22 into that.

23 MR. LA RUE: Thank you.

24 MS. WARD: With regards to average VLT, as I
25 mentioned, we -- it is starting to counteract that

1 depreciation. But as you can see, we have a long way to
2 go to get back to the levels of 2007 and 2008, when we
3 experienced an average VLT of 150, and we're -- we're now
4 down at a 125.

5 If there are no questions on that fund
6 source, I will move on to federal aid.

7 MR. CHRISTY: Please. Oh, excuse me.

8 Mr. Anderson.

9 MR. ANDERSON: (Indiscernible) seeing the --
10 basically seeing in terms of (indiscernible) miles
11 traveled (indiscernible).

12 MS. WARD: Mr. Chair, Mr. Anderson, you are
13 correct. And, in fact, as we go into federal aid and
14 start discussing the Highway Trust Fund. The federal
15 Highway Trust Fund, that fund is experience --
16 experiencing the same thing. The difficulty is the
17 underlying basis for the revenues, for various reasons.
18 It's -- you know, whether it be that, you know, on -- the
19 development of alternative -- alternative-fuel vehicles,
20 or whether it be associated with the fact that the gas tax
21 is not indexed, and then the fact of gas prices being what
22 they are, it's a combination of factors that everyone is
23 experiencing.

24 With regards to federal aid, a comp- -- it
25 comprises over 75 percent of the pro- -- the funding going

1 into the statewide program. So the assumptions and the
2 projections for this fund source have a significant impact
3 on what we can do in terms of programming projects.

4 This next slide basically is to communicate
5 that the federal Highway Trust Fund is insolvent. The
6 revenues are not adequate to maintain the present
7 authorization levels that Congress has -- has enacted over
8 the last few years. The CBO, Congressional Budget Office,
9 has actually incorporated growth rates into this. So this
10 is -- this is after growth has been accounted for. In
11 order -- what this chart ends up depicting is that in
12 order for the federal -- in order for current
13 authorizations to maintain at their -- at their current
14 levels, that the federal general fund will need to
15 contribute and bail out the Highway Trust Fund to the tune
16 of \$15 billion or more per year, going forward.

17 That -- yes, sir, that's billion. That was
18 a "B."

19 As you know and have probably heard with
20 regards to Map-21, our most recent, quote, long-term
21 reauthorization, it only provided -- while traditional
22 reauthorization bills have provided us 5 to 6 years,
23 Map-21 only provided us 24 months. And begin -- which
24 began in October 2012 and ends in September 2014, the
25 first year of the Tentative Program cycle.

1 That being said, given this data on the
2 Highway Trust Fund and this next slide, it conveys why it
3 is all the more imperative that we take a very
4 conservative approach towards our forecasting of federal
5 aid. This chart reflects the Highway Trust Fund projected
6 cash balances -- and we got this chart about 2 months ago
7 from FHWA -- the Highway Trust Fund is anticipated to go
8 into a negative position between August and September of
9 this year. In order to maintain timely reimbursements to
10 states, FHWA has stated that their -- and their financial
11 office has stated that they need to maintain a \$4 billion
12 balance in the Highway Trust Fund.

13 The ^ hit bal- -- -- the Highway Trust Fund
14 balance is anticipated to go below the 4 billion between
15 July and August.

16 Now, if that occurs, if you go to the FHWA
17 website, what they'll tell you, if that occurs, they're
18 looking to move -- to decrease the frequency of their
19 reimbursements, so if a state is receiving daily
20 reimbursements, they would perhaps go to weekly
21 reimbursements. I'll tell you for Arizona, we're on a
22 weekly reimbursement schedule. Another option would be
23 they would align reimbursements with trust fund deposits.
24 Apparently, the revenues are deposited into the Highway
25 Trust Fund by -- twice a month. Or they would look to

1 make proportional payments to states based on the trust
2 fund balance.

3 Until Congress provides a long-term solution
4 for the insolvency of the Highway Trust Fund and due to
5 the five-year program being primarily supported by federal
6 aid, estimates for future federal aid need to be
7 conservative.

8 If there are no questions on federal aid, I
9 will move on to our debt program.

10 MR. CHRISTY: Any questions?

11 MS. WARD: What this slide depicts is where
12 we currently stand as of the end of FY 13 in terms of
13 outstanding debt, principal. We have a total outstanding
14 debt of almost 3 billion dollars, 2 -- 2955, let's round
15 it up to 3: HURF about 1.7 billion; RARF about 926
16 million; and in GAN, which are those issues that we issue
17 debt in order to leverage future federal revenues, we have
18 about 200 -- about 300 million dollars outstanding.

19 Our current coverage level and particularly
20 for -- and I'm speaking to HURF -- is 3.64 times. And if
21 you'll recall the significance of that is that in order
22 for us to issue bonds, we have to have 3 dollars of
23 revenue for every dollar of maximum annual debt service.

24 So let's -- I'm just going to make some
25 numbers up here -- well, not entirely. If you have -- we

1 currently have a maximum annual debt service of around 160
2 million dollars. We have to have 3 times that amount of
3 revenue flowing into the state highway fund before we can
4 consider issuing subordinate debt bonds.

5 So you might say to yourself, hey, well,
6 that's 3.64.

7 Well, there is that other pesky thing that I
8 was talking to you about, which is cash. We have to be
9 able to pay the -- the subsequent debt service. And we do
10 not have adequate cash to issue bonds and pay the
11 subsequent debt service associated with the issue.

12 MR. CHRISTY: So you're conveying that we
13 are maxed out as far as bonding capacity.

14 MS. WARD: At this point, yes.

15 MR. CHRISTY: And how --

16 MS. WARD: But with -- I'm sorry, sir.

17 MR. CHRISTY: How long do you think --

18 MS. WARD: Mr. Chair, as we -- as I go
19 forward any presentation, what I -- you will find that I
20 have built some bonding into the five-year program at
21 those points where we can afford that capacity, that
22 additional -- those additional issues.

23 MR. CHRISTY: As dire as it sounds, one
24 thing that has been favorable, of course, is the interest
25 rates on the bonds. So if we have any time to go in the

1 bonding, (indiscernible) been the last couple of years.
2 Right?

3 MS. WARD: Mr. Chair, you are correct. And,
4 in fact, this board authorized the largest issue that the
5 Department ever did in January of 2013. We went to the
6 market, and we refunded approximately 600 million dollars'
7 worth of our existing, outstanding debt, so we have got it
8 down to -- we refunded everything we could that -- well,
9 that was appropriate to, given the interest rates. So we
10 took advantage of that, sir.

11 MR. CHRISTY: I'm sure (indiscernible) the
12 board's credit, then -- to the board's credit that this
13 all happened.

14 MS. WARD: Absolutely.

15 MR. CHRISTY: Thank you.

16 MS. WARD: Did that sound good? No.

17 MR. CHRISTY: Mr. (Indiscernible).

18 ^ BOARD MEMBER: No, that was my other
19 point, I think it was the December meeting in Nogales,
20 (indiscernible) 2012, that we -- we did that
21 (indiscernible). I think it threw Mr. Feldspar [phonetic]
22 for a loop in terms of if we had not done, what would we
23 have done (indiscernible).

24 MS. WARD: Yeah. Mr. Chair, Mr. Anderson,
25 you are correct. I mean, if we issued -- besides the

1 refunding, we issued 230 million in new money that with
2 the purpose of -- the difficulty was is that we had hoped
3 that revenues would turn around, and in the out-years of
4 the program, we would start having revenues that at least
5 met what we had previously experienced. So at that point
6 in time, we had a program that was really in the long-term
7 financial structure, was a structural imbalance. It
8 was -- it just didn't work.

9 So what we ended up doing, in order to
10 preserve the first couple of years of the program and then
11 take the years in the outer years of the program, is we
12 bonded to facilitate the most current spending, and then
13 in the out-years, that's when you were faced with and
14 voted on the 250 and then -- and the 100 million dollar
15 cut.

16 So we -- you -- if you were to look at the
17 program year over year, what you would find is that the
18 program in FY 13 will look much higher, and then '14 will
19 look -- will lower, lower, lower until you get to '16, and
20 then there's this drop because that was the period in time
21 when we thought by which -- by this time, we will -- we'll
22 start to see some recovery.

23 And we just didn't. And so we had pushed a
24 lot of projects and a lot of cost out in that -- in that
25 program. And unfortunately, that's -- the outcome of that

1 was the -- was the program that you got presented with
2 last year. And the current program.

3 MR. CHRISTY: Mr. La Rue.

4 MR. LA RUE: Kristine, there's no RARF bonds
5 that's (indiscernible) past 2025. Is that because of the
6 limitation by the bond or?

7 MS. WARD: With RARF right now, we do
8 have -- this is the statement. This is as of the end
9 2013. We do have additional bond issues built in to the
10 MAG cash flow for future years.

11 Right now, however, the MAG cash flow, the
12 cash flow that funds the RTFP -- RTPFP, that cash flow has
13 got significant cash balance right now. And that's
14 because the South Mountain project has had to be moved
15 out, and as those expenditures have moved out, issues, the
16 need for issuing bonds has also moved out.

17 So that's why you don't -- that's -- we're
18 holding on to that bonding capacity. And when ...

19 So with that, I'd like to go into the
20 Tentative Program funding.

21 MR. CHRISTY: Any board members have any
22 questions?

23 MS. WARD: I thought I would spend just a
24 minute on our forecasting process. The Department employs
25 a process called RAP for -- to complete its forecasts.

1 And that -- and RAP stands for the Risk Analysis Process.

2 That process involves convening somewhere
3 between 10, I think it has reached as high as 15,
4 different panelists that are national and Arizona
5 economists and experts that review and forecast a series
6 of variables. Some of those variables are things like
7 population growth, personal income growth, and non-farm
8 employment. These are variables that were identified as
9 having significant influence and correlation with our
10 HURF -- the factors, the feeders into our HURF revenues.

11 Those variables are reviewed annually, and
12 they are reviewed annually by a contractor, HDR, that the
13 Department -- the Department contracts with.

14 Each panel member within that 10 to 15
15 people, provide us estimated growth rates for each of the
16 variables identified. Those estimated growth rates from
17 all of the panel members go in and are loaded into a model
18 that HDR built for the Department some time ago and is
19 updated and reviewed on a -- I think every two -- two
20 years. That just fell out of my head. It might be three.

21 And the growth rates from those various
22 revenue sources are then provided -- it goes into that
23 model, growth rates are provided back to the Department,
24 and those growth rates are associated with various
25 confidence intervals.

1 So as you can -- as I'm hoping I'm
2 conveying, this is not some person just -- a single person
3 sitting in a room thinking, oh, my goodness, what would I
4 like to see, what do we think the forecast will be. It is
5 not the magic eight-ball situation over there.

6 In -- with this most recent forecasting
7 period -- we start that forecasting period and process in
8 August. It got a little -- had a hiccup this year because
9 of the federal shutdown. But -- and we will be pushing
10 quite heavily to make sure it happens more quickly this
11 year.

12 But what we got out of the November 2013
13 forecast, what this slide shows you is a comparison for
14 the same years, for the same time period, what they
15 projected in November 2013 versus what they had projected
16 in October of 2012. The numbers represent the RAP panel
17 forecasts at a 50 confidence interval. And for the five
18 period -- five-year period shown, that basically, that
19 transition from October 2012 to November 2013 reduced our
20 forecasts by 167 million dollars.

21 The main reason for that and why I've spent
22 time on 2013 is because the -- those changes are largely a
23 result, that growth rate, those growth rates are very
24 similar to the growth rates that we had in the October
25 2012 forecast. But when the base changed, when 2013

1 revenues came in lower than expected, we were growing off
2 of a lower base. So the result is it largely took 167
3 million out of our -- out of our estimates.

4 Population estimates, we're running between
5 1-and-a-half and 2 percent; employment 2 to 3 percent; gas
6 prices, which you'll kind of notice in the initial years,
7 the growth rate goes from 3.1 to 2.5 percent growth on
8 2015, those first couple of years, the reason those growth
9 rates aren't more aligned is because the panel estimates
10 negative gas tax growth in those first couple of years,
11 and then we start seeing increases in the outer years.

12 This is just a different representation, and
13 you'll see that the 167 million dollars in reduction to
14 the forecasts, and you'll see the variation in our average
15 compound growth rate, it gets adjusted down from the 3.6
16 from the October '12 forecast to 3.4 in the October '13
17 forecast.

18 So those are -- that's how our HURF revenue
19 estimates were built.

20 Now I want to talk to you a little about
21 what we've assumed going into the '15 to '19 program in
22 terms of federal aid.

23 For all the reasons I've mentioned, the
24 federal aid revenues that are built into the Tentative
25 Program assume no growth. Map-21 ends in September. The

1 Highway Trust Fund is insolvency -- insolvent. And that
2 is after we have built in -- after CBO has built in growth
3 rates.

4 You combine that fact with the fact that the
5 Department has received decreased federal aid for the last
6 three years, '11, '12, and '13, and the fact that we went
7 through the shutdown, the federal shutdown where it --
8 depicting Congress and the president at odds, the only --
9 I feel the only prudent approach at this point is to
10 assume flat federal aid growth.

11 One of the things -- something that we did
12 adjust in our assumptions is the original '14 to '18
13 program, had eliminated additional dollars for August
14 redistribution. That is the process of when -- when
15 dollars are freed up across from all the states due to
16 earmarks where dollars weren't expended or so forth, they
17 go back into a common pot and those dollars are
18 redistributed.

19 BOARD MEMBER: Why do think there would be
20 increases in that?

21 MS. WARD: I'm going to get right there.

22 BOARD MEMBER: Okay.

23 MS. WARD: We had originally anticipated and
24 built into the estimates that that's going to go away
25 because Map-21 did away with earmarks.

1 What we actually experienced in 2013 was
2 a -- the largest August redistribution that we had ever
3 received. And -- we're like, well, what happened here?

4 Well, what happened here is there were still
5 all of those leftover earmarks to be -- oh, that released
6 dollars. And so while we -- I had banked on us getting 5
7 million dollars' worth of August redistribution, what we
8 actually got was 30 million dollars. 25 -- that 25
9 million dollars has -- been incorporated into the present
10 program. Okay. That doesn't mean I'm counting on 25
11 million dollars every year going out. That is not the
12 case. But it did make clear to us that there will --
13 while there might -- it will not be a direct turn-off of
14 the faucet; it will be a gradual decline.

15 And so during this program, we have built
16 additional dollars in for August redistribution, but they
17 decline over the years.

18 We also have experienced a release of funds
19 as projects are closed out. So I have built in some
20 additional -- and not much -- but additional funding,
21 counting on dollars -- once projects are completed,
22 certain federal -- there might be extra federal dollars
23 associated with those, so I have built in dollars for that
24 purpose, that would be coming back into the program.

25 MR. CHRISTY: Any questions from the board

1 members?

2 (Indiscernible) understand on the August
3 redistribution as well as the project closeouts
4 (indiscernible).

5 MS. BEAVER: You did very nice job.

6 MS. WARD: Thank you.

7 MR. CHRISTY: Right. Thank you.

8 MS. WARD: Moving on to the final component
9 here, as far as financing mechanisms, what we are
10 employing in the '15 to '19 program, currently, there are
11 three planned HURF issues in '16, '17, and '18. The
12 ten -- all the issues would be issued on a subordinate
13 basis.

14 Mr. Chair, you had asked about this. We
15 start to reach some capacity in these -- in these periods
16 of time.

17 I need to emphasize, though, we issue bonds
18 when we need the cash. So these -- this is plan. If we
19 find that projects are burning faster or slower and our
20 capacity increases or decreases, we will adjust how -- our
21 approach to bonding.

22 You will also note that currently what's
23 built in is all HURF issues. There are no GAN issues
24 built in here. We have -- in the numbers, we have
25 capacity there. We have not built in a GAN issue because

1 of course GANs are leveraging future federal aid. We
2 don't know what federal -- federal aid is looking very
3 risky right now. So at this point only HURF issues have
4 been built in. But if the circumstances change, if we get
5 a long-term, a decent long-term authorization, we may move
6 some of this from a planned HURF issue to a planned GAN
7 issue.

8 MR. CHRISTY: And to that point, I'm
9 certainly not advocating rushing to bonds from
10 (indiscernible) we can. But it's nice to know that we
11 have the capacity, should we need it.

12 MS. WARD: Mm-hmm.

13 MR. CHRISTY: And that -- and you're
14 forecasting it as soon as 2016.

15 MS. WARD: Yes.

16 All right. That concludes that slide.

17 So it's the combination of the forecasted
18 HURF revenues, the federal aid estimates, and the bonding
19 that ultimately supports our new fifth year, the FY 19
20 that Scott will be discussing.

21 And the numbers that we provided to MPD was
22 525 million dollars for the statewide program in fiscal --
23 in 2019. Two -- and with revenues that will support a
24 statewide program and financing mechanisms that support a
25 statewide program equating to 2.4 billion dollars.

1 Any questions?

2 Moving on, so after -- oh, I kind of throw
3 the numbers over the wall to MPD, after we develop the
4 revenue forecasts and identify the funds available for the
5 program, we then go through the Regional Allocation
6 Advisory Committee allocation. It's called the RAAC
7 allocation. And that -- is calculated.

8 Now, the RAAC allocation is the process of
9 determining the funding available that will be programmed
10 in each region, and it is an outcome of the Casa Grande
11 Resolves. In '99, as I understand it, I've read the
12 history on it, I didn't get to participate; in fact, I
13 don't think there are many participants around. And in
14 1999, the stakeholders from across the state and the
15 Department came together to discuss the allocation of
16 transportation funding throughout the state. The
17 agreement that resulted was a subsequent -- came out of a
18 subsequent meeting of the RAAC that was developed out of
19 the -- came out of the Casa Grande Accord. That committee
20 developed the -- what we currently use as the allocation
21 formula, which is 37 percent, the funding would be
22 programmed in the MAG region, 13 percent would be
23 programmed in the PAG region, and the remaining 50 percent
24 would be programmed in Greater Arizona.

25 The process for that allocation is that FMS,

1 Financial Management Services, the unit I -- the unit I
2 oversee in the Department, passes the numbers over to
3 Multimodal Planning Division, Scott's unit, and at that
4 point, various costs for things that benefit the entire
5 state are backed off of that number. Okay? Those were
6 things that were agreed to and discussed in the Casa
7 Grande Accord. And examples of those are ports of entry
8 as well as rest areas.

9 There -- then, following you taking those
10 off the top, what we call "off the top" items, we then go
11 into and look at the subprograms; for instance, bridge and
12 pavement preservation. And those are determined -- those
13 numbers are backed off of the next -- is the next
14 reduction to the number. And that is done by looking at a
15 three-year average of what was programmed over the last
16 three years, and then evening that up to meet the 37, 13,
17 50 requirement. Every dollar that's left after that, then
18 flows into -- becomes available for major projects.

19 MR. CHRISTY: If (indiscernible) memory
20 serves me correctly, at one point we requested that there
21 be an accounting of the RAAC allocation to see that indeed
22 the numbers were coming out to 37 percent, 13 percent, and
23 50 percent.

24 Have we done that?

25 MS. WARD: Yes, that is -- that -- I do not

1 have that to -- I do not have that with me to provide you
2 right now.

3 But what --

4 MR. CHRISTY: Is that an ongoing
5 institutionalized process --

6 MS. WARD: Yes.

7 MR. CHRISTY: -- annual.

8 MS. WARD: The -- when we go through the
9 RAAC distribution, that three-year average takes and it --
10 okay. So let me see if I can -- how I can do this simply.

11 Let's say you had 500 million dollars was
12 the number that I tossed over the wall to Scott and that
13 the off-the-top figures were 50 million dollars and that
14 the subprogram dollars were 300 million dollars. So you
15 take that 450, you multiply by the 37, 13, and 50. And
16 then you say, okay, well, what have been the three-year
17 averages in terms of expenditures on subprograms in -- and
18 let me -- program. Those are projects that are programmed
19 and planned in the area. You back those dollars off, and
20 then you have what's left for major projects.

21 And, Mr. Chair, what I'm trying to
22 inarticulately convey is that those numbers are normalized
23 each year for the RAAC distribution in the -- in the RAAC
24 dis- -- in the RAAC allocation process.

25 Now, one thing that I have encountered is

1 that there is a misunderstanding between programming and
2 expenditures. What the Casa Grande Accord spoke to from
3 every source that I have gathered information, the Casa
4 Grande Accord spoke to planned expenditures in a given
5 area, in a given region. And those are planned projects.

6 It does not speak to actual expenditures.
7 And the reason it does not speak to actual expenditures is
8 because the economy is -- the cash flow and so forth are
9 changing on a regular basis. The costs associated with
10 projects are changing on a regular basis. So it is nearly
11 impossible to keep track of the individual project by
12 project -- oh, did you have 5 extra dollars? Oh, do you
13 have -- are you 10 dollars over?

14 It is -- that -- that is why at the Casa
15 Grande Accord, as I understand it, that it was based on
16 programming and not actual expenditures.

17 Does that help at all, sir?

18 MR. CHRISTY: It does. I guess what I'd
19 like for is assurances through your calculations and your
20 studies and analysis that the Department is watching out
21 for those three entities receiving what was promised in
22 that accord. And if you're conveying to me and telling me
23 that from what your research tells you that, yes, they
24 are, in fact, getting 37, 13, 50, as agreed to, I'm
25 comfortable with that. I just want to iterate that there

1 is some kind of institutionalized program to monitor that.

2 And you're telling me there is.

3 MS. WARD: There is.

4 MR. CHRISTY: And you're comfortable with --
5 that these percentages are being kept accurate.

6 MS. WARD: Over a period of time, yes. You
7 cannot pick any one given year --

8 MR. CHRISTY: You're saying a three-year
9 time period.

10 MS. WARD: For the sub --

11 MR. CHRISTY: -- average kind of thing?

12 MS. WARD: Yeah, yes.

13 BOARD MEMBER: How frequently do we look to
14 validate whether or not these percentages for allocations
15 still make sense?

16 MS. WARD: That's a very good question, sir.
17 And I don't know the answer to that immediately.

18 I do know -- what I do know is that -- and I
19 think I'll let Scott speak to this, but it would be -- or
20 maybe you, Floyd, but with the on -- with Map-21 and the
21 policy established -- the policy that is established in
22 Map-21, it is my understanding that we are moving to the
23 fed- -- the federal government is -- FHWA is requiring
24 that we go to a needs-based or
25 performance-measurement-based way of looking at trans- --

1 at transportation.

2 The difficulty that that is going to present
3 is that here we have regional allocations, we're basing
4 some -- our programming on a regional allocation, and a
5 regional allocation is not necessarily the same as a
6 needs-based allocation.

7 So that is -- that's something we're going
8 to have to consider going -- going forward.

9 MR. ROEHRICH: Mr. Chair, Mr. Sellers,
10 that's what I was going to say. In 1999, when this
11 agreement was made in the Casa Grande, when all the
12 transportation professionals got together, and there was
13 legislators there, there's certain language that made it
14 into statute to -- to try to -- to memorialize that, if
15 you will. There's -- there's processes that came into
16 place at not just the state level, but the MPO, PAG level
17 and local level to, if you will, meet that.

18 Though, I think, as we've seen with the
19 change in transportation, the change in society,
20 regional-based, hard percentage of growth approach is
21 really not the strategy that Congress has taken. When
22 they did Map-21, they said it's going to be system
23 performance-based when they look at how they're going
24 to -- to measure the system. And then we have to report
25 on, as we continue to go through that process.

1 Over the next -- probably in the next two to
2 four years, we're going to be at a point where we're going
3 to have to reassess how we look at our transportation
4 funding, how we look at the allocation of funds, and how
5 it really looks at a systemwide approach as opposed to a
6 regional approach or a population approach or just about
7 any other type of approach. It's hard facts that states
8 are going to have to look at. And then the leaders, such
9 as yourself, our legislators, our local government leaders
10 are going to have to sit down and figure out how you can
11 continue to address your constituencies, continue to
12 address your regional issues, as we look at the whole
13 state approaches.

14 So where -- we're probably at a point where
15 we're close to having to relook at that whole system
16 again.

17 MR. CHRISTY: Any other questions?

18 MS. WARD: That concludes the five-year
19 program financial plan.

20 And if you have no further questions on
21 that, I would go into my last item, which is to give you
22 an update on the executive and legislative budget
23 proposals.

24 MR. CHRISTY: Any questions up to this point
25 from the board? Okay.

1 Ms. Ward.

2 MS. WARD: So what's currently built into
3 the executive budget is a -- to re- -- funding to
4 reinstate funding for two years the HURF Swap, which I
5 described earlier. Does any -- we need -- would anybody
6 like a recap on what that was?

7 It's a rather unique name. So ...

8 And what the executive proposal provides is
9 it appropriates 31 million dollars from the HELP fund, the
10 Highway Expansion Loan Program. And that fund is made up
11 of both state and federal dollars, and it presently has 77
12 million dollars in that fund.

13 There has been a significant request,
14 repeated requests, to reinstate the HURF Swap program.
15 The difficulty, as I described to you earlier, however, is
16 that we do not have any dollars to swap.

17 So what this would allow is by providing us
18 31 -- the Department 31 million dollars from the HELP
19 program, into the state highway fund, we could reinstitute
20 the HURF Swap for Greater Arizona. We could not afford to
21 implement it for the -- the MAG and PAG regions.

22 MR. ROEHRICH: Kristine, could you talk
23 about how long that program would be instituted for?

24 MS. WARD: The projections right now and the
25 hope is that under the executive proposal, this would

1 pro- -- keep the HURF Swap program going for two years.
2 Okay? The thinking being that we would in that two-year
3 period, hopefully develop adequate cash balances to
4 continue the program.

5 Is that what you were --

6 MR. ROEHRICH: Yes, ma'am --

7 MS. WARD: Is that where you were going?

8 MR. ROEHRICH: Mr. Chair and Board Members,
9 I guess I wanted to point out, this is like a one-time fix
10 for a certain period of time, but it's not a sustainable
11 program unless our revenue situation changes. And I want
12 to be clear on that, because I know a lot of people are
13 saying, oh, wow, you've solved the HURF Swap program.
14 We've temporarily fixed it for about a two-year period.

15 MR. CHRISTY: And follow-up of a question,
16 you said there have been requests for this?

17 MS. WARD: The locals have --

18 MR. CHRISTY: Who have been making the
19 requests?

20 MS. WARD: It has been a -- a -- as I
21 understand it, a standard request. When there is ever an
22 opportunity to get out of dealing with federal aid and
23 the --

24 MR. CHRISTY: Through COGs?

25 MS. WARD: Oh, I'm sorry. Yes, sir. COGs

1 and MPOs.

2 Thank you. Let's see, I lost my train of
3 thought here.

4 MR. CHRISTY: It's a temporary fix?

5 MS. WARD: Oh, the other -- the other
6 portion of this is that when I say that it is available to
7 Greater Arizona and not MAG and PAG, let me tell you what
8 the thinking is there.

9 We will never be able to get MAG and PAG out
10 of dealing with federal aid. They will always have to
11 deal with federal aid, because they have a specific
12 suballocation from the feds to those areas. So they will
13 always have to have the infrastructure to deal with
14 federal aid.

15 Greater Arizona, on the other hand, does not
16 have those specific suballocations. And we cannot -- and
17 so it -- those -- it's Greater Arizona that deals with a
18 larger issue in having to have the infrastructure in order
19 to deal the requirements that come with federal aid.

20 This proposal would get Greater Arizona out
21 of the federal aid business except for some operating,
22 planning dollars.

23 The legislative proposal temporarily
24 eliminates the DPS statutory -- DPS statutory and session
25 law transfers. Understand that DPS dollars are

1 transferred out of HURF in two ways: one by statute; and
2 then there is some neat little language that they do every
3 year that not with -- that says, oh, we're going to
4 transfer the 120 million. And it eliminates these
5 transfers just in 2015 and '16.

6 MR. CHRISTY: Both (indiscernible)?

7 MS. WARD: The hundred -- correct.

8 MR. CHRISTY: Both (indiscernible) I mean,
9 there's nothing but (indiscernible).

10 MS. WARD: For DPS. For the DPS transfer.
11 The result, sir, is that it would result in additional
12 HURF distribution of 119 million dollars more a year. So
13 more per year in each of those years.

14 MR. CHRISTY: Just from DPS.

15 MS. WARD: That's correct.

16 MR. CHRISTY: How are we doing on the other
17 250 (indiscernible)?

18 MS. WARD: No, they're -- we're, Mr. Chair?
19 We're -- it's only -- it's only this one that we've got an
20 issue with -- oh, you're probably referring to previous
21 VLT transfers? Those have been discontinued. And they
22 were last year.

23 That is all I have to present.

24 If you have any questions, I'd be --

25 MR. CHRISTY: Are there any questions of our

1 CFO?

2 (Indiscernible), thank you.

3 MS. WARD: Thank you.

4 MR. CHRISTY: Before we go to our
5 next agenda item, I realized just as soon as Ms. Ward
6 started her presentation and Mr. (Indiscernible) was good
7 enough to remind me, I didn't take the opportunity to
8 introduce (indiscernible) the board our newest member,
9 Mr. Jack Sellers. Welcome.

10 He's got to leave a little bit early, just
11 because the confirmation hearing is coming up this
12 afternoon.

13 Could you take just a moment and give us a
14 brief synopsis of your background?

15 MR. SELLERS: I'd be happy to.

16 I currently serve on the Chandler City
17 council. Have an extensive background in transportation
18 issues. I was the facilities manager at the General
19 Motors Proving Grounds (indiscernible). And I -- as I
20 said, (indiscernible) extensive interest in the
21 transportation issues. I'm currently the vice chair of
22 the transportation (indiscernible) at MAG. I chair the
23 (indiscernible) transportation committee. And I'm very
24 excited to have the opportunity to look at things on a
25 statewide basis and hopefully help move the state forward.

1 I think that my -- I've thought (indiscernible) as long as
2 I can remember is that our economic vitality depends on a
3 very smart (indiscernible) structured investment. And I
4 hope (indiscernible).

5 MR. CHRISTY: Thank you. You don't foresee
6 any confirmation hearing problems or?

7 You don't have to answer that. You're not
8 under oath.

9 But we welcome you and we're looking forward
10 to your expertise and insight, and I think you'll find it
11 as rewarding as all the rest of us have. So welcome to
12 the board.

13 MR. SELLERS: Thank you very much.

14 MR. CHRISTY: Moving to agenda
15 Item Number 2, we'll hear the Tentative Five-Year
16 Transportation Facilities Construction Program review from
17 our assistant director of multimodal planning, the
18 Multimodal Planning Division, Mr. Scott Omer.

19 Mr. Omer.

20 MR. OMER: Thank you, Mr. Chair.

21 In lieu of an introduction, what I'll give
22 you is two answers to your question earlier about do we --
23 do we verify the RAAC percentages annually? Yes, we do.
24 We do verify those annually. We go back annually and
25 check that the -- that the allocations that have been sent

1 out are verified and we actually do make sure that we're
2 at 37, 13, and 50, and we use that three-year rolling
3 average, as Ms. Ward had mentioned. So that does happen
4 every year.

5 And then --

6 MR. ROEHRICH: And that is presented -- and,
7 Mr. Chair, that is presented to the locals through that
8 Resource Allocation Advisory Council that Kristine had
9 alluded to. So we don't just keep that here. We share
10 that -- that analysis.

11 MR. OMER: And that RAAC committee actually
12 is -- it's not just an ADOT committee. It consists of not
13 only staff, senior staff from ADOT; it also houses -- it
14 is seated with the chair of the MAG, the chair of PAG, the
15 chair of the YMPO, one of the councils of governments, and
16 I think off the top of my head, I think it's NACOG. And
17 also someone from Valley Metro -- or Metro in general. So
18 those are the people that are on the committee. It's not
19 just -- ADOT. And they all see that on an annual basis.

20 And as far as the second question was, has
21 RAAC been reconsidered? Not to our knowledge since 1999
22 when it was originally put out there.

23 MR. CHRISTY: Thank you.

24 MR. OMER: So what I'll talk about today is
25 a little bit of background about our Tentative Program,

1 the planning, the programming process, which Ms. Ward kind
2 of mentioned. It's really the -- the guiding principles
3 that we live by on how we develop a five-year program. An
4 overview of our general asset conditions. The State
5 Transportation Board's five-year -- tentative five-year
6 program. The "delivery" program, as we call it. The ADOT
7 six- to ten-year highway development program, which you
8 have not seen before. This is new, and it comes out of
9 the P-to-P process. PAG's Tentative Program. MAG's
10 Tentative Program. The State Transportation Board's
11 Airport Development Program. And then next steps.

12 So as background, we develop the Tentative
13 Program annually in collaboration with the State
14 Transportation Board, the ADOT divisions that are
15 impacted, and ITD. It's both the development side of the
16 house as well as the operations side of the house.
17 Financial Management Services tells us how much money we
18 can spend, and then planning, we develop the program
19 itself in coordination and collaboration with everything.

20 And we also do this in -- not in a vacuum,
21 but we include our regional partners in this conversation
22 as well.

23 What we do is demonstrate how all federal
24 and state tax dollars -- or federal and state dollars will
25 be obligated over the next five years and then planned

1 over the five years after that.

2 We approve it annually. The fiscal year
3 starts July 1st of each year. Our five-year program, as
4 you know, the State Transportation Board's program has to
5 be fiscally constrained, and then the ADOT development
6 program, which is new, has to be financially constrained.
7 I do not generate those numbers myself. Our CFO gives us
8 a financially constrained number which is not defined in
9 statute, but she does not allow us to program more funding
10 still than we have that she considers to be reasonable,
11 available over that time frame.

12 Our planning-to-programming process, we
13 began working on the P-to-P process a couple of years ago.
14 And really what it is, it's our tool and mechanism for
15 linking our long-range transportation plan with our
16 capital program. So I'll talk little bit about that. The
17 prototyping of it, of the P-to-P process really is about
18 how we make sure it works. We don't just jump into the
19 process without a beta test. And then how we implement
20 the performance-based programming process.

21 The universe of projects that we start out
22 with began in 2007 or so when we started with the BQAZ,
23 Building a Quality Arizona, project. We developed a
24 universe of projects that really talked about all
25 statewide transportation needs. It wasn't transportation

1 needs just on the statewide transportation system. That
2 included all locals, county governments, local facilities,
3 county facilities, as well as state facilities about what
4 the overall transportation needs were in Arizona. That
5 was the visionary document that began us along this
6 process.

7 Following up BQAZ, we began our long-range
8 transportation plan, which this board adopted in 2011.
9 The projects -- what happens in 2011, we decided to
10 develop a -- some investment choices or investment
11 categories on how we should be investing our limited
12 amount of resources as we move forward in the future. We
13 came up with the terms investing in modernization,
14 investing in expansion, investing in preservation of the
15 system, and non-highway modes. And all that came out of
16 our long-range transportation plan.

17 We take the outputs of BQAZ in our
18 long-range plan, and then we actually develop projects out
19 of that or we program the projects from there. We do that
20 with developing the performance criteria that will take
21 this great big universe of projects and run it through
22 some specific selection criteria. And the output of that
23 is individual projects that have been prioritized by the
24 Department that we recommend to the transportation board
25 in each one of these categories for us to put into the

1 program and eventually develop, design, and construct.

2 That's the completion of my presentation.

3 Any other questions?

4 (Laughter)

5 MR. OMER: So the goal of the P-to-P process
6 was really about creating a performance-based process that
7 links our transportation planning processes with
8 programming.

9 Believe or not, we really didn't do that
10 before, and not only did ADOT not have a formalized
11 process based on performance, most states did not either.
12 And we're out in the front nationally on creating a
13 performance-based process. We do have peer states that we
14 used in great detail and depth to help us develop this
15 process, and we're very proud of it.

16 The key things we wanted to make sure is not
17 only that it was performance-based, risk-based, but it was
18 also transparent, defensible, logical and reproducible.
19 We didn't want -- we wanted to have the ability when
20 someone came and asked us the question, why did you choose
21 this versus that, then we could answer the question, and
22 we could have the same answer on an annual basis.

23 System performance is really the foundation
24 as we move forward, not just in Arizona but nationally.
25 We'll be required on an annual basis to create a

1 performance report for our infrastructure, we'll have
2 performance measures, and goals and targets set to make
3 sure that we're meeting those system performance measures,
4 and annually would assist in analysis.

5 We start up at the very top of the screen on
6 our statewide transportation planning process. And as I
7 said, you know, it's a 20-year plan is our statewide -- or
8 our long-range plan, and we've developed those strategic
9 investments in modernization, expansion, and preservation.

10 Every five years when we go back in and
11 update our transportation plan, we'll look at system
12 performance and to make sure it's meeting the criteria
13 that we've identified.

14 The development program, which is new, which
15 we call it our six- to ten-year program is really our --
16 the Department's process for identifying the amount of
17 funding that we'll have available, which will be
18 financially constrained and not -- not fiscally
19 constrained, and being able identify how much money we
20 should be investing in preservation, modernization and
21 expansion along that time frame. And then also
22 highlighting some key strategic project investments in a
23 long-term plan, six to ten years out of where we feel as a
24 department, we should be investing in our expansion
25 program.

1 And then, delivery program hasn't changed.
2 It's the same program that we have, based in statute. And
3 annually, we'll go back in and reevaluate the delivery
4 program per system performance also.

5 If you start this slide at the very bottom
6 of the page, we don't do this in a vacuum. This isn't
7 something where just the planning division goes out and
8 says this is our new program, guys, what do you think? We
9 utilize our -- the district teams, which -- or we will be
10 utilizing the district teams which look at district
11 engineers and the regional traffic engineers and statewide
12 project management and our COG and MPO and stakeholder
13 partners to look at what are those system needs that we
14 should be looking for for investing in the future. A lot
15 of times, we may not see at a central location some of the
16 specific needs that they may see locally. And this is
17 their opportunity to identify specific project concerns
18 bring those up to the dis- -- to the central area so we
19 can start the process.

20 It also -- these groups will be reviewing
21 the annual performance report that we'll be creating for
22 the (indiscernible) and for every year, and they'll look
23 at what the overall performance of the system in their
24 individual districts and regions are. They'll look at and
25 evaluate their targets and make sure we're on track and,

1 again, indicating if there are any specific projects they
2 think should be considered as we move forward.

3 From that point, we'll go into investment --
4 you know, into the individual investment categories and
5 then identify not only how much funding should be invested
6 in each one of the categories of preservation,
7 modernization, and expansion, but prioritizing those
8 projects and moving them forward.

9 Then our ADOT strategic committee, which is
10 really senior leadership in the Department, is where our
11 risk-based approach comes into play where we look at every
12 project individually that we recommend as a department, as
13 we -- that we're developing as a department and deliver as
14 a department to make sure that we look at the project
15 costs, are there any risk to project not meeting the
16 original goals of the project, that we wouldn't be able to
17 deliver did the project on time. We have specific
18 risk-based scenarios that we look at and analyze to make
19 sure that we feel it's appropriate that we move forward
20 with this project in our recommendation to the PPAC which
21 you all know, we recommend everything that comes to the
22 transportation board.

23 And then finally we'll bring that to the
24 State Transportation Board for your consideration and
25 eventual approval of our process.

1 MR. CHRISTY: Do the board members have any
2 questions up to this point? It's a lot of information.

3 MS. BEAVER: Yes.

4 MR. CHRISTY: Ms. Beaver?

5 MS. BEAVER: I just in a followup to what
6 Ms. Ward was speaking about earlier that with the Casa
7 Grande Accord and revisiting it, I'm seeing that this is
8 kind of where we're going if we're talking about from
9 regional allocation to performance. So are we still in
10 the draft stages? Or is this something that's going to
11 come back to us where we would need to approve this?

12 MR. OMER: Mr. Chair and Ms. Beaver, are you
13 talking about approving our planning-to-programming
14 process, or are you talking about the five-year program?

15 MS. BEAVER: Well, at a point in time, if
16 we're going to relook at the Casa Grande with regard to
17 the distribution, that's what we were just talking about
18 previously; correct?

19 MR. CHRISTY: (Indiscernible).

20 MS. BEAVER: Does this all kind of tie
21 together is where I'm seeing it?

22 MR. OMER: Mr. Chair and Ms. Beaver, I think
23 they're -- they're separate and distinct, but they are
24 pretty closely related.

25 Our plan to programming process doesn't

1 really look at a -- a allocation process based on so much
2 for each region. We're looking at system performance.
3 And system performance will drive the locations where we
4 feel that we need to invest our limited amount of
5 resources.

6 Now, once we get that outcome, that's the
7 other part of the risk-based approach that our senior
8 leadership will look at is will we still meet the -- the
9 agreements that were made in 1999 with the Casa Grande
10 Resolve and without anything change or that we still have
11 to meet those requirements. That'll be done at that
12 level. We wouldn't ask individual staff in a district or
13 individual staff in a group to make that choice. We'll
14 make that at the senior leadership level and to make sure
15 we still meet the requirements of the Casa Grande
16 Resolve -- or Accord.

17 But, again, we're taking that filter off of
18 saying it's not about how much is available for each
19 region. We're going to let system performance drive that,
20 and then we'll put that filter over top of it.

21 MR. ROEHRICH: Mr. Chair, Ms. Beaver, I
22 think I need to be clear on this. Casa Grande Accord
23 set -- is set. That's an agreement we are not breaking.

24 It's also an agreement that has some
25 statutory language that is in place by law, you know, not

1 necessarily percentages, but there's language in there
2 about we can't change those agreements on our own without
3 some process.

4 When I say that we have to have that review,
5 that's an undefined specified time frame when we have that
6 review, because it's going to be the leadership of this
7 state to get back together and hold that, which means,
8 COGs, MPOs, local governments, legislators, this body,
9 other people will have to decide it's time to have that.

10 Now, we can help guide that by saying when
11 we think it's time based upon federal regulation and other
12 regulations. But I have no specified time where we're
13 going to do that. I think this state and a lot of states
14 are going to have to do that when the next version, if you
15 will, Map-21 comes and there's more rules and there's more
16 regulations defined by the federal government that we have
17 to follow for the use of the federal dollars.

18 Now, in regard to this process, although
19 this is a process we're moving to to prepare us for this,
20 this says the best practices for a transportation agency
21 to develop a plan and program, that's what we're doing.
22 As this moves forward, the ultimate products you will see,
23 the tentative five-year program, the RAAC distribution,
24 those things, that is all going to meet our commitments on
25 the Casa Grande Accord. We are not changing that. And

1 quite frankly, we as an agency cannot unilaterally change
2 that without having a very extensive dialog and process
3 agreements in place to do that. That is not specified.

4 So what we're presenting here today is the
5 practices, how we're preparing ourselves as a
6 transportation agency to bring in the best practices to
7 get ourselves prepared for the future programming and
8 future transportation issues, but there's a long way to go
9 when you get down to the actual dollars before we get to
10 that.

11 MR. CUTHBERTSON: Mr. Omer, can you give us
12 just some examples, I mean, performance -- the performance
13 report, what -- what kind of criteria do you -- I mean, I
14 am not sure when I hear performance report, if you're
15 looking at, you know, traffic performance, maintenance
16 roadway conditions, all those things.

17 What kind of -- what kind of things are you
18 looking for in that (indiscernible)?

19 MR. OMER: Mr. Chair, Mr. Cuthbertson,
20 that's a great question. And, yes, we are currently
21 define -- one of the great things about Map-21 that is we
22 have to do this, but it didn't define what it was.

23 So as -- as a department, we are actually
24 going out and starting the process of defining what system
25 performance is. Some of the things that we're taking into

1 consideration is overall system performance, system
2 health, system sustainability, however you want to view
3 it, is really not just about pavement condition or bridge
4 condition. It's a combination of what your general assets
5 are going to look like, right, so the condition of your
6 assets. The amount of revenue and resources that you have
7 available to fund those. And then the operational
8 characteristics, whether it be congestion, reliability,
9 delay, those types of things, all have to be take- -- in
10 my opinion, as we define it, all have to be taken into
11 consideration on what system performance is. It's not
12 just a product of this is the volume or this is the
13 pavement condition or this is how much cash Kristine gives
14 me. It's a combination of all those that we'll come up
15 with that outcome.

16 MR. ROEHRICH: Mr. Chair, Mr. Cuthbertson,
17 though, I do think I need to expand that a little bit.

18 As the State is doing our own analysis, we
19 are in the process of various rule-making processes that
20 the U.S. DOT and Federal Highway Administration are going
21 to. They are going to set some national performance
22 measures, some performance goals. We as states will be
23 able to develop targets, and we'll be able to -- there'll
24 be latitudes given to us where we can develop it, maybe
25 tailor much of it to us. The reason why this process is

1 going to be extended for a period, we are still waiting
2 for the final rules and regulations from the federal
3 government to help us define our final program.

4 So there's still a ways to go before we get
5 to what is a complete comprehensive program.

6 MR. CUTHBERTSON: Okay, thanks.

7 MR. CHRISTY: Questions?

8 MR. OMER: So, Mr. Chair, as we started this
9 P-to-P process, as I mentioned earlier, we didn't just
10 want to just jump into it without going back and
11 identifying if the outcomes of this new process compared
12 fairly favorably with our existing processes. And so we
13 went along the path and decided to prototype or run a beta
14 test of these -- of the programming process. And we used
15 last year's program. We took the outputs of last year's
16 program and ran it through the prototyping process to see
17 where things would fall out, if the projects would still
18 be recommended or not.

19 And we didn't really identify any fatal
20 flaws. It seems like things would be fairly consistent.
21 There are some changes, of course, but they would be
22 consistent. Where they ranked as far as a priority --
23 priority order changed in many cases. But oftentimes a
24 project would still be in the program. It might not be
25 the number one-rated priority project anymore; it may be

1 down the list. But it was still in there. It's just when
2 it would be delivered is generally what the biggest
3 difference would be.

4 We do feel that in general, our leadership
5 of all of our -- of the ITD and MPD and finances as well
6 as all of our group managers and districts have a very
7 good understanding of our process now and the process
8 flow, and they've been, you know, intimately engaged in
9 developing this process. We'll be mapping every one of
10 our projects in GIS and have it out, and you'll see
11 maps -- oops, sorry, next slide -- like this throughout
12 this presentation today that shows exactly where the
13 projects are.

14 The preservation projects are actually very
15 easy to get the outcomes for and plug them into this
16 process. Again, they're not exactly the same, but
17 preservation, whether it's pavement or bridge
18 preservations are advanced in Arizona as far as
19 identifying and prioritizing their work. And they do a
20 really good job. So it was easy for them.

21 The modernization projects are taking a
22 little bit more work because a lot of those are
23 safety-based types of projects, and developing that
24 process is -- as something that we're really more about
25 developing and validating instead of just incorporating,

1 which we're doing in preservation.

2 And that the expansion projects, again, the
3 modeling of all these are very time-consuming, but we --
4 we don't see any real fatal flaws in our process, and it
5 seems to be working out very well.

6 This is a three-year process. We're in the
7 first year of it now of developing the overall plan and
8 starting to implement this process. Next year will be the
9 first year that we look at the system performance category
10 and going back in and analyzing how our system performs.
11 And then the last year, Year 3 of the program, we'll come
12 back to you and start the update of our long-range
13 transportation plan, which at that time, will likely
14 change some of our goals and change some of the vision
15 maybe and for how we do our work. But we're pretty
16 comfortable today in the process, and we think we've done
17 a good job.

18 Some of the benefits that we see out of the
19 P-to-P process, again, it's transparent, defensible,
20 logical, and reproducible. We think it really does truly
21 leak [sic] our -- link our transportation planning
22 progress -- process with capital -- with the capital
23 programming and making sure that we're using our funding
24 the most effective way possible. System performance will
25 be driving our investments as we move forward. We have

1 a -- a simplified program structure. Really what that
2 means is a lot of our subprograms are not going to be
3 in -- you won't see those anywhere. Those will be rolled
4 up into a lesser number of subprograms. And you'll see
5 the overall and true project costs identified inside of a
6 project in the program, even some of the subprogram
7 amounts that we use today.

8 And we're using a risk-based approach, which
9 we think is critical for the success of this. It does go
10 along with Map-21 and really will change the way that we do
11 business as a department.

12 Mr. Chair, I'd like to move on to asset
13 condition, at your pleasure.

14 MR. CHRISTY: Is there -- is there any
15 question from the board?

16 MR. OMER: So when we started along the
17 line, asset management in the transportation asset
18 management plan is really one of the key components, and
19 it's a requirement of Map-21 as well, so you'll hear that
20 along -- about a lot of things. But we do have an asset
21 management engineer, Jean Nehme, who currently works for
22 our department director, Jennifer Toth, and we are along
23 the path of developing a statewide transportation asset
24 management plan. And, again, I think you guys will be
25 pleased with the outcome when that's actually finished.

1 You saw this last year, we talked about we
2 have 18-and-a-half billion dollars in infrastructures in
3 our highway system. If we don't really commit to
4 preserving it, it's going to cost us hundreds of billion
5 dollars to replace it in the future.

6 We did change this because last year we had
7 a choice, but this year we've gone and after further
8 research into the process, you can either spend a dollar
9 on preservation today or 6 to \$14 down the road for
10 replacement of that same infrastructure. Last year we
11 used the 1-to-5 number. As we've continued to refine and
12 do the research on this, the most up-to-date numbers that
13 we've seen out of an NCHRP report say it's now a 6 to 14
14 ratio -- 6 to 14 to 1 on preserving your assets, or
15 replacing them, if you don't do so.

16 This board is very familiar with
17 transportation, so we don't have to explain what that
18 means to you. But the general public, if they think about
19 if there's -- it was their personal car or their house, if
20 you don't change your oil, if you don't -- you make sure
21 that you're changing the filters on your air conditioner,
22 you replace that asset, instead of preserving it, and the
23 cost over time is significantly higher.

24 So in general, you pay now or you're going
25 to pay a lot more later on. Preservation is very keen on

1 making sure you're keeping up the existing condition of
2 that asset.

3 Public feedback also indicates that
4 maintaining the current transportation system in a state
5 of good repair should be a very high priority. This is
6 important because this study was actually done in Arizona
7 out of our own research center and published in 2010, and
8 it was really about how our customers thought performance
9 measures should be looked at and how the overall
10 transportation system should be kept.

11 Map-21 specifically addresses system
12 performance in many different areas, and it also requires
13 a performance- and risk-based approach to transportation
14 planning and programming. Again, that's what we're doing.
15 That was what that P-to-P process was about.

16 What we shouldn't do is rely on a
17 worst-first approach to preservation to the system. These
18 are some specific photos of the Ash Fork drawbridge [sic]
19 on Interstate 40. To me, if I were to define what
20 worst-first means --

21 MR. ROEHRICH: We don't have any
22 drawbridges, Mr. Chair and Board Members. It's the Ash
23 Fork bridge.

24 MR. OMER: Oh, it's Ash Fork bridge. Sorry.

25 MR. CHRISTY: I was going to say

1 (indiscernible).

2 MR. OMER: So anyway, so it is a worst-first
3 case. And what that really means to me, if I -- when I
4 try to explain what worst-first means is if you don't
5 supply or provide -- as a department, as an agency or an
6 organization, if you don't provide significant revenue
7 available to truly preserve your system and be well out in
8 front of the preservation of the system, then you're
9 forced to react to instances like Ash Fork instead of
10 preserve your system over a long term. And, again, you
11 pay more and you're reacting instead of planning. You're
12 not being proactive all.

13 This other photo -- the one -- the previous
14 photo, what that does show you is a portion of this bridge
15 is closed now. It's one lane in each direction instead of
16 the existing -- the prior condition.

17 The -- this next photo is of the Hell's
18 Canyon bridge where we did have some voids appear and we
19 had to go back in and plate those.

20 The I-10 Cienega Creek bridge and the U.S.
21 91 Sanders bridge -- and no, that isn't a design feature
22 for a skylight at all. So....

23 But, again, if you don't preserve your
24 system, this is a -- the potential.

25 It does not facilitate (indiscernible)?

1 It's all making that we're keeping air flowing through the
2 system. Right?

3 So the I-15 Virgin River Bridge is another
4 one of those instances where, you know, this board -- not
5 all of the board now, but even a couple of years ago, I
6 think every -- every board member went up to I-15 and
7 looked at the condition of those infrastructures, and we
8 spent a lot of time talking about the I-15 bridges. And
9 at that time, we talked about the impact to the condition
10 of those bridges, and really it's gotten worse. It hasn't
11 gotten better. We have tried to take steps to correct
12 some of the cracking that's happened. And -- and it's
13 still continuing to grow. Some of the previous cracks
14 that we thought were repaired, just started new cracks.
15 And, again, the condition of that bridge doesn't get
16 better without a significant investment in taking care of
17 that infrastructure. And this is just one of the bridges
18 on the corridor.

19 MR. CHRISTY: Remember that trip in
20 (indiscernible) that bridge, that stretch of that highway
21 would not be built today (indiscernible).

22 MR. OMER: Our director made that quote.
23 And I would hope we would -- we definitely wouldn't argue
24 with him that that was -- it's not a -- it's a beautiful
25 drive. But, you know, reconstructing that corridor in the

1 exact same location may be a challenge in today's
2 environment. So ...

3 So we look at the age of the bridges on our
4 system, you can see, in the 1960s about 1350 bridges were
5 built just in the 1960s, which makes sense. That was the
6 boom of the interstate system. About 43 or 44 percent
7 total of all of our bridges were built prior to the 1970s,
8 with the highest number of about 13 or 14 or 22 percent --
9 sorry -- whatever it was, was built in that one year. So,
10 again, our infrastructure is aging quite rapidly.

11 And if you look at the overall life cycle of
12 a bridge itself, traditionally the design life for a
13 bridge is about 50 years. But during that time frame, if
14 you look from the far left-hand side of the screen where
15 the -- where the X and Y axis meet, that's at the time
16 that you construct the bridge, you should along that --
17 the life cycle of the bridge be -- on a regular basis
18 looking at major and then minor rehabilitation and
19 preservation of your infrastructure to make sure that
20 you're getting the maximum and optimum life out of it.

21 If we don't do that, the overall life cycle
22 of the bridge stops at a certain point and we get to the
23 instance where we're -- we have no choice other than to
24 replace that structure or that asset or that facility.

25 If we do invest in preservation of it and

1 rehab, whether it's minor or major or both, we can
2 increase the overall life of that -- of the infrastructure
3 itself, but if we don't provide that opportunity and the
4 revenue available and the preservation of that system,
5 then the overall life of it is condensed and we're at the
6 system, the condition that we're at today with some of our
7 bridges.

8 Not saying that we've done anything wrong;
9 it's just we haven't provided the adequate resources to do
10 it.

11 The thing -- same thing happens with
12 pavement on little bit different scale. Our interstate
13 pavement conditions with green being good, yellow is fair,
14 and red is bad, our -- you know, as you see from today in
15 the -- and from the early 2000s until today, we've
16 continued to have an asset condition on interstates that
17 have declined. But I will say that we've focused
18 preservation on the interstate system because that's a
19 charge that we have.

20 Our non-interstate pavement, you know, which
21 really serves a lot of rural Arizona, we haven't invested
22 as heavily in, and the overall condition of that pavement
23 is quite a bit worse than we have on the interstates.
24 And, again, if we don't invest in those, conditions will
25 continue decline.

1 So if we were to assume the existing
2 preservation forecasting that we have today and we don't
3 increase that overall amount of preservation funding
4 available for investment in our infrastructure, you will
5 see that our interstates will continue to decline on the
6 overall performance of those, as well as the blue line
7 indicates our non-interstate systems.

8 So not -- I wouldn't want to look at an
9 individual percentage on an individual year, but, you
10 know, we all have the ability to look at this graph and
11 see over time the condition of our assets are continue to
12 decline until we make the decision to invest more funding
13 in preservation of these assets.

14 This is just a order of magnitude chart.
15 It's -- from an NCHR -- NCHRP report that was published in
16 2012, and what it shows you is an order of magnitude: You
17 can invest a little bit in funding and preservation, five
18 times as much in rehabilitation or, you know, 8 or 9 times
19 as much to replace that asset over time.

20 Inadequate preservation leads to about an
21 additional \$335 year on a personal vehicle for drivers due
22 to things like tire wear, suspension wear, increased fuel
23 assumption. That's how not preserving your -- your
24 overall pavement condition can have an impact on even the
25 average driver. Again, this -- these numbers, 22, 112,

1 and 190, it's an order of magnitude. We are not saying it
2 costs \$22 to preserve a lane mile. It's just an order of
3 magnitude.

4 It cost 12 times less to maintain a pavement
5 than it does to -- in a state of good repair than it does
6 to actually replace it at the end of its service life.

7 This came from a California statewide local streets and
8 roads needs assessment in January 2013. And if we don't
9 increase our overall pavement preservation funding in the
10 near future, we're going to get to the point where we have
11 to make decisions about which specific highways and
12 roadways that we allow to deteriorate to a point where we
13 can do nothing more than just reconstruct it. Some of our
14 infrastructure we're always going to have to maintain at
15 an optimal level. We may have to make those tough choices
16 about which ones we let go.

17 So our recommendation out of the -- the
18 program for not just the first five years of the program,
19 but over the life of the 10 years that we talked about in
20 the P-to-P process, is to continue improve -- to increase
21 the amount of funding we have available for preservation.
22 And then optimally in the end of this 10-year period, we
23 would be up to about 260 million dollars a year for
24 preservation, which currently our -- our bridge and
25 pavement staff that work for the state engineer, that

1 group, have identified the optimal amount that they need
2 for preserving the system. It's probably not really
3 optimal amount. It's what they think we need to get by at
4 our existing systems. And as we continue to look at the
5 impacts of Map-21 and the performance requirements there,
6 this could change, but we're using this based on today's
7 dollars and today's numbers.

8 MR. CHRISTY: Any questions? Mr.
9 (Indiscernible).

10 MR. ROEHRICH: Mr. Chair, one consideration
11 I would -- maybe you want to consider, we're getting ready
12 now to move into the more comprehensive discussion of the
13 current five-year program. Scott has laid out kind of our
14 planning process, giving you background in some of the
15 strategies around our funding approach towards the
16 program, but now we're going get into more comprehensive
17 discussion of the program.

18 I'd say if you want to take a short break,
19 now would be a good time, because when we get in the
20 middle of that, you may want to push through. Or if you
21 want to keep pushing, we're ready to go.

22 MR. CHRISTY: The chair will entertain a
23 motion to adjourn for 10 minutes?

24 MS. BEAVER: Recess?

25 MR. CHRISTY: It's a recess, yes, thank you.

1 All those in favor say aye. We can't have
2 the action (indiscernible).

3 MR. ROEHRICH: Well, I was just going to
4 say, Mr. Chair, all you got to do is just say we're taking
5 a 10-minute break.

6 MR. CHRISTY: Taking a 10-minute recess.

7 MR. ROEHRICH: Okay.

8 (Recess taken)

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1 STUDY SESSION PART 2

2

3 MR. ROEHRICH: Mr. Chair, Mr. La Rue is on
4 the phone out there. I don't know if you --

5 MR. CHRISTY: Why don't we proceed
6 (indiscernible). If that's all right.

7 I'd like to reconvene the study session and
8 have Mr. Omer proceed with the tentative five-year
9 (indiscernible) program.

10 MR. OMER: Okay. Mr. Chair, thank you for a
11 brief recess.

12 So this year, we have -- you know, we talked
13 it over with yourself, and we decided to have this study
14 session specifically about the development of our
15 Tentative Program before the February meeting where you
16 approve this for us to go out to the public for the public
17 information process. So we appreciate the opportunity to
18 do this with the board.

19 Ms. Ward earlier talked about the resource
20 allocation committee, the RAAC committee. And this is the
21 outcome for the fifth year, the new fifth year of the
22 program or FY 2019. There is about 477 million dollars
23 totally available for the RAAC distribution. Subprograms
24 account for about 270 million dollars of that total.

25 Those subprograms are everything from preservation on down

1 to the development of the program itself.

2 When it all shakes out, we have about 130
3 million dollars available for major projects in MAG; 38
4 million dollars for major projects in PAG; and 38 million
5 dollars for major projects in Greater Arizona. The
6 subprogram distributions are here with 46 million dollars
7 in MAG; 24 in PAG; 200 million dollars in Greater Arizona.
8 So the total percentages come out to be 37 percent for
9 MAG, 13 percent for PAG, and 50 percent for Greater
10 Arizona. And the Resource Allocation Advisory Committee
11 reviewed these and approved these -- or prior in the
12 year -- actually in last year, 2013.

13 If you remember, our long-range
14 transportation plan, we did have a recommended investment
15 choice of moving to a much more of a balanced program with
16 investing a significant amounts of our funding in
17 preservation, modernization, as well as in expansion.
18 That's what our long-range plan was approved and what it
19 says.

20 In actuality, when we look back through 2006
21 to 2013, when we look at our program and include the
22 overall MAG and PAG programming process, about 76 percent
23 of our total program is still in expansion of the system
24 and only 14 percent is in preservation and modernization.

25 When we look at our Tentative Program this

1 year -- and this is just for Greater Arizona, this is not
2 for MAG and PAG, remember we present those separately. So
3 when we look at just our Tentative Program for Greater
4 Arizona, 60 percent or so of our program we're
5 recommending be in preservation, about 29 percent in
6 modernization, and 11 percent in expansion. Each one of
7 those dots on this map, as you can see, are either colored
8 green, red or blue, and each one of those dots on the map
9 would indicate there's a project in the specific location.
10 And we'll get into some of these a little bit more in
11 detail.

12 MR. CHRISTY: You know, just as a thought
13 here -- excuse me for interrupting, but real quickly,
14 preservation (indiscernible) basically or bringing back to
15 the standards it should be. And I think sometimes people
16 don't really realize what preservation is, and if they
17 did, they might be more agreeable to having more money
18 going towards preservation. In my city of Tucson, our
19 pothole situation is -- swallow Volkswagens, so if you go
20 to the people there and you say we need to preserve our
21 streets, they're going to look at you. But if you say we
22 need to fix our potholes and bring our streets back to
23 where they should be, then they seem to understand. So
24 just as thought, maybe there might be some better word
25 that could encompass or wrap around the real issue, which

1 is to make our roads better -- or bring our roads back to
2 where this should be. Just as a thought.

3 MR. OMER: Thank you, Mr. Chair. Appreciate
4 that. And I think it comes -- it goes a long way towards
5 talking about what preservation means. And I agree it --
6 agree with you, and even my analogy earlier today about,
7 you know, it's your personal vehicle or your house, you
8 get to that point eventually where you can't just preserve
9 it, you can't just repair it, you have to replace it.

10 Preservation means all of those, because it
11 gets to that point. But I agree, we need to continue on
12 with our educational process about explaining about how
13 you have to take care of keeping your asset conditions in
14 that level where you need to or not only does the cost go
15 up, but the life doesn't last as long as we would like it
16 to.

17 MR. CHRISTY: People, I think, will
18 understand when you say we're going to fix a pothole,
19 easier than we're going to preserve a roadway.

20 MS. BEAVER: Mr. Chair, though, is this term
21 probably preservation is something that's universally
22 understood in the transportation word? I mean, they've
23 kind of got a code word, so I think we're due for
24 (indiscernible).

25 MR. OMER: Mr. Christy and Ms. Beaver, we

1 have a code word or an acronym for everything, and
2 preservation is one of those that does specifically apply
3 back to this.

4 But I do agree that we -- we do not as an
5 industry do a very good job of educating the public about
6 what it means. And so that is a step that we need to
7 continue to take and do a much better job of explaining
8 exactly what preservation of our system is, what the cost
9 is, what the benefits are, what it means and be specific
10 about here's some examples of what, you know, the facility
11 in front of your house, which, you know, the Department
12 doesn't maintain any roads in front of people's houses in
13 general. We do in some cases, I guess, but not in
14 general.

15 But still the condition of our
16 infrastructure, we need to let people know, this is
17 exactly what it looks like and this is the condition that
18 we'd like it to be in.

19 MS. BEAVER: Chairman Christy, you are
20 correct, though. People do know the word "pothole."

21 MR. CHRISTY: I'm discussing Tucson.

22 MS. BEAVER: Well, and when you look at the
23 some of these pictures, which (indiscernible) shown us
24 previously, wow, you know, you understand what the
25 importance of --

1 MR. CUTHBERTSON: -- I've got --

2 MR. CHRISTY: Mr. Cuthbertson?

3 MR. CUTHBERTSON: That part that you showed
4 that -- showed the MAG and PAG and (indiscernible) case,
5 where you had all the (indiscernible) money, so that
6 expansion money, does that include sales tax money that --
7 so that's -- that's not the (indiscernible) fund that
8 comes in? Or is that part of the 5 cent sales tax --

9 MR. OMER: So, Mr. Christy -- I'm sorry,
10 Mr. Cuthbertson, Mr. Christy, Mr. Cuthbertson, no, this is
11 just the federal -- the federal aid. It does not include
12 the regional transportation funds from MAG or PAG.

13 MR. CUTHBERTSON: Okay.

14 MR. CHRISTY: And I thought potholes
15 (indiscernible) overall term in Tucson, and that's why I
16 (indiscernible).

17 MR. OMER: I think Ms. Ward would like all
18 those who drive Volkswagens to go out and get a new
19 Chrysler.

20 I don't think that would fall in a hole;
21 right?

22 Okay.

23 MR. CHRISTY: We digress.

24 Go ahead.

25 MR. OMER: So, Mr. Chair, this next slide

1 really talks about our Tentative Program, the amount of
2 investments we have in each one of the categories in
3 the -- in the fiscal years. And this is not every single
4 project that is in the program. This is just a highlight
5 of some of the individuals. But you'll see in 2015 as an
6 example, we're recommending invest 190 million dollars in
7 preservation; 130 million dollars or so in modernization.
8 Those two other categories, project development is really
9 the amount of funding that's required to design and
10 develop and provide utility and right of way clearances
11 and all those things for the projects below there.

12 The project planning phase is the amount of
13 federal funding we have available for planning, not only
14 for -- for ADOT, but as well as our MPOs and COGs across
15 the state of Arizona, that all comes into project plans.
16 And then expansion is a specifically the major projects.

17 So you'll see 2015 is just a different
18 depiction than you looked at last year. We put it in a
19 different type of format.

20 The U.S. 60 Silver King, and the U.S. 95
21 Fortuna Wash bridge projects are the major projects that
22 we had listed in the program last year. And if you move
23 across the page, these are the same projects that we had
24 in the previous programs until you get to FY 19, and
25 that's the year that we would recommend as the major

1 project available, the Department would recommend brings
2 in Virgin River bridge project 33 million dollars in FY
3 2009.

4 I would like to highlight the FY 17 year.
5 It looks little weird because there isn't as much funding
6 available in FY 17.

7 And is Kristine still here?

8 So -- and I'll try not to get this
9 incorrect. The amount of revenue available in FY 17
10 specifically is diminished because of the -- the overall
11 bonding and those techniques that we had to use. It
12 reduced the amount of revenues that we had available in
13 2017.

14 Good enough. She didn't disagree. So we'll
15 keep on going from there.

16 MR. CHRISTY: Mr. Omer, on the 2019, on the
17 Virgin River bridge, had we not (indiscernible) allocating
18 funds towards that one way or another in the last couple
19 of years?

20 MR. OMER: So, Mr. Chair, it's good
21 question. We have -- if you're thinking you've been
22 taking some specific board actions recently. But that
23 wasn't on bridge number one.

24 We do have the -- the --

25 MR. ROEHRICH: It was the TIGER --

1 Mr. Chair, we got the TIGER grant, which was used on
2 Bridge Number 6. And that's the bridge that is working.

3 As we continue look at that -- I think it's
4 eight different bridges that we're going to continue to
5 look at systematically bringing them in as we can afford.
6 This is the next bridge that we're working on.

7 MR. CHRISTY: I keep forgetting that we're
8 defining it per bridge rather than entire project.

9 MR. OMER: So I apologize. I completely had
10 a brain freeze, and I'm like, what -- what was the name of
11 that grant. When someone gives you 20 many of something
12 million dollars, I should at least remember what was
13 called, but I forgot, so I apologize for that.

14 But that's the Department's recommendation
15 in FY 2019.

16 If I go to the next slide, this is the
17 specific projects listed out by fiscal year that -- that
18 the Department would be recommending. The numbers are
19 nothing more than how they are in the fiscal year itself.

20 If you would see all of these projects make
21 up the six major projects that we have listed there.

22 The preservation program in fiscal years 15
23 through 19, this is not every preservation program. The
24 preservation project that we have identified in years
25 2015, '16, and '17, if you remember, our subprograms we

1 will line out -- line item out the first three years of
2 our major subprograms. So fiscal years 15, 16, and 17,
3 you have in front of you a rough draft of what the
4 Tentative Program would look like. And if you went to
5 each one of those years, you would see every pavement
6 preservation or bridge preservation project in each one of
7 those first three fiscal years. In the last two fiscal
8 years being FY 18 and 19, we still have a lump sum
9 identified for preservation. So you would see 200 million
10 dollars or whatever the number is by that fiscal year, and
11 I know that's the wrong number. So I apologize. But you
12 would see that in each one of those last two fiscal years.

13 MR. CHRISTY: Are all the board members
14 following that?

15 MR. OMER: In the next slide depicts
16 modernization. So modernization is one of those we get
17 asked all the time: What does modernization mean?
18 Modernization could be many different types of projects
19 that look at not expanding the existing system, but
20 providing some modifications or modernizations to it that
21 enhance the existing condition. Sometimes that could be
22 something as simple as adding shoulders to a roadway that
23 doesn't have any. It's a safety improvement that that
24 could be one of the improvements. Or it could be adding
25 left turn lanes. It could be a roundabout. It could be

1 install -- installation of a new traffic signal. It could
2 be ITS improvements, like the DMS signs. So those are the
3 different types of projects that could be categorized as
4 modernization. Many of these, if they're using the --
5 some of the specific safety funds require federal approval
6 that they're eligible for that safety funding, but in
7 general, we put the most of our safety projects inside of
8 the modernization category.

9 So a summary of the Tentative Program, what
10 we've done is shown that we've updated the project costs,
11 so annually, we go in and look at every project that's in
12 the existing program, and we update the project costs.
13 Sometimes we'll see the costs go up; sometimes they'll go
14 down. But we look at them on an annual basis to make sure
15 that they're as close as -- as we're comfortable with.

16 We've increased the preservation spending by
17 3 percent over the program from years '14 through '18. We
18 did add a slide repair project on SR 89 for 25 million
19 dollars. And that was actually funded by taking two
20 preservation and a bridge projects out of the previous
21 program. So this was a critical priority for the
22 Department. We felt it was important. And we actually
23 did that by moving some preservation projects out of the
24 program to fund it.

25 MR. CHRISTY: You got some federal help on

1 that too.

2 MR. OMER: This is a different project, sir.

3 MR. CHRISTY: (Indiscernible).

4 MR. OMER: No, it's a different project.

5 (Simultaneous conversation).

6 MS. WARD: But the problem is we need to --

7 we need to be able to pay for it today. And --

8 MR. CHRISTY: Oh, I see.

9 MS. WARD: -- reimbursement for emergency
10 funds (indiscernible) could take anywhere from three to
11 five (indiscernible).

12 MR. CHRISTY: What's with the emergencies?

13 MR. OMER: Sorry. I -- I drew a blank
14 because it's -- it should say U.S. 89 and not SR 89.

15 So -- and also what you're showing in here
16 is we have included some transportation enhancement
17 projects for a total of 28.8 million dollars in FY 2015 to
18 FY 2019. And I'll explain why. If you remember, a couple
19 of you were on the board when we actually had the TERC
20 process, the Transportation Enhancement and Review
21 Committee. And every year we'd -- we'd identify the
22 specific transportation enhancements and the projects that
23 were applied for and awarded and funded by the Department.

24 That program went away with Map-21. It's a
25 different program now. It's called transportation

1 alternatives. But we have a lot of old transportation
2 enhancement projects that are out there. We made a --
3 we're making a recommendation as a department that we
4 honor those old commitments that past transportation
5 boards made and -- but that does mean that it's about 29
6 million dollars in funding that it's going to take to --
7 to implement those projects over a three-year time frame.

8 We're also looking at a project on SR 89,
9 the Deep Well Ranch Road project in -- to SR 89A in FY 17.
10 And we did include, like I said, the I-15 bridge. And we
11 talked about that previously.

12 So moving on -- I'm sorry. I'm going to
13 move on to the development program, if you -- if you want
14 me to stop for questions at this time?

15 MR. CHRISTY: Any questions of Mr. Omer?

16 MR. OMER: So, Mr. Chair, again, this part
17 is new. We have never seen a six- to ten-year program
18 before. This is the Department's, you know,
19 responsibility and is really, but we feel we should do
20 that and talk to the board about how we look into the
21 future and not just drop projects in -- year 5 of the
22 program. You should be able to logically look how we see
23 projects progressing through to get to that point.

24 We feel in Years 6 through 10, we should be,
25 you know, continuing to invest heavily in preservation of

1 the system. We have to catch up, because we're not at
2 that level where we feel that we should be in order to
3 make sure that we're preserving our system at an optimum
4 level. Still can continue to expand and modernize the
5 system, but really focusing on preservation in those
6 out-years.

7 Some of the projects that you will see -- or
8 let me -- first I'll touch on the preservation numbers.
9 You'll see that by the fifth year of the development
10 program, 2024, we're at about the 255 million dollar
11 level, which gets us about where our Department feels is
12 optimum for preservation of the system.

13 You'll see the red number, 40 million
14 dollars, every year for modernization. That is our
15 specific allocation for safety funding every year, and we
16 feel that we as a department, we need to make sure we
17 expend and use all of that funding that's available to us.
18 We start to have the ability to develop the projects and
19 plan the projects. And then lastly, the blue area is the
20 funding that we feel could be available for major projects
21 in state of -- in the state of Arizona.

22 So what we've done is identified the
23 highest-ranking and priority projects that came out of the
24 P-to-P process. And they shouldn't really be a surprise
25 when you look at the overall ranking of projects on I-10,

1 I-8 to Earley, the SR 87 project, those are very highly
2 ranked because of the location and what it serves.

3 The -- I will say if you look at the I-10,
4 SR 87 projects, you'll see it over two fiscal years
5 because it's a very large project. It's about 126 million
6 dollars. We did find a logical place to look where we
7 could break the project and expend it over two years. We
8 felt that was a good approach to take. We still included
9 the SR 260 Lion Springs project for the construction of
10 that in 2022; U.S. 93 Carrow to Stephens, the -- one of
11 the projects to continue to take that corridor and put it
12 in a 4-lane-divided facility; and then lastly, the San
13 Simon port of entry in the last year of the program. So
14 that's the projects that staff would recommend that we
15 move forward with in the development program.

16 MR. CHRISTY: Mr. La Rue?

17 MR. LA RUE: I think, assuming that out of
18 the P-to-P process ranking, you got some kind of a complex
19 spreadsheet, can you make that available to the board
20 members?

21 MR. OMER: Yes, sir.

22 BOARD MEMBER: The (indiscernible) breaks
23 out the (indiscernible) on in terms of (indiscernible).

24 MR. OMER: Okay. So specifically, Mr. Chair
25 and Mr. Anderson, and Mr. La Rue, yes, Mr. La Rue, we will

1 provide that criteria for -- as we show how we develop the
2 ranking criteria for projects, we can provide that to the
3 board.

4 BOARD MEMBER: And then the actual projects
5 in that range, then how you rank them. I'm assuming it
6 will show projects that you -- maybe like this one,
7 (indiscernible) and you brought it and put it through the
8 calculator, where it popped out.

9 MR. OMER: So I was going to speak
10 specifically about 347.

11 But, yes, we will provide those specific
12 how -- not only the criteria but how we rank those
13 projects.

14 The SR 347 project has been a challenge for
15 us, because first of all, it's not in -- it's not in
16 Greater Arizona. It's actually in the MAG region. The
17 MAG region has to identify that project as in their
18 long-range transportation plan, which they have it in
19 there.

20 MR. ROEHRICH: Which they have just done --

21 MR. OMER: Which they have recently done.
22 They do have conformity.

23 But I am not comfortable putting that
24 project in the statewide program because of the funding
25 allocation should come out of that region, without those

1 conversations with the region, if that's what they feel
2 appropriate do so. If the transportation -- the State
3 Transportation Board decides that they want to move that
4 project into the program, that's your choice. But I do
5 think what would happen is it would throw off the overall
6 RAAC percentages, the Casa Grande Accord, that now we'd be
7 investing additional funding in the MAG region than what
8 we have obligated in that agreement. That's the -- kind
9 of the issue that I see it. The board has that --

10 MR. ROEHRICH: Can you back a slide?

11 MR. OMER: Sure.

12 MR. ROEHRICH: Mr. Chair, Mr. Anderson,
13 let -- I want to make sure that even I understand it
14 because I am not entire sure now.

15 This says the six to ten years of the
16 statewide program.

17 MR. OMER: Yes, sir.

18 MR. ROEHRICH: Are we coordinating with MAG
19 and PAG on the same look ahead 6 to 10 years with them?
20 Or is that part of their -- their RTP or their -- their
21 long-range plan. (Indiscernible) report here, we have
22 that look-ahead with them.

23 MR. OMER: So, Mr. Chair and Mr. Roehrich,
24 those two individual regions by statute, create -- not
25 statute, but federal regulation, create their own

1 transportation improvement programs. And we incorporate
2 those into the -- into the STIP, Statewide Transportation
3 Improvement Program without change or modification. And
4 we do the same thing into our five-year program.

5 MR. ROEHRICH: And that's excluded so far
6 from what we've done is -- because we've worked with them
7 separate.

8 MR. OMER: That's right. And you'll see as
9 we move forward, they submit their own programs. We take
10 those and incorporate them into this process. The MAG
11 region is responsible for, again, programming their own
12 projects, and I am personally not comfortable identifying
13 a project or putting it in their program without their
14 approval to do so.

15 BOARD MEMBER: I think (indiscernible)
16 project that has the potential of a stakeholders
17 (indiscernible) probably (indiscernible) the project
18 (indiscernible). I think in Pinetop last year, as well as
19 in Phoenix in July (indiscernible) in the final program
20 and plan as well as representatives from (indiscernible),
21 so it is a matter of the mayor meeting with the tribal
22 leaders (indiscernible) something that we didn't want to
23 do, because (indiscernible) in which case (indiscernible)
24 on their own, (indiscernible) the Department
25 (indiscernible).

1 MR. ROEHRICH: Mr. Chair, Mr. Christy, I
2 recommend that they bring that IJA up through MAG, because
3 MAG's going to ultimately have to sign off on it, given
4 their program, before we can bring it into the STIP, if
5 you will.

6 So I do think we need to have that
7 discussion. I think we need to be a part of that as an
8 agency working with them. But it has to include MAG,
9 because now that they're in the MAG region, we -- it has
10 to go -- as Scott had said, it has to go through their
11 process for it to get programmed as a project.

12 BOARD MEMBER: The --

13 BOARD MEMBER: Sir, I would suggest that
14 maybe you guys take the lead, sit with Mayor Price and
15 then with Dennis and Eric, because, you know, now that
16 Mayor Price sits on MAG and our representatives sit on
17 MAG, I (indiscernible) to say, you know what? You know
18 I'm confused as an ADOT board member, whether you can
19 bring a project up through the greater region or MAG,
20 (indiscernible) visit with MAG, because I think, given the
21 votes taken out there, he's got to service it up through
22 MAG. And he said he's been talking to people, but I don't
23 get the sense that he's got clarity on how to do it. And
24 so maybe if we could just -- because he spends so much
25 time in those -- and I'm very -- I respect all his energy

1 and effort and (indiscernible) to do, (indiscernible) he
2 clearly knows the path he needs to take, given the votes
3 that have been taken in that area.

4 MR. OMER: Mr. Chair, Mr. La Rue, I agree
5 wholeheartedly that we need to have that conversation. We
6 have been having discussions with MAG in the last couple
7 of days. I think there is a difference of agreement on
8 where the funding should come from. They think that it
9 should be the state share funding the project. And our
10 view of that is it's in the MAG region, so it should come
11 out of the regional share. Until we can have that
12 discussion, come to an agreement, because of the federal
13 side that I can't program projects in the MAG region
14 without them doing -- you know, without their agreement to
15 it, again, I am not comfortable to put it in there.

16 So I do believe we have to have that
17 conversation, as you said. But until that funding,
18 specific funding is identified, I'd be a little concerned.

19 Now, I will say that we do have updates
20 exactly where the project is in the development process,
21 when it would be ready to go. MAG has that same
22 information as well. So we're very comfortable with the
23 project. It's just how to identify where and how it's
24 funded. And, again, then we ask -- offer that larger
25 question that if it's funding it out of the statewide

1 share, does that change the overall RAAC percentages.

2 It's not easy.

3 MR. CHRISTY: Just for clarification
4 purposes, the projects in 2020, 2021, and 2022, what
5 regions are those? In MAG or PAG or?

6 MR. OMER: Those are all in Greater Arizona
7 because those three projects on I-10 are actually in the
8 Sun Corridor MPO.

9 MR. CHRISTY: That's the --

10 MR. OMER: The Casa Grande.

11 MR. CHRISTY: (Indiscernible).

12 MR. OMER: Right.

13 MR. CHRISTY: Thank you.

14 MS. BEAVER: Okay.

15 MR. CHRISTY: Ms. Beaver.

16 MS. BEAVER: Yes, I just want to clarify,
17 what you've just told us is this all pertains with
18 statewide. It does not include MAG and PAG.

19 MR. OMER: Yes, ma'am.

20 MS. BEAVER: Okay.

21 MR. OMER: So these are the -- the same
22 projects, Mr. Chair, in the ranking order, and, again, we
23 can provide that, specifics of how we rank those projects.

24 Moving on to the PAG Tentative Program,
25 again, this is -- I don't want to say this is every

1 project in the PAG region. This is just some highlight of
2 the changes that we've -- that they've made with us
3 working with the region itself. And, again, they're
4 responsible for the program, for programming their own
5 projects. We're responsible for coordinating and
6 implementing and incorporating them into -- to our overall
7 project program.

8 The PAG Tentative Program, if you look at
9 it, what they're identifying as some of the changes or
10 some of the modifications are the I-19 project at Ajo Way.
11 It's still an 81 (indiscernible) project. They're
12 implementing it in phases, with the first phase in 2015
13 and the second phase in 2018. The I-10 Ina Road project,
14 again, a phased project between -- separated between 2016
15 and '17. The I-10 ^ route (indiscernible) TI, again,
16 phased between 2017 and '18. And that the 2000 -- and the
17 I-10 Houghton Road interchange in 2016 and '19. And the
18 I-19 Irvington Road TI design only is in 2019. Inside of
19 the documents that we gave you would have the specific
20 funding sources. But we worked with PAG to come up with
21 this list today.

22 The MAG Regional Freeway Program, very
23 similar. We worked with MAG, and they actually provided
24 us with a list of projects. The 202 South Mountain
25 project is still currently programmed between 2015 to '18

1 with a total project cost of 1.39 billion dollars. The
2 2015, the U.S. 60 Bell Road TI is programmed for 33
3 million dollars. The 2015 and '16, you'd have the
4 303/I-10 interchange at 69 million dollars. And in 2017
5 and '18, the project on I-10 from 32d Street to the Red
6 Mountain -- is that Red Mountain 202? San Tan -- sorry,
7 San Tan 202 for 24 million dollars. Again, this is not
8 all the projects in the MAG region. This is just the
9 specific projects that we thought we'd highlight. All the
10 individual projects are inside of the program itself.

11 Mr. Chair, as we move on to the aviation
12 program, this is also one of your responsibilities for the
13 2015 to 2019 ADOT Airport Capital Improvement Program. We
14 bring that to you every year. By statute, this is where
15 it's defined on where the state aviation funds can be used
16 and how the board will distribute that funding.

17 Revenues in 2013 equated to about 19 million
18 dollars. And these are the general categories where they
19 come in from with most of the revenue coming in from the
20 aircraft registration and flight property taxes, is where
21 the majority of the revenues come for in the state
22 aviation fund.

23 We look at expenditures in 2013, again, what
24 I'd like to highlight is the APMS or the pavement
25 management system for the airports. Again, we expend a

1 lot of our funding in -- not just on -- in the general
2 highway side of the house, but even in aviation on taking
3 care of our existing asset and preserving those systems.

4 So what we would recommend in 2015 are this
5 specific distribution percentage -- or distribution
6 amounts of 4 and a half million dollars be available for
7 federal match grants. And this is the individual programs
8 we have in the airport program: 16.1 million dollars for
9 state and local grants; 7 million dollars set aside for
10 the airport pavement preservation program; 3 million
11 dollars for the airport development loan program; and 2
12 million dollars for the state planning services. So a
13 total program of about 32 million dollars.

14 So, Mr. Chair, the next steps, we will bring
15 back, after our conversation today with feedback from the
16 board, we'll bring back a Tentative Program to you at the
17 February 14th meeting in Sierra Vista for action. What
18 that allows us to do is go to the public for our public
19 meetings, which is a segue into our next part of the
20 conversation.

21 Typically, we have three public meetings.
22 In the past, we've had three public meetings: one in
23 southern Arizona in the Tucson region; one in central
24 Arizona in the Phoenix region; and one in northern
25 Arizona, generally in Flagstaff. And those meetings are

1 in March, April, and May.

2 This year we currently only have two
3 scheduled: One in Phoenix and one in Tucson. We do not
4 have one in northern Arizona.

5 So there's the -- I guess, the conversation
6 is if that's the board's wish, okay. If you would like to
7 add another public meeting in the future, we would have to
8 work with -- with the board and the Department to figure
9 out exactly how if we were going to move stuff around. I
10 would guess -- I would say that I will -- even if I am not
11 asked, I would make a recommendation that if we have
12 another public meeting, I think the transportation board
13 definitely needs to be there. It shouldn't just be the
14 staff going out. We work for the state of Arizona, and
15 you represent them.

16 So I think that's -- it's a good way that
17 your constituents are going to want to hear you at those
18 meetings and -- well, but that's just my humble opinion,
19 and --

20 MR. CHRISTY: We can't take action on that
21 (indiscernible).

22 MR. OMER: No, this is just a conversation.

23 MR. ROEHRICH: But, Mr. Chair, what I would
24 ask is because Mr. Omer had talked about three again --
25 you know, statutorily, we only have to do minimum one.

1 And that has been the board policy, minimum one.
2 Traditionally, we've done three, coincided them with the
3 board meetings.

4 If the board wanted to consider that, we
5 could look at maybe making some adjustments to the
6 schedule. Not today. We could talk about it today. And
7 then we could agenda it and then and do something at the
8 next board meeting, because as identified, the current
9 board meetings and public hearings for the Tentative
10 five-year program are March 14th in Phoenix; April 11th in
11 Marana, and then the May time frame is in Willcox, but,
12 again, that's another southern area. And then June is in
13 Flagstaff where we would present the final five-year
14 program and adopt it, if everything goes.

15 If the attempt is to do a northern location,
16 we could consider swapping the Willcox and the Flagstaff
17 months and do Flagstaff in May and then Willcox in June
18 and adopt the program there. Then that would give that
19 as -- as a way to hold the three regional board meeting
20 and public hearings on the five-year program.

21 MR. CHRISTY: I personally would agree with
22 that. And I think we ought to talk about that particular
23 subject as an agenda item for the Sierra Vista meeting.

24 Another thing, Scott, Mr. Omer, on the -- on
25 this entire sheet here, there's also allowances for

1 individual board input in this whole process during this
2 time frame. Right?

3 MR. OMER: Yes, sir.

4 MR. CHRISTY: So it doesn't have to be
5 tomorrow or a month from now. But certainly before June.
6 You'd like (indiscernible) that.

7 MR. OMER: Oh, I'd love it today. But, yes,
8 Mr. Chair, I guess --

9 MR. CHRISTY: Are we going to have meetings
10 with staff in the short term individually? This -- are
11 you planning on that like we have in past?

12 MR. OMER: Well, Mr. Chair, personally, the
13 intention of having this in public is because the -- I
14 guess your attorney should answer that question. But
15 my -- my intention on this is you actually have -- we
16 actually have these in a public setting.

17 I do believe that there's plenty of
18 opportunities for the board to give input throughout the
19 process. Again, this is your program.

20 I would -- would recommend that the purpose
21 of the study session today is provide that open dialog
22 between, you know, senior staff and the transportation
23 board, and you -- this is great opportunity for us to be
24 provided guidance, direction, input, answer questions in
25 the overall process.

1 But as next -- next week rolls around --
2 it's next week already -- rolls around for the meeting
3 next week, we would adopt -- hopefully we would adopt a
4 Tentative Program, because if we don't have something
5 adopted to take out to the public, we couldn't begin
6 our -- our overall public process until you approve
7 something for us to send out.

8 MR. ROEHRICH: Scott, can you -- okay. I
9 think, then, that one of the next steps we need to do is,
10 Mr. Chair and Board Members, we need to get that
11 tentative. After today's discussion that laid the
12 foundation of the financial backup, the general approach
13 towards the rehabilitation, preservation, modernization,
14 now we -- and then some of the major project listings, we
15 need to give you the straw man, as we call it, or the
16 Tentative Program so you start looking it at the details,
17 regionally and statewide, so you can start looking at it
18 between now and the board meeting of February 14th. Is
19 that correct?

20 MR. OMER: They have it in front of them
21 today.

22 MR. ROEHRICH: They have it? So they have
23 that today. Okay.

24 MR. OMER: We did provide that earlier. But
25 that's minus their input.

1 MR. CHRISTY: The only -- because
2 (indiscernible) I haven't had a chance to talk to my
3 stakeholders back in --

4 MR. OMER: Agree. Mm-hmm.

5 MR. CHRISTY: I don't think anybody else has
6 here either. Though I share your desire to get this thing
7 working and in place as quickly as possible, I still think
8 it's important that we have time to -- this is the first
9 time we've seen it.

10 MR. OMER: I agree, sir.

11 MR. CHRISTY: We should have an opportunity
12 to let it digest and to discuss it with folks back home.

13 MR. ROEHRICH: And, Mr. Chair, I think what
14 we're saying is the first draft -- this is staff's first
15 draft on this.

16 We now have three months' worth of public
17 hearings that we're going to go through. All we're asking
18 the board is to not -- you're not approving the program,
19 nor are you adopting the projects that are in it. You're
20 adopting staff's draft recommendation so we can take it to
21 public hearing, and now you can take that out to your
22 constituents, have your discussion and bring your input in
23 to us over the next three-plus months as we go through the
24 public hearing process. This starts the dialog of the
25 development of the five-year program. It doesn't end it

1 or get to a final decision.

2 MR. CHRISTY: Well, just as question on --
3 from my own standpoint, those projects slated for --
4 projected for 2020 and '21 and '22 which deal with
5 basically I-10 improvements, I'd love to see those moved
6 up quicker.

7 MR. OMER: So, Mr. Chair, that's the type of
8 dialog that we -- we are looking for.

9 I will say that today we -- the board takes
10 no action today. Providing this conversation in this
11 setting is a completely appropriate in my opinion. And I
12 appreciate that.

13 I will say that -- now, there's a flip side
14 of moving \$10 project into the program or a 10 million
15 dollar project into the program or a 120 million dollar
16 project into the program. Since we are fiscally
17 constrained, that means for every expenditure moved in, we
18 have to move -- for every project we move in, we have to
19 move that same amount out.

20 MR. CHRISTY: And I understand that. I
21 guess that's why I'm a little bit hesitant to want to make
22 any kind of indication to staff that this is the way it's
23 going to go forth without analyzing that, because I -- if
24 there's an opportunity, at least from my standpoint,
25 for -- if the PAG region could forgo something or trade

1 off something projectwise to enhance or accelerate those
2 other projects, from my standpoint, that would be a great
3 trade-off, but I -- I can't speak for all of them without
4 at least telling them what I'm thinking about doing.

5 So --

6 MR. ROEHRICH: And, Mr. Chair, that's why --
7 again, you can't act today. We did an agenda. We're not
8 doing any acting today. You can ask all you want. We
9 have to go back to analyze it.

10 The "ask" would be on the February 14th
11 board agenda is that the Department -- or that the
12 Department will ask the board to adopt this draft
13 tentative for the purpose of holding public hearings and
14 gather that input. From the board members as well as
15 stakeholders and all the public when we go out and present
16 over the next three months so we could start having the
17 dialog on making those adjustments so we finalize it in
18 June so the board can adopt it. And that's the final
19 adoption is -- is in June.

20 All we're asking the board to do is adopt
21 the tentative so we can go -- so we've got something to
22 take to the public that says staff's recommendation, this
23 starts the dialog. Now, stakeholder, transportation board
24 member, your stakeholders, your constituencies, general
25 public, what do you want to see in or out in regard to

1 this five-year program. So --

2 MR. OMER: And, Mr. Chair --

3 MR. CHRISTY: -- the board members would
4 have -- would have some kind of input that they'd like
5 from their districts as well.

6 MR. OMER: Definitely.

7 MR. CHRISTY: And I'm even speaking on
8 projects that aren't even in my district.

9 MR. OMER: And I would recommend, Mr. Chair,
10 that -- so we -- again, today is not about action. It's
11 about having the conversation. Next week when we present
12 this to you as a Tentative Program -- if you have any
13 comments before then, you know, send them to me
14 individually so we can see what we can do. Or if you make
15 specific comments next week about we would like to approve
16 the Tentative Program with these specific changes, that's
17 okay next week. We'll incorporate those, and then we'll
18 take out to the public the final Tentative Program that
19 you approve, if that's what you approve that day.

20 MR. CHRISTY: You --

21 MR. ROEHRICH: The draft Tentative Program.
22 It's not final.

23 MR. OMER: Yeah.

24 MR. CHRISTY: Mr. Omer raised the issue that
25 he -- that you're not comfortable with putting projects

1 into the MAG region without them having discussed that.
2 I'm from District 2 and I'm talking about -- about
3 projects that aren't even in my district. So I'm a little
4 bit cautious as to trying to commit to something that
5 isn't in my area without talking to those people first.

6 MR. OMER: But you're the chair, you have
7 the gavel. You can do a lot.

8 MR. CHRISTY: But you see my point. But I
9 see yours too.

10 So just to cap what you're saying, is this
11 is kind of like an overall frame. This is a framing
12 element, and that there's a lot of parts that go inside
13 that frame, that if you could get the frame in place,
14 parameters in place that the board and the public and the
15 stakeholders and the COGs, will have adequate time, even
16 after the -- the February 14th meeting?

17 MR. ROEHRICH: Mr. Chair, they have until
18 you adopt the final program, which is -- normally be done
19 in June.

20 MR. CHRISTY: So it would be an ongoing
21 evolutionary project up until --

22 MR. OMER: So, Mr. Chair, let me interrupt
23 right there.

24 So here's how we -- we handle that process.
25 So next week, we adopt -- hopefully, the board adopts a

1 Tentative Program. That goes out to the public for public
2 information. Throughout that three-month process while
3 we're accepting comments from public and concerned
4 citizens and from the stakeholders, we do not make changes
5 to the Tentative Program after it's out. We would make
6 any of those final changes at the -- prior to the
7 June 30th -- or June meeting that we would have where you
8 would adopt the final program. And that's when we
9 incorporate all those changes, bring it back to you and
10 say, these are -- this is the -- the Department's
11 recommendation for the final program with all the comments
12 that we've heard in the past and with input from
13 individual board members and stakeholders. This is it.
14 And at that time, we would ask the board to adopt that.
15 We can accept comments anytime during the public comment
16 period from the citizens or the transportation board. But
17 once you approve something for us to take out as a draft
18 Tentative Program, we don't make any changes to any of our
19 presentations that we have during that three three-month
20 time frame. We make sure it's consistent throughout.

21 MR. CHRISTY: When do you make those
22 changes?

23 MR. OMER: We will make them after the last
24 public meeting, which would be scheduled in May, if
25 that's -- if that's what the board chooses. We would make

1 those changes between the May meeting and the --

2 MR. CHRISTY: So we've (indiscernible) time
3 in that regard.

4 MR. OMER: Well, yes and no. Remember this
5 last year, this was not an easy process. And --

6 MS. BEAVER: Mr. Chair, can I ask, when you
7 went through the process in developing this, based on what
8 we went through last year, can I ask, did you take all of
9 those comments into consideration when this product was
10 being put forth as the draft?

11 MR. OMER: Yes, ma'am. Mr. Chair and
12 Ms. Beaver, we do take all those comments into
13 consideration, and we carry those forward. And I will
14 tell you with no uncertainty that what you have in front
15 of you today, if you adopted this next week, the
16 Department would be very comfortable because we feel that
17 this, what we're calling our draft Tentative Program, to
18 have this conversation today is the best possible solution
19 in the Department's recommendation. Again, this is your
20 program as well, and you have to have (indiscernible) into
21 that.

22 MR. ROEHRICH: Mr. Chair and Board Members,
23 if you adopt this plan next Friday, we will not be
24 comfortable, because we've not held the statutory one
25 requirement public hearing. After we've held the

1 statutory one required public hearing, you make a final
2 recommendation, you say adopt this Tentative Program, then
3 we will accept it and move forward.

4 We anticipate that will be in -- done over a
5 three-month process of evaluate and analyzing it, and that
6 in June of this year, you will adopt the final program.

7 MR. CHRISTY: Is that what you were saying?

8 MR. OMER: That's exactly what I was saying.
9 It is the draft Tentative Program, that we would be
10 comfortable with this if you approved it next week to take
11 it out to the public.

12 But thank you for clarifying, Mr. Deputy
13 Director, sir.

14 MR. CHRISTY: Any other comments?

15 BOARD MEMBER: There's no scenario B,
16 scenario C?

17 MR. OMER: Not on your life, sir.

18 I think one of you two may have given the
19 specific direction to never even utter those words again.

20 So --

21 MR. ROEHRICH: But, Mr. Chair, Board
22 Members, I do think it is --

23 MR. CHRISTY: -- that point --

24 MR. ROEHRICH: Well -- that is what I was
25 going to clarify.

1 MR. CHRISTY: Go ahead.

2 MR. ROEHRICH: Well, what I was going to
3 clarify is that even though we are going out with a draft,
4 let's remember, we're not going out with a piece of blank
5 paper and say, public, what do you want? That's why we
6 develop the straw man. That's why we develop the start of
7 a talking point that's based upon, you know, a reasonable
8 expectation of the funding that we expect to have,
9 fiscally constrained through the year, through the
10 five-year program, and that it's centered around our
11 strategy of preservation, modernization, expansion,
12 et cetera. And it's in line with the Casa Grande Accord
13 to meet all those planning conditions.

14 But, really, the intent to analyze requests
15 and look at either comments from the public, comments from
16 the board, comments from our stakeholders where we go out
17 and talk to COG and MPOs, we look at that and we continue
18 to analyze that. We don't change the tentative that's out
19 there as representing to the public, so the public gets
20 the same level of -- of clarification in a program to talk
21 off of. But we continue to analyze and look at it, so
22 when we get to that final public hearing, we've got our
23 final comments from the public and that the board, then we
24 make all the -- all the changes, all adjustments we want
25 to make. So it might end up looking at different

1 scenarios, but it'll be done at a staff analysis, maybe
2 reported back to a board member, let's say, if Mr. Christy
3 or Mr. Anderson or somebody calls up and says, hey, want
4 to consider this, I know I have only this much money in
5 this fiscal year, I'm thinking, what if I move these two
6 projects in and I adjust this out, what's going to happen?
7 We will look at that and let you know.

8 MR. CHRISTY: Will you also facilitate --
9 for instance, in going back to my situation, there's three
10 projects that I'd like to see done that aren't in my
11 district, but by the same token, I want people to remember
12 that they weren't done in any district. Would you be able
13 to facilitate some kind of a plan where we do this, this,
14 and this this year, and then this, this, and this in two
15 or three years down the road, back to Pima County or -- in
16 other words, could you all help provide the scenarios that
17 might make things work?

18 MR. ROEHRICH: Mr. Christy, Mr. Chair, you
19 asked us to look at that --

20 MR. CHRISTY: Broker deals, that's what
21 I'm --

22 MR. ROEHRICH: We could -- we could talk
23 about that. What we have to be careful of -- and, again,
24 brokering those deals, especially if that's a MAG or PAG
25 region, they have to be involved in that, because they

1 program in their regions. We also have to, again, make
2 sure that not just the five-year program's fiscally
3 constrained, but the years.

4 So I mean, we just have to analyze what you
5 want you to do and look at, you know, can -- can we do it
6 under these conditions or -- what we could do is report
7 on, well, here's -- if you want to make this work, here's
8 how to make it work. And --

9 MR. CHRISTY: That's --

10 MR. ROEHRICH: Right. And staff would do
11 that as a response.

12 MR. CHRISTY: (Indiscernible).

13 MR. ROEHRICH: Mm-hmm.

14 MS. BEAVER: Mr. Chairman, with regard to
15 the I-10, because I am not exactly sure where you're going
16 on that, if it has something to do with the I-11
17 corridor-type thing, are we at the next meeting going to
18 address the possibility of maybe drafting a letter to see
19 if our -- it would be our recommendation that we either go
20 to whoever it is within the state to have them go to our
21 federal legislators to see if that could be incorporated
22 in, because as it stands presently, the I-11 is just from
23 Nevada to Phoenix, as opposed to all the way, but we can't
24 do that until that whole process --

25 MR. ROEHRICH: Ms. --

1 MS. BEAVER: -- hearing as well.

2 MR. ROEHRICH: Mr. Christy and Ms. Beaver,
3 there's no I-11. Congress has designated a future
4 corridor that would be I-11 based upon a number of
5 conditions, and none of those have been met.

6 So I-11 will never be in our five-year
7 program that we're adopting this year. In future years,
8 yes. But there's a whole lengthy process to get to that
9 in order we get there. A conversation on Interstate 11 as
10 part of this five-year program, I -- they don't connect at
11 this point.

12 MR. CHRISTY: I think what Ms. Beaver's
13 trying to allude to is if could this all be -- I-10
14 projects be thrown into the I-11 -- the whole I-11
15 Intermountain West Corridor scenario.

16 I think the -- I -- my thought, my analysis
17 is that it's -- those are separate issues. That these
18 have been in the plans for a long time anyway. And now --
19 matter of fact, we've had to move them out. So they're --
20 they're separate entities.

21 MS. BEAVER: Well, and -- excuse me,
22 Mr. Chairman, but I think in terms of addressing what
23 Mr. La Rue was talking about, Mayor Price in Maricopa, I
24 think some of these people, I noticed it in our hearings
25 last year with the individuals coming before us with

1 regard to bicycle paths and that type of thing, it's
2 something that we wouldn't even be able to take up,
3 because they have to go through MAG or PAG for those
4 bicycle paths being discussed, yet they were coming to us.
5 And I don't know, is there a way of having a flow chart or
6 something, maybe even on our website, where they kind of
7 know what the steps are to get -- you know, because people
8 are coming to us. And, you know, it's like Maricopa has
9 something, and it really needs to go before MAG, you know,
10 how do we get that information to that community, that
11 city, that town, that they need to go that direction
12 first. You know, the flow chart, so to speak. I mean,
13 that's where I've seen some of this from last year, there
14 were, you know, a lot of people that came before us and,
15 you know, that we couldn't even address their issues.

16 MR. OMER: Mr. Chair, Ms. Beaver, I guess,
17 what I would add to that is first to go back to the I-11
18 discussion, the specific I-10 projects that we've
19 recommended as a department to incorporate into our
20 program eventually are needed regardless of the fact of
21 I-11 now or in the future. These are -- it's an existing
22 facility that's in dire need of specific capacity
23 improvements to facilitate, you know, not only trade and
24 commerce, but to move vehicles and passengers and our
25 citizens safely between Phoenix and Tucson now and into

1 the future.

2 So I see that as a separate issue, whether
3 there's an I-11 or not. And so I -- I agree with Floyd on
4 that and with the chair that those -- that needs to be
5 done anyway.

6 When we talk about where we have citizens
7 making specific requests for projects, whether they be
8 bike lane projects or pedestrian projects, they do have an
9 avenue to approach the Department -- I mean we -- we
10 participate in the regional processes in every region
11 across the state, in every MPO, whether it's MAG, PAG, the
12 five MPOs, or any of the COGs, we're actually members
13 every -- of every one of those. You as State
14 Transportation Board members, sit on the executive boards,
15 and if you don't, you have a designee from staff that sits
16 on there for you and as well as their tax. So we hear
17 those conversations on multiple levels throughout the
18 year.

19 I will tell you that when we develop our
20 program, we look at -- and I made it -- hopefully it was
21 clear, we look at system performance of our system. So
22 we'll have people that will make recommendation for a
23 specific type of project, and if it doesn't add to the
24 overall ability to -- to improving system performance, it
25 would not rate as high as another project. So that's why

1 you wouldn't see every project that someone recommends
2 or -- or requests that show up on here, we don't have the
3 funding, the revenue, or the ability to fund every project
4 that someone asks for. We fund and program the projects
5 that we think are the most appropriate for the state
6 transportation system. And that's what we bring back to
7 you through our process. It's very detailed.

8 MR. CHRISTY: And to that point, during the
9 whole process, there -- there are these hearings, and
10 people can either contribute to those hearings are person
11 or by email or any other type of standard communication.
12 And they are compiled, and they are sent out to board
13 members. And they -- they are requested -- the Department
14 requests for input from individual citizens and shows
15 specifically how they can participate and promote their
16 ideas within the framework of the plan. So there is, I
17 think really -- really good adequate public transparency
18 in the whole process and in the end, encouragement as
19 well.

20 MS. BEAVER: Mr. Chairman, I think what I
21 was getting at, like with regard to the -- speaking of
22 bike paths, I bet you I got at least 50 that have to do
23 strictly with bike paths. I don't know if they just
24 blanket sent out emails to -- to everyone that rides, but
25 if there was nothing that we could even do about it, it's

1 like, maybe if they were redirected to -- you know, I
2 don't know if they were just wanting to share.

3 MR. ROEHRICH: Mr. Christy and Ms. Beaver,
4 I'd say just about any public agency, ourselves, the MPOs,
5 the COGs, the cities, they have multiple of public
6 meetings where they educate the public on, you know, their
7 functions, what they have available, their programs.

8 What we can't control is when the public
9 chooses to come out and -- and come to public meeting or
10 express their -- their voice. And although we have tried
11 over the years to explain what the role is, if a general
12 public person sees a notice of the State Transportation
13 Board, in their mind, it's transportation, they're going
14 to come out and say that. That's why we accept their
15 comment. By all means, we want them to do that. But then
16 we have to look at it from what is your latitude and
17 ability to do that.

18 And as Scott said, there are some members of
19 this board who do sit on a local government, a COG or an
20 MPO board that could take that information back from them
21 or it could be addressed, or through one of our
22 transportation alternatives, there are some things that --
23 can do on a limited scale; not on a large scale.

24 MR. CHRISTY: Mr. --

25 MR. ROEHRICH: I just don't know how you

1 stop them from coming out.

2 MR. CHRISTY: Do you think there's a
3 mechanism that the staff could assist Ms. Beaver in how to
4 deal with those folks that are talking to her on that
5 level?

6 MR. ROEHRICH: Mr. Chair and any Board
7 Member, we can -- we can do that. Absolutely.

8 MR. CHRISTY: -- address these issues and at
9 least accommodate them.

10 MS. BEAVER: Well, some of it last year was
11 just (indiscernible) I mean, we do get your mails. Well,
12 I can (indiscernible) the public, and there were loads of
13 them last year that specifically had to do with bike
14 paths. And it's like, I don't know if I'm frustrated
15 because it's like there isn't a whole lot I can do as far
16 as -- I mean they were wanting it in the five-year plan.

17 So it's like -- it's not going to happen,
18 you know. And they were going to need to a MAG or a PAG,
19 or, you know, because most of them were more in the
20 urbanized area of the state as opposed to rural.

21 But I think there are sometimes communities,
22 as in case of Maricopa, where maybe they're feeling that
23 they're still kind of rural but they're actually now more
24 urban.

25 MR. OMER: Mr. Chair, Ms. Beaver, I will say

1 that every comment that the Department receives inside of
2 the public information time frame and process, we not only
3 document it, but we respond to it. So last year, you
4 know, we documented, I think it was a couple of thousand
5 comments, I think, total that came into the Department.
6 It sounds like you received about 1500 of them yourself.
7 But we received those also and do actually make the -- a
8 specific comment back to each and every one of those. And
9 if we see that the project -- if that comment is sent to
10 the wrong person or if it should be -- you know, if it's a
11 local or a regional issue, that'll be our comment back.
12 And if it's something that's not eligible for funding, for
13 one reason or not, we'll make that response back. Or
14 we'll just say thank you for your comment; we'll take it
15 into consideration.

16 But we do not only provide you every one of
17 those comments that the Department receives -- and the
18 communications group does a fantastic job of helping us
19 through that process -- we respond back to them as well.

20 MS. BEAVER: That's good (indiscernible).

21 MR. CHRISTY: Any other questions or
22 comments from the board to --

23 MR. CUTHBERTSON: Getting back to the
24 five-year plan approval process, assuming that next -- we
25 adopt the Tentative Program and assuming that we have

1 (indiscernible) public hearings, I assume that we're going
2 to -- you know, approve the -- approve the plan in June,
3 we don't really have -- we don't really have, I don't
4 think (indiscernible) because that last public meeting
5 takes you through May and then, you know, if you -- if you
6 have adjustments to the plan, we don't meet as a group
7 before you ask us to adopt the plan. It just seems -- it
8 seems that it would be beneficial for me to at least
9 (indiscernible) changes made, to be able to hear some
10 interaction about the changes or what's being thought of
11 before we make a (indiscernible.

12 MR. ROEHRICH: Mr. Chair, Mr. Cuthbertson,
13 we can schedule a separate meeting for that, a study
14 session, to -- to address that before --

15 MR. CUTHBERTSON: I think that's --

16 MR. ROEHRICH: But, I mean, the board
17 members have to -- to fit it in their schedule and
18 understand that. We as staff, we can support that -- to
19 have that dialog. Again, it would be a meeting where we
20 could -- we could dialog and ask questions. It would not
21 be a meeting where it's actioned until we go to the board
22 meeting. But we can schedule a study session --

23 MR. CHRISTY: Let's put that in play, then.

24 MR. ROEHRICH: And we can start planning --
25 we can start planning for that, yes, sir, Mr. Chair.

1 MR. CHRISTY: Any other questions on the
2 five-year plan?

3 All right. Thank you very much, Mr. Omer.

4 We'll proceed with the last item.

5 MR. ROEHRICH: Mr. Chair, one minute while
6 we're waiting for Lisa to come up and get ready, I would
7 ask Jennifer Toth to make an announcement. We had a death
8 with an ADOT employee. And she would -- and I was remiss
9 in not telling you at the beginning of the meeting. She
10 wanted to inform the board of the current status of that.
11 It's unfortunate, but our people sometimes do get in -- in
12 a situation where there's a fatality. And she just wanted
13 to make sure the board was briefed on it, because it's
14 been in the public.

15 MS. TOTH: Yeah, it's really with a heavy
16 heart that I share that message with you. And you might
17 have seen in the news reports on Friday evening, but
18 Friday afternoon an ADOT employee passed away while
19 cleaning a drainage channel along the San Tan Freeway in
20 Chandler. And at this point in time, the circumstances of
21 the death are under investigation, and we don't quite know
22 what occurred. And hopefully with the autopsy and
23 investigation, we'll be able to determine that at later
24 date. But this -- it really is the first employee death
25 in a number of years. But as you know, each instance is

1 significant impact on ADOT family. And that we just
2 wanted to make sure that the board was aware in case you
3 were asked any questions. Please feel free to send them
4 to me as a point of contact. But I ask that you please
5 join us in sending your thoughts and prayers to the
6 family, and not just the family, but the coworkers of that
7 particular group in the Mesa area maintenance
8 (indiscernible) work, really are having a tough time right
9 now. So ...

10 MR. CHRISTY: Thank you, Ms. Toth, for
11 informing the board. And please on behalf of the board
12 convey to the family and the coworkers our most heart-felt
13 sympathy and condolences and thanks for the service that
14 the individual gave to the Department. And let them know
15 that the board will be thinking (indiscernible).

16 MS. TOTH: Will do. Thank you.

17 MR. CHRISTY: Ms. Mullins.

18 MS. MULLINS: Mr. Chair.

19 MR. ROEHRICH: I think you're going to have
20 to get that a lot closer.

21 MS. MULLINS: Members of Board. You know my
22 preference. My name is Lisa Mullins. My preference --
23 I'm with the Attorney General's Office. My preference is
24 to be seen and not heard. But the chair did request that
25 we have a brief presentation, because he would like to

1 emphasize and talk about the big picture on three issues:
2 number one, the Attorney General's Office role as it
3 relates to the board; the board's role and communication
4 with the AG's office and ADOT staff; and also, just an
5 overview, big picture, open meeting law and public
6 records.

7 I am employed by the Attorney General's
8 Office. By Arizona -- under Arizona law, the AG's office
9 provides legal advice to most state agencies. That is,
10 ADOT is one of those state agencies. Therefore, we are
11 assigned to provide legal advice to ADOT. And as for --
12 as my duties, I'm specifically assigned to provide legal
13 advice to the transportation board, primarily about board
14 authority, open -- and open meeting law compliance.
15 Working with me is John Schlosser. He's in the audience.
16 He's also assigned to the board. A couple of years ago,
17 we came across an issue, and we realized that there might
18 be situations where the board and ADOT might be in
19 conflict. So to ensure that both entities were given
20 adequate legal representation, Mr. Joe Acosta has been
21 assigned to represent ADOT and give legal advice to them.

22 MR. ROEHRICH: But notice how she gave you
23 two lawyers and us only one.

24 MS. MULLINS: He's that good.

25 MR. ROEHRICH: That's all I was going to

1 say. But that's okay, because we got the best.

2 MS. MULLINS: I won't say -- I won't say
3 that, but ...

4 He just has more gray hair than I do, you
5 know.

6 MR. CHRISTY: The board's going to need
7 three attorneys by the time I'm done with my
8 (indiscernible).

9 MS. MULLINS: Don't say that.

10 So I know that the chair doesn't want to get
11 into the nitty-gritty of board authority, but really a big
12 picture. And on this slide, just so you know, all
13 authority for the board, authority for ADOT, those --
14 those authorities are set forth in state statute. That's
15 what we look to for guidance as we go along and determine
16 who does what.

17 As for ADOT, they have exclusive control
18 over the highways and the day-to-day operations of the
19 Department.

20 I think the -- this is the slide that we
21 will probably spend the most time on. Scott, Kristine,
22 they talked about programming and planning. From a
23 lawyer's perspective, just to simplify it -- simplify it,
24 the programming aspect, the board weighs in on that. The
25 five-year plan, as you know, each year you go through

1 that, that whole process. In June, you finalize a vote
2 and approve a final plan.

3 Planning, from my perspective, long-range
4 planning, the board under state law, you are to adopt the
5 long-range plan.

6 As far as board policy, board policy is a
7 formal document that informs the public, informs ADOT, how
8 the board will -- their practices, their procedures and
9 their methods. As you recall last year in November, we
10 approved the board policies, and that covers a multitude
11 of issues: programming, funding, aeronautics, most of the
12 things that are within the board's authority, those
13 policies is the document so the public can know how the
14 board feels about certain issues and how they operate
15 regarding those issues.

16 As far as a resolution, a resolution is a
17 written document that documents a formal board action.
18 Under Arizona law, the board has the authority to issue
19 resolutions regarding necessity. That is necessary in
20 order for -- as an eminent domain attorney to go out and
21 file a lawsuit in order to acquire property for a state
22 highway. You do those each month in your consent agenda.

23 Any other resolutions that we issue should
24 be in line with board authority. If it's not in line with
25 board authority, then the board should not be issuing

1 those resolutions.

2 As far as communications, you don't need a
3 policy, you don't need a resolution to communicate with
4 me. John and I, we're your attorneys. We are here to
5 provide you with legal advice. You can simply pick up the
6 phone and call us. Our communications regarding legal
7 advice with you is protected by the attorney-client
8 privilege. So there's no need for you to jump through any
9 hoops. Simply pick up the phone. It's my understanding
10 that Mr. Christy would like an open board, that you don't
11 have to funnel legal questions through him. I will keep
12 him in the loop, if you should call me about something, is
13 the way I plan to operate.

14 As for communications with the Department,
15 again, there's no need for a policy, a formal policy, or
16 formal board resolution to communicate with the
17 Department. And Floyd can weigh in at any time. But my
18 understanding, just sitting in the audience, generally
19 when a board member has an issue, when one of their
20 constituents brings up an issue, then Floyd -- you can get
21 that to Floyd, and Floyd will send that off to whomever
22 needs to -- the appropriate person in ADOT.

23 An example I can think of is the dust storm,
24 Mr. Christy. Clearly the dust storm issue, which the
25 State Engineer generally updates this board on, is not

1 something within the board's authority. However, it's
2 something of concern to Mr. Christy and his constituents,
3 he communicated that to ADOT, and he frequently gets
4 updates and the board gets updates on that issue. But,
5 again, a situation where you don't need a board policy or
6 a resolution. It's just simply communicating to the
7 Department regarding those items and, you know, inquiring
8 what's the status of those items.

9 MR. ROEHRICH: And, Mr. Christy, Board
10 Members, I think I wanted to -- to weigh in little bit,
11 because, as Lisa had said, the past, our interaction with
12 the board has always been, you know, a board member calls
13 me or calls the district engineer and says, hey, somebody
14 so-and-so called about this interchange project over here,
15 or, you know, it's getting really a lot weeds over here
16 and there's a concern about site -- you know, what's going
17 on. You passed along the constituent's comments, we went
18 out, addressed them, and if you gave us a contact number,
19 we'll go back to them directly, or if you say, well, just
20 let me know, I want to go back with them, then we'll let
21 the board member know what is going on.

22 And in board meetings itself, to me, I've
23 always felt there has been a dialog where board members
24 asked a question and has said, well, I'd like you to
25 follow up on that. That doesn't need a resolution asking

1 the Department to follow up on that. It's -- a board
2 member says, well, you know, okay, this project over here,
3 or I've got a question on, you know, what's the status
4 of -- of this project or this funding, could, you know,
5 somebody follow up with me, we'll follow up off line.
6 We'll do whatever. It's never been so formal that it had
7 to be in -- in this resolution or a very strong
8 communicate [sic], as Lisa was talking about.

9 So I mean, I've always felt our interaction
10 with the board has been, we're open, we're staff, we're
11 here to answer your questions and be responsive. And if
12 you've a concern or an issue, ask it of myself, or, if
13 you've got a strong relationship, you know your district
14 engineer and that person said, here's my phone number,
15 call me, you can do that. Or you need to talk to the
16 State Engineer or Scott Omer or you've got a financial
17 question to Kristine, staff is here to -- to respond and
18 then to answer questions.

19 MS. MULLINS: And I know -- I know as far as
20 me, I can be a stickler sometimes, and so it sometimes may
21 seem like I'm trying to hush or deter ideas.

22 But I think my goal is, like I said at the
23 beginning is, number one, I'm here to give you legal
24 advice, to tell you what is legal and illegal.

25 After that, if there's a resolution, maybe

1 the wording, I'm thinking, oh, Mr. Christy, that wording's
2 a little bit strong. You know, I think as a duty, as your
3 attorney, I owe a duty to you to let you know, hey, there
4 can be some -- I think there's some potential
5 ramifications if we use this verbiage, if we go down this
6 route. Again, I feel like that's my duty to the board.

7 But, again, at the end of the day, it's
8 legal or illegal, and the ultimate decision sits with this
9 board, if it's within the board's authority.

10 The other communication issue, the five-year
11 plan, I know we've talked about this, but I think where
12 this -- Chairman Christy is on the path to making sure
13 that the changes are communicated early on in the process
14 so that we won't be at the situation where we were at last
15 year. And the reason I say that as the attorney is
16 because there is a short time frame. That -- that
17 five-year plan is supposed to be on the governor's desk by
18 the end of June. So I think that issue is resolved. If
19 you have any questions about how we can go forth legally
20 to ensure that we're hopefully not in the situation that
21 we were in last year, where we're rushing to make that
22 decision.

23 And, Mr. Christy, I don't know if you wanted
24 to weigh in at this point.

25 MR. CHRISTY: No, I think -- you have

1 encapsulated. It worked out.

2 MALE SPEAKER: (Indiscernible) determine,
3 you know, the process we set up now is we've got the
4 communication (indiscernible) channel for our desires on
5 the plan prior to the final adoption, I don't think we
6 really have that in place (indiscernible). We've got
7 this -- I mean, everybody's cognizant of roles and the
8 opportunities to make those comments.

9 MR. CHRISTY: Did you have more?

10 MS. MULLINS: No, that's all.

11 Did you want me to go through the remaining
12 slides? I know that was the important one that you wanted
13 to get through.

14 MR. CHRISTY: Yeah, go ahead.

15 MS. MULLINS: Okay.

16 Board authority, I know we don't want to get
17 into the nitty-gritty of that, so, again, we're available.
18 If you have some questions about specific board authority,
19 you could call John and I and we can answer those
20 questions for you.

21 The open meeting law, my rule is openness.
22 Whatever this board does should be done in the public.
23 You serve the public, so therefore, your deliberations,
24 your actions should take place in the public.

25 This is a sophisticated board. Most of you

1 have served on other boards. You are aware of the
2 requirements.

3 Again, you know, my job is just to ensure
4 compliance with the open meeting law. And if you have
5 questions, please feel free to give us a call.

6 Consequences of the open meeting law, I
7 think, of violating open meeting law is confidence. We
8 don't want the public to lose confidence in this board and
9 the way we do business. The five-year plan is major.
10 There are roadways that run throughout this state.
11 Everyone depends on those roadways in some shape, form or
12 fashion. What this board does is important. And you
13 don't want to be in the newspaper or have the public lose
14 confidence.

15 As for personal ramifications, you can be
16 fined. This board can be investigated and looked into. I
17 served on OMLET for a couple of years, which is the Open
18 Meeting Law Enforcement Team with the Attorney General's
19 Office. We don't want that. We don't want any questions
20 to come up. We don't want OMLET investigating and looking
21 into our board. That is my goal to prevent that from
22 happening.

23 The last piece in the puzzle is public
24 records. Since you are operating in the capacity as a
25 public member for the taxpayers and people of Arizona, any

1 records that you create regarding the transportation
2 board, those are public records. Now, there are some
3 exceptions where those records would not be released to
4 the public. For example, any communication with me
5 regarding legal advice is protected by the attorney-client
6 privilege; that would not be released.

7 My understanding is the mechanism that has
8 been used in the past -- and Floyd and Lila can correct
9 me -- is generally if you CC them on an email to someone,
10 that they keep those records, and there are in a safe --
11 safe place in case someone should request them in the
12 future.

13 Is that correct, Floyd?

14 MR. ROEHRICH: We keep -- Mr. Chair and
15 Members of the Board, electronic information we get in
16 here, we keep in a board folder so we can access it.

17 Documents, hard documents that come in, we
18 also file those, scan, file those. We try to keep it all
19 electronically, reduce the paper as much as possible, but
20 we do keep it on a server, and in the event that there's
21 a, you know, worldwide crash of servers, that should be
22 there.

23 MS. BEAVER: Mr. Chairman, I do have a
24 question to ask. I just want to be correct in my
25 understanding. I do get a lot of emails, stuff comes

1 individually to me, you know, whether it's from -- I keep
2 that separate.

3 But with regard to the "board info" stuff
4 that comes through the system, because they're backed up
5 there, do we have to back them up again on ours?

6 MS. MULLINS: No, Lila -- Lila and Floyd, I
7 think they cover that. That's appropriate.

8 MR. ROEHRICH: Mr. Christy, Ms. Beaver,
9 absolutely, if it came through "board info," we have a
10 copy of that.

11 MS. BEAVER: Okay.

12 MR. CHRISTY: Mr. La Rue.

13 MR. LA RUE: Following on (indiscernible)
14 question, is there any email policies that relate to us
15 personally or record retention that is just for us?

16 MS. MULLINS: And I know that we do have a
17 policy that we're working on -- is that correct, Floyd --
18 that we're in the process of working on.

19 MR. ROEHRICH: Mr. Chair and Members of the
20 Board, last year ADOT updated its website. Now we are in
21 the process of reviewing the board's website and updating
22 that. And when we were going through that process, our IT
23 folks said, you know, we can give the board members ADOT
24 email addresses. Well, through -- through our server,
25 it's specific to the board, individual to help track all

1 that.

2 So I asked them to put together a plan. My
3 intent was to roll it out to the board, if we get it in
4 February, depending upon the time frame and the schedule.
5 If not, no later than March. But what I'd like to roll
6 out to the board is exactly that. We are updating the
7 board's website. We're updating the communication
8 approach. So instead of going to board info and to blast
9 all of you, people can -- can go to your website, your
10 face will be there on a little thumbnail, they can click
11 on that, and it'll give them direct email to you and
12 direct email back to us so we can track it. So we're
13 going to set it up so there's a redundancy so the agency
14 can track that, so you don't have to keep it populated on
15 your server or your system. Now, if you respond, there's
16 going to be some steps in there that if you respond to
17 this constituent again, that you CC us so we've got a
18 record of it.

19 We're putting that whole process together
20 that I will bring to this board at a future meeting, and
21 we'll show you it, and I'm hoping it's ready by February.
22 It depends. If it will not, hopefully no later than
23 March.

24 MR. CHRISTY: I'd like to read something to
25 the (indiscernible) board just not for a reaction purpose

1 but more of a reflective purpose. And if either of you
2 are so compelled to comment about it, so -- that'd be
3 great too, but not necessarily.

4 First of all, do all board members when they
5 become -- come on to the board, do they get a rules of the
6 board packet?

7 MR. ROEHRICH: Mr. Chair, yes, sir, we have
8 a little orientation packet that we've given them, and it
9 does have like the board policies, and it does have -- you
10 know, I don't know what else is in the little packet, but
11 statutes and we provide that. Or we have --

12 MS. BEAVER: Mr. Chairman, that came up at
13 the kind of the Board 101.

14 FEMALE SPEAKER: The binder.

15 MR. CHRISTY: Okay. I just want to quote
16 from the statute about the powers and duties of the board:
17 The powers and the duties of the board, which include
18 establishing a complete system of state highway routes,
19 determining which state highway routes or portions of the
20 routes are accepted into the state highway system, which
21 state highway routes to improve, and determining priority
22 program planning.

23 Also, in establishing long-range policy
24 goals for the statewide transportation system, the board
25 shall ensure that the future transportation system

1 facilitates, rather than directs, future development in
2 the state.

3 Those are pretty broad policy abilities of
4 the board. I was told that you can probably drive a truck
5 sideways through them. But I think, just from a
6 reflective standpoint, that when we have issues come up,
7 that we should bear in mind that in the statutes we have
8 some pretty broad definitions here of our powers and
9 duties that include establishing a complete system of
10 state highway routes, determining which state highway
11 routes or portions of the routes are accepted into the
12 state highway system, which state highway routes to
13 improve, and determining priority program planning.

14 MS. MULLINS: And I'll just -- I know we
15 don't want to get into the nitty-gritty of that, but that
16 is the general broad overview, but there are other
17 statutes that go into specifics about how to carry out
18 some of those things, Mr. Chair.

19 MR. ROEHRICH: Mr. Chair, I agree with that.
20 As a matter of fact, if you read the front page on every
21 one of your agendas -- and it's been on there for years,
22 that's summarizing the board authority. What you just
23 said is in there. With the additional information,
24 because I know part of what Senator Shooter is doing, he's
25 doing to do a little cleanup bill on some language in

1 there that takes away the -- take away "direct" and puts
2 in the "facilitate" language.

3 So that has been in there, and we've never
4 tried to marginalize the board in regard to that level of
5 discussion.

6 But I think --

7 MR. CHRISTY: (Indiscernible).

8 MR. ROEHRICH: Right.

9 MR. CHRISTY: I'm just making a clarifying
10 point that board members need not feel constrained on
11 issues of policy direction from the board to the
12 Department. And that the guidelines in the statute and
13 the powers and duties are pretty well explained or clearly
14 stated that this board does affect and has an effect and
15 has the ability to affect policy of the Department.

16 MS. MULLINS: Well, again, like I said,
17 those are the general overview. There are specific
18 statutes that deal with specifics on how to deal with each
19 one of those things that you listed.

20 MR. CHRISTY: Okay. Everybody clear on
21 that? (Indiscernible). Any other comments or input on
22 that issue?

23 MR. ROEHRICH: Mr. Chair, my only comment is
24 if you have a question on policy or what the Department's
25 doing and you want to question it, ask us, and we'll

1 discuss it. You made a statement just now that said that
2 you have the ability to affect ADOT policy. And I think
3 that's where we're going to have to have a discussion. It
4 would depend upon specifically what policy you're talking
5 about.

6 The board has policies and the Department
7 has policies, and where we may have a difference of
8 opinion on who has jurisdiction or the right to establish
9 a certain policy and how the ADOT operates, you know, we
10 just have to have that discussion and you -- by all means,
11 please question it. That's what we're here for. We don't
12 want to, again, marginalize or stymy the board's ability
13 to do its business, nor do we want to have a conflict
14 between the Department trying to do its function as well
15 as the board. We're here as partners.

16 MR. CHRISTY: (Indiscernible) more than
17 that.

18 MS. BEAVER: I do have -- I'll try it
19 (indiscernible). With regard to when board members would
20 collectively be attending a function, say, for instance,
21 there's just a rural economic development, are those
22 things that have to be posted for open meeting law?

23 MS. MULLINS: If there's going to be --
24 Mr. Chair, Ms. Beaver, if there will be no board business
25 discussed, then, no, under the Arizona open meeting law,

1 you are not required to post that.

2 What a lot of boards do is if they know that
3 there's going to be a social function and there'll be a
4 quorum of the board there, they automatically post it
5 and -- just to give the -- give the public a courtesy
6 notice. But it is not required by the law.

7 MR. CHRISTY: Any further questions? No
8 motions are taken. Right?

9 So I declare this --

10 MS. MULLINS: Be adjourned. Motion to
11 adjourn.

12 MR. CHRISTY: -- study session adjourned.

13 (Proceedings adjourned)

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I, AMY E. WEAVER, do hereby certify that the 139 pages contained herein constitute a full, accurate transcript, from electronic recording, of the proceedings had in the foregoing matter, all done to the best of my skill and ability.

SIGNED and dated this 16th day of March, 2014.

/s/

Amy E. Weaver Transcriber

Meeting adjourned at 3:10 p.m. MST

**Stephen W. Christy, Chairman
State Transportation Board**

**Floyd Roehrich, Jr. Deputy Director for Policy
Arizona Department of Transportation**

MINUTES
SPECIAL TELEPHONIC MEETING OF THE
STATE TRANSPORTATION BOARD
8:00 a.m., Wednesday, February 26, 2014
Arizona Department of Transportation
Administration Building Executive Conference Room 141
206 S. 17th Avenue
Phoenix, Arizona 85007

Roll call by Board Secretary Mary Beckley

In attendance: Steve Christy, Hank Rogers, Joe La Rue, Deanna Beaver, William Cuthbertson and Jack Sellers (all telephonically)

Absent: Kelly Anderson

Call to the Audience:

No one requested to speak.

***ITEM 1: Consent Agenda — Jennifer Toth, Deputy Director of Transportation/State Engineer**

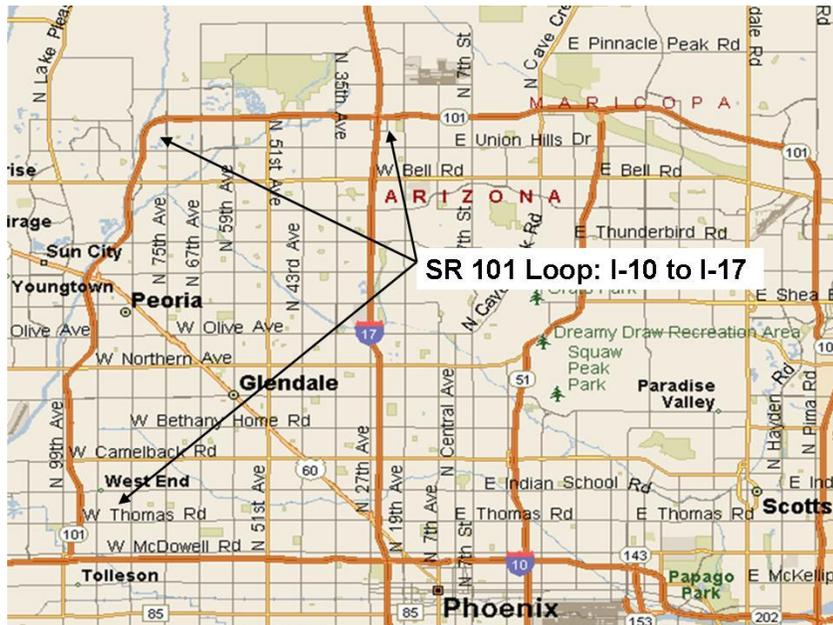
H858801C is a CMAR project to install Freeway Management System upgrades on SR 101 Loop from I-10 to I-17 and is currently programmed at \$9,500,000 for construction. The Department has accepted a Guaranteed Maximum Price from the contractor in the amount of \$ 6,371,229.00. FHWA has approved the federal funds needed for construction.

This project falls within guidelines for consent agenda award. A special Board meeting is needed to ensure that construction on this project can proceed in time to be complete and fully operational by a January 31, 2015 deadline.

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") 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 1 :** BOARD DISTRICT NO.: 1 Page 6
HIGHWAY: LOOP 101 FREEWAY
SECTION: I-10 TO I-17
COUNTY: MARICOPA
ROUTE NO.: 101
PROJECT : TRACS: NH-101-A(217)T : 101 MA 001 H858801C
FUNDING: 94% Federal, 6% State
CONSTRUCTION MANAGER AT RISK: C S CONSTRUCTION, INC.
GUARANTEED MAXIMUM PRICE: \$ 6,371,228.88
STATE ESTIMATE: \$ 6,141,317.51
\$ OVER ESTIMATE: \$ 229,911.37
% OVER ESTMATE: 3.7%
PROJECT DBE GOAL: 5.92%
BIDDER DBE PLEDGE: 7.00%
RECOMMENDATION: Award



Discussion

Jennifer Toth thanked the Board for agreeing to the special telephonic meeting. This contract is critical to the department and the State of Arizona, to get this project completed before the Super Bowl in the 2015 time frame to better manage traffic along Loop 101. This is a construction management at risk (CMAR) to install the freeway management system upgrades on Loop 101 from I-10 to the I-17, which falls under the guidelines of the consent agenda and we recommend award of this contract to C S Construction, Inc.

Deanna Beaver inquired about the 3.7% over the estimate and the word “apparent” low bidder. Jennifer Toth responded that we use the terminology “apparent” as the low bidder since there has been no protest filed, and until such time as the Board approves/awards the contract. When staff makes a recommendation to award, it shows that the bid is in conformance with all the requirements and then it is brought before the Board for its approval.

Jennifer explained that with a CMAR contract, we bring in a contractor for pre-construction services to help the department get the bid package together. The contractor will work on a guaranteed maximum price and the state will do an independent cost analysis and then do a comparison of the two. The 3.7% difference is not a substantial amount, looking at the difference between the contractor’s GMP as compared to the state’s estimate.

A motion to accept and approve Staff’s recommendation and award Item No. 1 to C S CONSTRUCTION, INC., as presented, was made by Deanna Beaver and seconded by Hank Rogers. In a voice vote, the motion carries.

***Adjournment**

A motion to adjourn was made by Hank Rogers and seconded by Deanna Beaver. In a voice vote, the motion carries.

Meeting adjourned at 8:12 a.m. MST

Stephen W. Christy, Chairman
State Transportation Board

Floyd Roehrich, Jr., Deputy Director for Policy
Arizona Department of Transportation

April 11, 2014

RES. NO. 2014-04-A-011
PROJECTS: N-810-602; and U 060-B-702 / 060 MA 111 H5958 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTIONS: Wickenburg Maintenance Camp, Site No. 1-10; and
Cemetery Wash - Turtleback Wash
ROUTE NO.: U. S. Route 60
ENG. DIST.: Prescott
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the change of usage of a portion of the ADOT Wickenburg Maintenance Camp Site to a right of way for public highway purposes.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. Subsequently administratively redesignated and renumbered as U. S. Route 60, additional right of way for location, relocation, alteration and widening was established as a state highway by Resolutions dated May 31, 1957, on Page 193 of the Official Minutes; and by Resolution 61-119, dated March 07, 1961. Thereafter, new right of way for Project 060 MA 111 H5958 01R / U 060-B-702, referenced above, was established as a state route by Arizona State Transportation Board Resolution 2004-04-A-016, dated April 16, 2004; and later as a state highway by Resolution 2005-01-A-002, dated January 21, 2005.

Presently a part of the ADOT Wickenburg Maintenance Camp Site, a change of usage is needed to establish right of way for this widening improvement project as a state route and state highway, necessary to enhance convenience and safety of the traveling public.

April 11, 2014

RES. NO. 2014-04-A-011
PROJECTS: N-810-602; and U 060-B-702 / 060 MA 111 H5958 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTIONS: Wickenburg Maintenance Camp, Site No. 1-10; and
Cemetery Wash - Turtleback Wash
ROUTE NO.: U. S. Route 60
ENG. DIST.: Prescott
COUNTY: Maricopa

The right of way to be established as a state route and state highway is a portion of the property acquired by the Arizona State Highway Department for its Wickenburg Maintenance Camp, Site No. 1-10, as conveyed in that certain Warranty Deed dated August 12, 1922, recorded December 27, 1922, in Book 170 of Deeds, Page 471, records of Maricopa County, Arizona. It is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Wickenburg Maintenance Camp, Site No. 1-10, Project N-810-602, on the drawings dated February 26, 1945, and November 15, 1979"; and is delineated on maps and plans entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, Cemetery Wash - Turtleback Wash, Project 060 MA 111 H5958 01R / U 060-B-702", and is depicted in Appendix "A" attached hereto.

In the interest of public safety, necessity and convenience, I recommend the above described change of usage and that the existing roadway area depicted in Appendix "A" be established as a state route and state highway.

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.

April 11, 2014

RES. NO. 2014-04-A-011
PROJECTS: N-810-602; and U 060-B-702 / 060 MA 111 H5958 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTIONS: Wickenburg Maintenance Camp, Site No. 1-10; and
Cemetery Wash - Turtleback Wash
ROUTE NO.: U. S. Route 60
ENG. DIST.: Prescott
COUNTY: Maricopa

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 Titles Section, MD 612E
Phoenix, AZ 85007-3213

April 11, 2014

RES. NO. 2014-04-A-011
PROJECTS: N-810-602; and U 060-B-702 / 060 MA 111 H5958 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTIONS: Wickenburg Maintenance Camp, Site No. 1-10; and
Cemetery Wash - Turtleback Wash
ROUTE NO.: U. S. Route 60
ENG. DIST.: Prescott
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the change of usage of a portion of the ADOT Wickenburg Maintenance Camp Site to a right of way for public highway purposes.

The right of way to be established as a state route and state highway is a portion of the property acquired by the Arizona State Highway Department for its Wickenburg Maintenance Camp, Site No. 1-10, as conveyed by that certain Warranty Deed dated August 12, 1922, recorded December 27, 1922, in Book 170 of Deeds, Page 471, records of Maricopa County, Arizona. It is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Wickenburg Maintenance Camp, Site No. 1-10, Project N-810-602, on the drawings dated February 26, 1945, and November 15, 1979"; and is delineated on maps and plans entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, Cemetery Wash - Turtleback Wash, Project 060 MA 111 H5958 01R / U 060-B-702", and is depicted in Appendix "A" attached hereto.

WHEREAS the roadway exists and is necessary to establish as a state route and state highway by change of usage from ADOT Wickenburg Maintenance Camp, Site No. 1-10 to a right of way for public highway purposes; and

April 11, 2014

RES. NO. 2014-04-A-011
PROJECTS: N-810-602; and U 060-B-702 / 060 MA 111 H5958 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTIONS: Wickenburg Maintenance Camp, Site No. 1-10; and
Cemetery Wash - Turtleback Wash
ROUTE NO.: U. S. Route 60
ENG. DIST.: Prescott
COUNTY: Maricopa

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended change of usage, and establishment as a state route and state highway, 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 usage of a portion of the ADOT Wickenburg Maintenance Camp, Site No. 1-10 is hereby changed to a right of way for public highway purposes, as depicted in Appendix "A" and is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the alignment, as delineated on said maps and plans, and that no further conveying document is required.

April 11, 2014

RES. NO. 2014-04-A-011
PROJECTS: N-810-602; and U 060-B-702 / 060 MA 111 H5958 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTIONS: Wickenburg Maintenance Camp, Site No. 1-10; and
Cemetery Wash - Turtleback Wash
ROUTE NO.: U. S. Route 60
ENG. DIST.: Prescott
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 April 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 11, 2014.

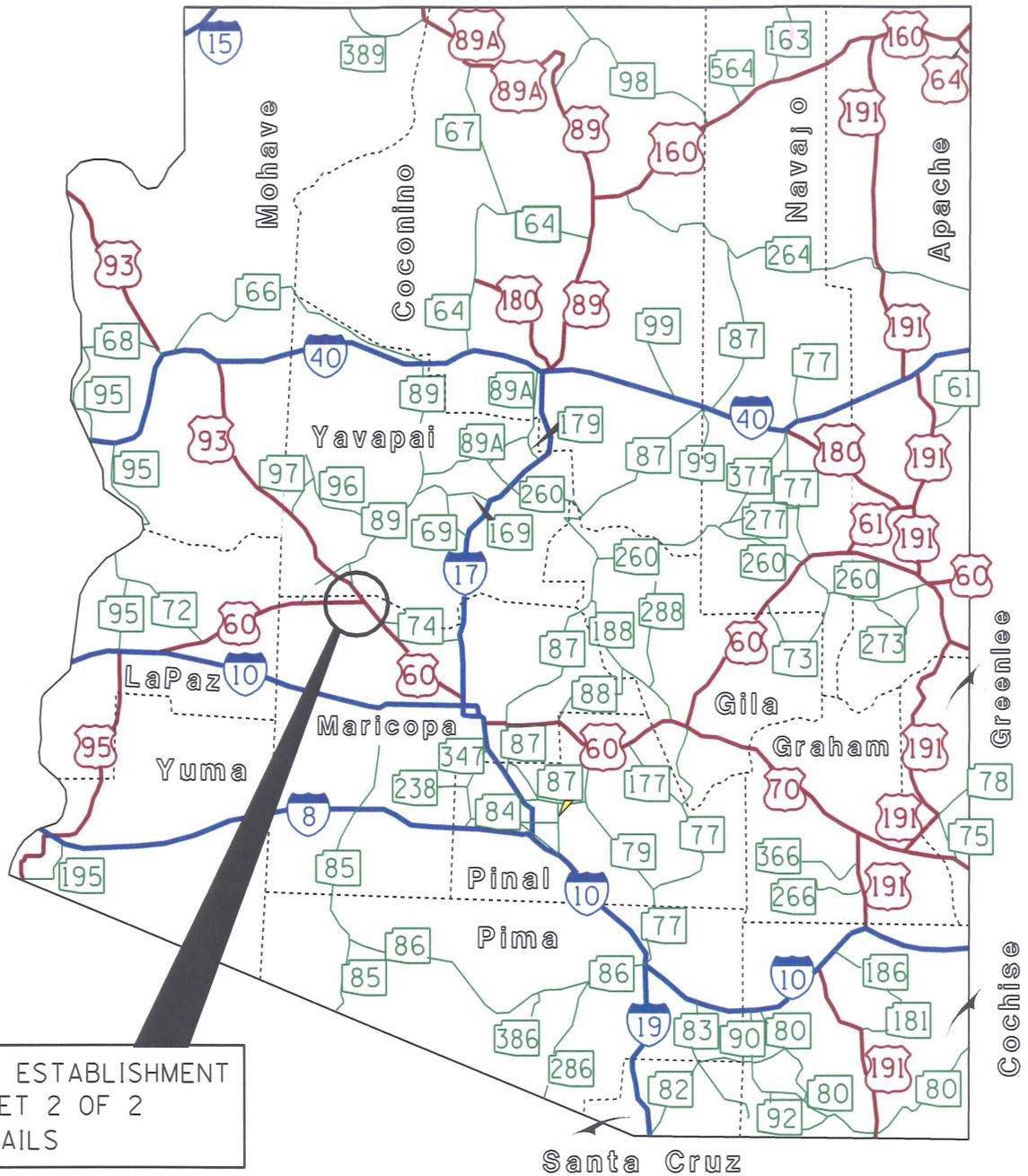
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Cushman

Assistant Attorney General
Attorney for Department
of Transportation

Date 3/25/14



AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

N-810-602; and U 060-B-702/
060 MA 111 H5958 01R
WICKENBURG - PHOENIX HWY
Wickenburg Maintenance Camp; and
Cemetery Wash - Turtleback Wash

2014-04-A-011

APPENDIX "A"

Maricopa County
DATE: APRIL 11, 2014 SHEET 1 OF 2

NE⁴ NE⁴

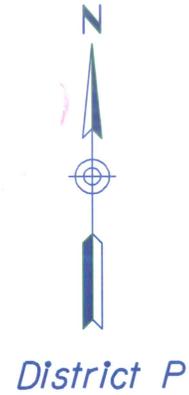
Existing R/W

Existing R/W

1 6
12 7
T. 7 N. R. 5 W.
T. 7 N. R. 4 W.

TOWN

Lot 1



Assumed 1/16 Line

Approx 1/16 Line

OF

Lot 2

ADOT MAINTENANCE
CAMP SITE 1-10

Snowbird
Lane

SE⁴ NE⁴

U.S. 60

Mid-Sec Line

12 7

Lot 3

WICKENBURG

12 7
13 18

AREA OF 
ESTABLISHMENT

N-810-602; and U 060-B-702/
060 MA 111 H5958 01R
WICKENBURG - PHOENIX HWY
Wickenburg Maintenance Camp; and
Cemetery Wash - Turtleback Wash

2014-04-A-011

APPENDIX "A"

Maricopa County
DATE: APRIL 11, 2014 SHEET 2 OF 2

April 11, 2014

RES. NO. 2014-04-A-012
PROJECTS: S-111; and F-031-1-718 / 089 PN 087 H2008 01R
HIGHWAYS: TUCSON - FLORENCE; and TUCSON - ORACLE JCT. - GLOBE
SECTIONS: County Line - Oracle Junction; and
Pinal County Line - Oracle Jct.
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pinal
DISPOSAL: D-T-112

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the disposal of a portion of an easement for highway right of way originally acquired for use within the above referenced projects.

This portion of State Route 77 was previously established as a state route and state highway, originally designated as U. S. Routes 80 and 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. Additional right of way for location, relocation, alteration and widening purposes was established as a state highway by the Resolution dated October 08, 1953, shown on Page 288 of its Official Minutes. Thereafter, the designation of U. S. Route 80 was eliminated by Arizona State Transportation Board Resolution 77-16-A-48, dated September 16, 1977. Additional right of way for widening the roadway from two lanes to four was established as a state route and state highway by Resolution 92-02-A-11, dated February 21, 1992. The highway was subsequently renumbered and redesignated as State Route 77 by Resolution 92-08-A-056, dated August 21, 1992.

April 11, 2014

RES. NO. 2014-04-A-012
PROJECTS: S-111; and F-031-1-718 / 089 PN 087 H2008 01R
HIGHWAYS: TUCSON - FLORENCE; and TUCSON - ORACLE JCT. - GLOBE
SECTIONS: County Line - Oracle Junction; and
Pinal County Line - Oracle Jct.
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pinal
DISPOSAL: D-T-112

Said portion of the easement for highway right of way is no longer required in the State Transportation System, nor will it be used for public highway purposes. Accordingly, I recommend that said portion of the easement be removed from the State Transportation System by vacation and extinguishment thereof.

The portion of easement for highway right of way to be vacated and extinguished was acquired by the State of Arizona, by and through its Highway Department, through those certain Grants of Easement, dated April 21, 1938, recorded May 31, 1938, in Book 59 of Deeds, Page 374; and dated January 05, 1954, recorded March 18, 1954, in Docket 99, Page 167, records of Pinal County, Arizona. It is described and 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 Map, TUCSON - FLORENCE HWY., County Line - Oracle Junction, Project S-111"; and on maps and plans entitled: "Right of Way Plan of the TUCSON - ORACLE JCT. - GLOBE HWY., Pinal County Line - Oracle Jct., Project 089 PN 087 H2008 01R / F-031-1-718".

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of the portion of easement right of way described and depicted in Appendix "A".

April 11, 2014

RES. NO. 2014-04-A-012
PROJECTS: S-111; and F-031-1-718 / 089 PN 087 H2008 01R
HIGHWAYS: TUCSON - FLORENCE; and TUCSON - ORACLE JCT. - GLOBE
SECTIONS: County Line - Oracle Junction; and
Pinal County Line - Oracle Jct.
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pinal
DISPOSAL: D-T-112

Pursuant to Arizona Revised Statutes Sections 28-7046 and 28-7214, 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 Titles Section, MD 612E
Phoenix, AZ 85007-3213

April 11, 2014

RES. NO. 2014-04-A-012
PROJECTS: S-111; and F-031-1-718 / 089 PN 087 H2008 01R
HIGHWAYS: TUCSON - FLORENCE; and TUCSON - ORACLE JCT. - GLOBE
SECTIONS: County Line - Oracle Junction; and
Pinal County Line - Oracle Jct.
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pinal
DISPOSAL: D-T-112

RESOLUTION OF EXTINGUISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Sections 28-7046 and 28-7214, recommending disposal of a portion of an easement for highway right of way from the State Transportation System by the vacation and extinguishment thereof.

The portion of easement for highway right of way to be vacated and extinguished was acquired by the State of Arizona, by and through its Highway Department, through those certain Grants of Easement, dated April 21, 1938, recorded May 31, 1938, in Book 59 of Deeds, Page 374; and dated January 05, 1954, recorded March 18, 1954, in Docket 99, Page 167, records of Pinal County, Arizona. It is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Map, TUCSON - FLORENCE HWY., County Line - Oracle Junction, Project S-111"; and on maps and plans entitled: "Right of Way Plan of the TUCSON - ORACLE JCT. - GLOBE HWY., Pinal County Line - Oracle Jct., Project 089 PN 087 H2008 01R / F-031-1-718"; and is described and depicted in Appendix "A" attached hereto.

WHEREAS said portion of easement for highway right of way is no longer needed for State transportation purposes, nor will it be used for public highway purposes; and

April 11, 2014

RES. NO. 2014-04-A-012
PROJECTS: S-111; and F-031-1-718 / 089 PN 087 H2008 01R
HIGHWAYS: TUCSON - FLORENCE; and TUCSON - ORACLE JCT. - GLOBE
SECTIONS: County Line - Oracle Junction; and
Pinal County Line - Oracle Jct.
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pinal
DISPOSAL: D-T-112

WHEREAS a remaining portion of the easement for highway right of way is still needed for State transportation purposes and is to be used for public highway purposes; and

WHEREAS because of these premises, this Board finds public convenience requires that said portion of easement for highway right of way be removed from the State Transportation System by vacation and extinguishment; therefore be it

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

RESOLVED that the portion of easement for highway right of way no longer needed for State transportation purposes, is removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that the remaining portion of the easement for highway right of way not being disposed herein shall remain in the State Transportation System for use as such.

April 11, 2014

RES. NO. 2014-04-A-012
PROJECTS: S-111; and F-031-1-718 / 089 PN 087 H2008 01R
HIGHWAYS: TUCSON - FLORENCE; and TUCSON - ORACLE JCT. - GLOBE
SECTIONS: County Line - Oracle Junction; and
Pinal County Line - Oracle Jct.
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pinal
DISPOSAL: D-T-112

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 April 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 11, 2014.

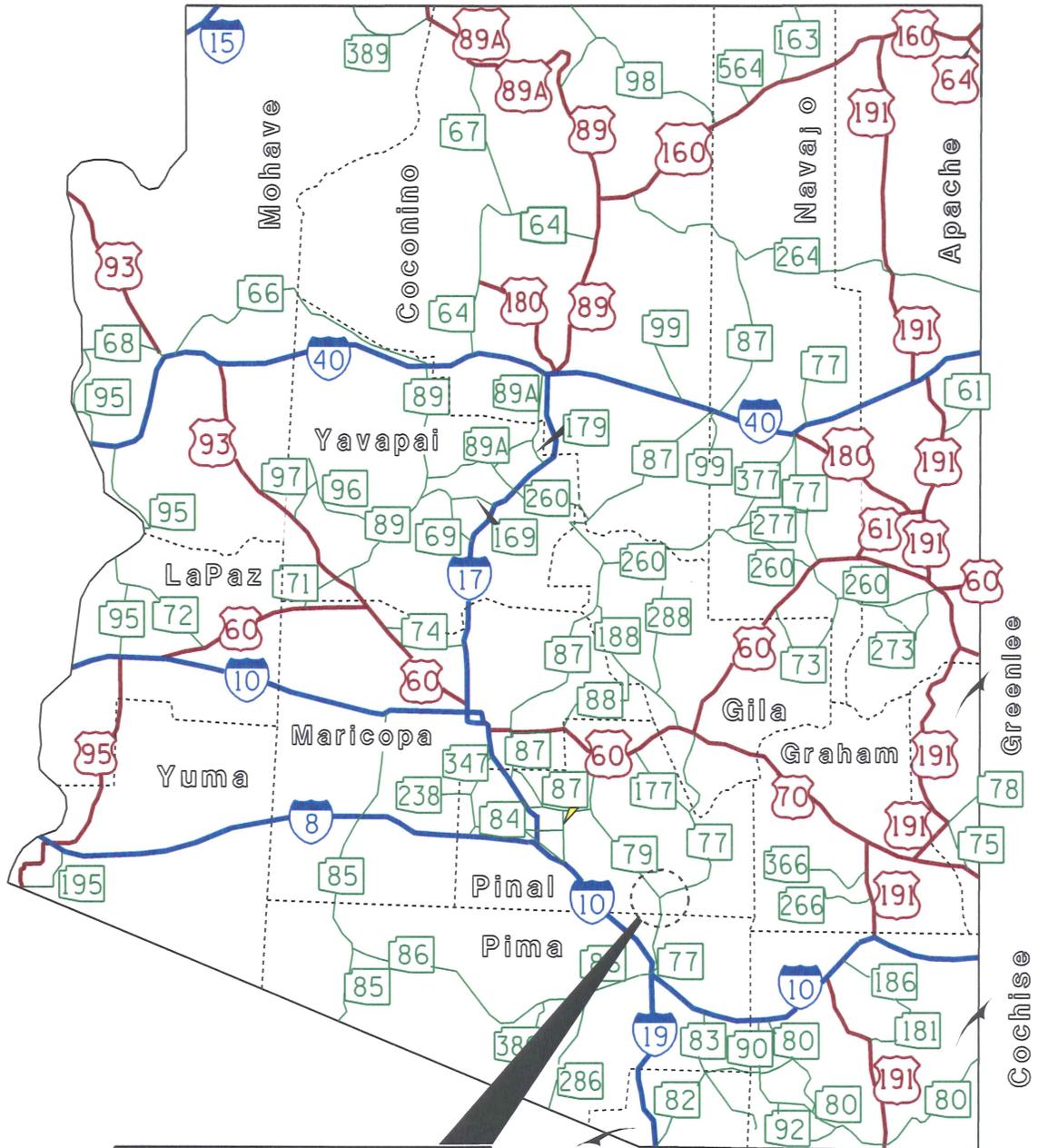
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 3/25/14



AREA OF EXTINGUISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

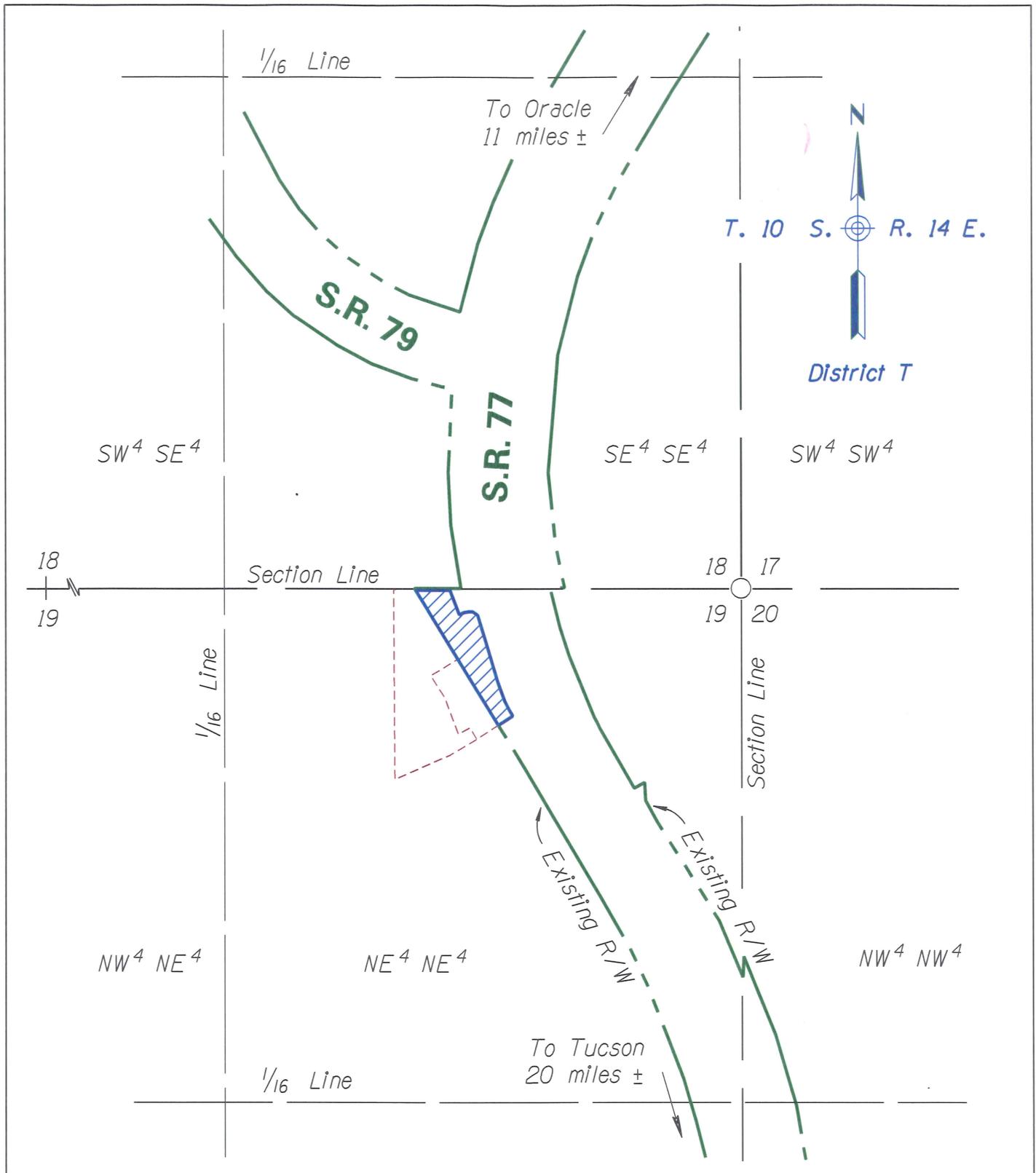
Santa Cruz

S-111; and F-031-1-718 /
089 PN 087 H2008 01R
TUCSON - ORACLE JCT. - GLOBE HWY
Pinal County Line - Oracle Jct.
Pinal County

2014-04-A-012

APPENDIX "A"

DATE: APRIL 11, 2014 SHEET 1 OF 3



AREA OF  EXTINGUISHMENT

S-111; and F-031-1-718 /
 089 PN 087 H2008 01R
 TUCSON - ORACLE JCT. - GLOBE HWY
 Pinal County Line - Oracle Jct.
 Pinal County

2014-04-A-012

APPENDIX "A"

DATE: APRIL 11, 2014 SHEET 2 OF 3

APPENDIX "A"

LEGAL DESCRIPTION

That portion of the Northeast quarter of the Northeast quarter (NE $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 19, Township 10 South, Range 14 East, Gila and Salt River Meridian, Pinal County, Arizona, described as follows:

Commencing at a 1 inch pipe with cap marking the Northwest corner of the Northeast quarter of the Northeast quarter (NE $\frac{1}{4}$ NE $\frac{1}{4}$) of said Section 19, being North 89°45'56" West 1320.20 feet from a 1 inch pipe marking the Northeast corner of said Section 19;

thence along the North line of said Section 19 South 89°45'56" East 479.75 feet to the POINT OF BEGINNING on the existing westerly right of way line of State Route 77 (TUCSON – ORACLE JCT. – GLOBE HIGHWAY);

thence continuing along said North line of Section 19 South 89°45'56" East 93.58 feet;

thence South 24°05'48" East 93.88 feet;

thence North 80°02'24" East 21.81 feet;

thence South 66°17'40" East 15.28 feet;

thence South 22°06'36" East 53.19 feet;

thence South 18°59'15" East 173.29 feet;

thence South 25°52'52" East 27.89 feet;

thence South 56°54'05" West 50.50 feet to said existing westerly right of way line of State Route 77;

thence along said existing westerly right of way line of State Route 77 North 31°05'38" West 413.70 feet to the POINT OF BEGINNING.

29,096 square feet, more or less.

SHEET 3 OF 3

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the abandonment of certain right of way acquired for Interstate Route 10 within the above referenced project to the City of Phoenix.

The right of way to be abandoned was previously established as a state route by Resolution 62-105, by the Arizona State Highway Commission, dated June 18, 1962; was established as a state highway by Resolution 63-8, dated January 18, 1963; and was designated a controlled-access state highway by Resolution 69-64, dated August 05, 1969; by Resolution 70-22, dated February 27, 1970; and by Resolution 72-118, dated December 15, 1972. Thereafter, additional rights of way for improvement, modification and relocation were established as an access-controlled state route and state highway by the following actions of the Arizona State Transportation Board: Resolutions 83-12-A-044 and 83-12-A-045, dated August 19, 1983; Resolution 83-13-A-053, dated September 16, 1983 (establishing the Inner Loop drainage facilities); and Resolutions 84-11-A-070 and 84-11-A-071, dated November 16, 1984.

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE STATE HIGHWAY, Grand Ave. - 7th Ave., Project I-10-3(94)"; and on the maps and plans entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE STATE HIGHWAY, 7th Ave. - 7th St., Project I-10-3(95), and is depicted in Appendix "A" attached hereto.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance of the right of way for a continued public transportation use in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 20, 2013, pursuant to the provisions of Arizona Revised Statutes Section 28-7209. Accordingly, I recommend that the State's interest in the right of way be abandoned.

Should the area to be abandoned contain existing access control, and the City of Phoenix later contemplate elimination of any portion of the existing access control, written approval from the Arizona Department of Transportation and the Federal Highway Administration shall be obtained; and any provisions and requirements related to the request shall be complied with prior to the elimination thereof.

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Phoenix, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, and Code of Federal Regulations 23CFR 620 Subpart B and 23CFR 710 Subpart D;

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Transportation Board adopt 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 Titles Section, MD 612E
Phoenix, AZ 85007-3213

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of certain right of way acquired for Interstate Route 10 within the above referenced projects to the City of Phoenix.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE STATE HIGHWAY, Grand Ave. - 7th Ave., Project I-10-3(94)"; and on the maps and plans entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE STATE HIGHWAY, 7th Ave. - 7th St., Project I-10-3(95)", and is depicted in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

WHEREAS the City of Phoenix has agreed to accept jurisdiction, ownership and maintenance of the right of way, in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 20, 2013, pursuant to the provisions of Arizona Revised Statutes Section 28-7209; and

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

WHEREAS should any part of the area of abandonment contain existing access control as depicted on the maps and plans, the access control shall remain in place as shown; however

WHEREAS if the City of Phoenix contemplates elimination of any portion of the existing access control, written approval from the Arizona Department of Transportation and the Federal Highway Administration shall be obtained, and any provisions and requirements related to the request shall be complied with prior to the elimination thereof; and

WHEREAS that portion of the abandoned area containing an easement for the existing Inner Loop Drain Tunnel lying under Culver Street shall remain in place and be retained by the State of Arizona, by and through its Department of Transportation, as conveyed from the City of Phoenix by the grant of easement recorded July 02, 2001, in Document No. 2001-0587804, records of Maricopa County, Arizona, depicted in Appendix "A" herein; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Phoenix for a continued public transportation use, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, and Code of Federal Regulations 23CFR 620 Subpart B and 23CFR 710 Subpart D; be it further

RESOLVED that if any part of the abandoned area contains existing access control as depicted on the maps and plans, the access control shall remain in place and is hereby retained as shown; be it further

RESOLVED that if, however, the City of Phoenix contemplates elimination of any portion of the existing access control, written approval from the Arizona Department of Transportation and the Federal Highway Administration shall be obtained; and any provisions and requirements related to the request shall be complied with prior to the elimination thereof; be it further

RESOLVED that that portion of the abandoned area containing an easement for the existing Inner Loop Drain Tunnel lying under Culver Street shall remain in place and is hereby retained by the State of Arizona, by and through its Department of Transportation, as conveyed from the City of Phoenix by the grant of easement recorded July 02, 2001, in Document No. 2001-0587804, records of Maricopa County, Arizona, and as depicted in Appendix "A" herein; be it further

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statute Section 28-7213; be it further

RESOLVED that the Director provide written notice to the City of Phoenix, evidencing the abandonment of the State's interest.

April 11, 2014

RES. NO. 2014-04-A-013
PROJECTS: 010 MA 143 H0072 01R / I-10-3(94); and
010 MA 144 H0073 01R / I-10-3(95)
HIGHWAY: PHOENIX - CASA GRANDE
SECTIONS: Grand Ave. - 7th Ave.; and 7th Ave. - 7th St.
(7th Avenue T.I.)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-440

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 April 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 11, 2014.

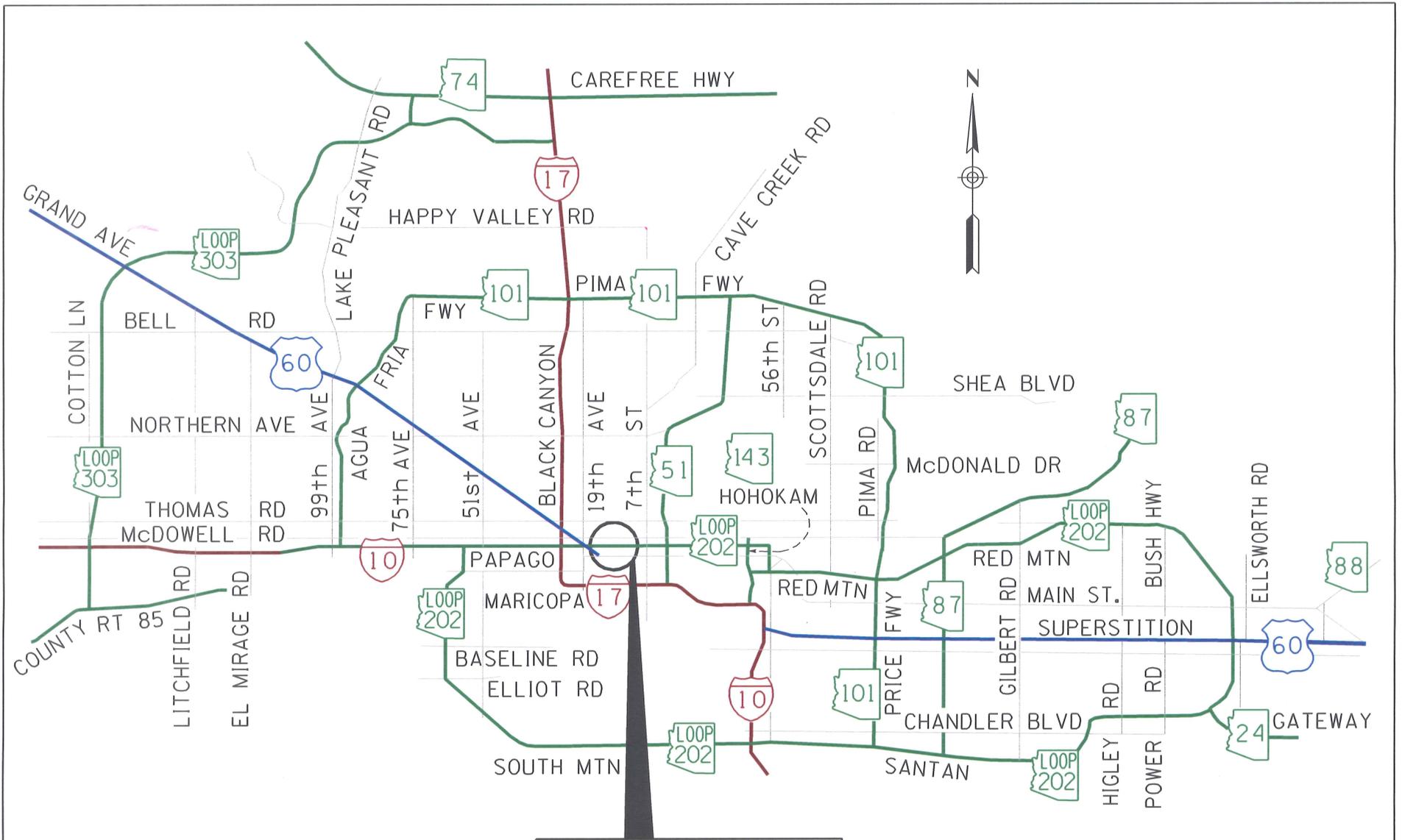
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 3/25/14

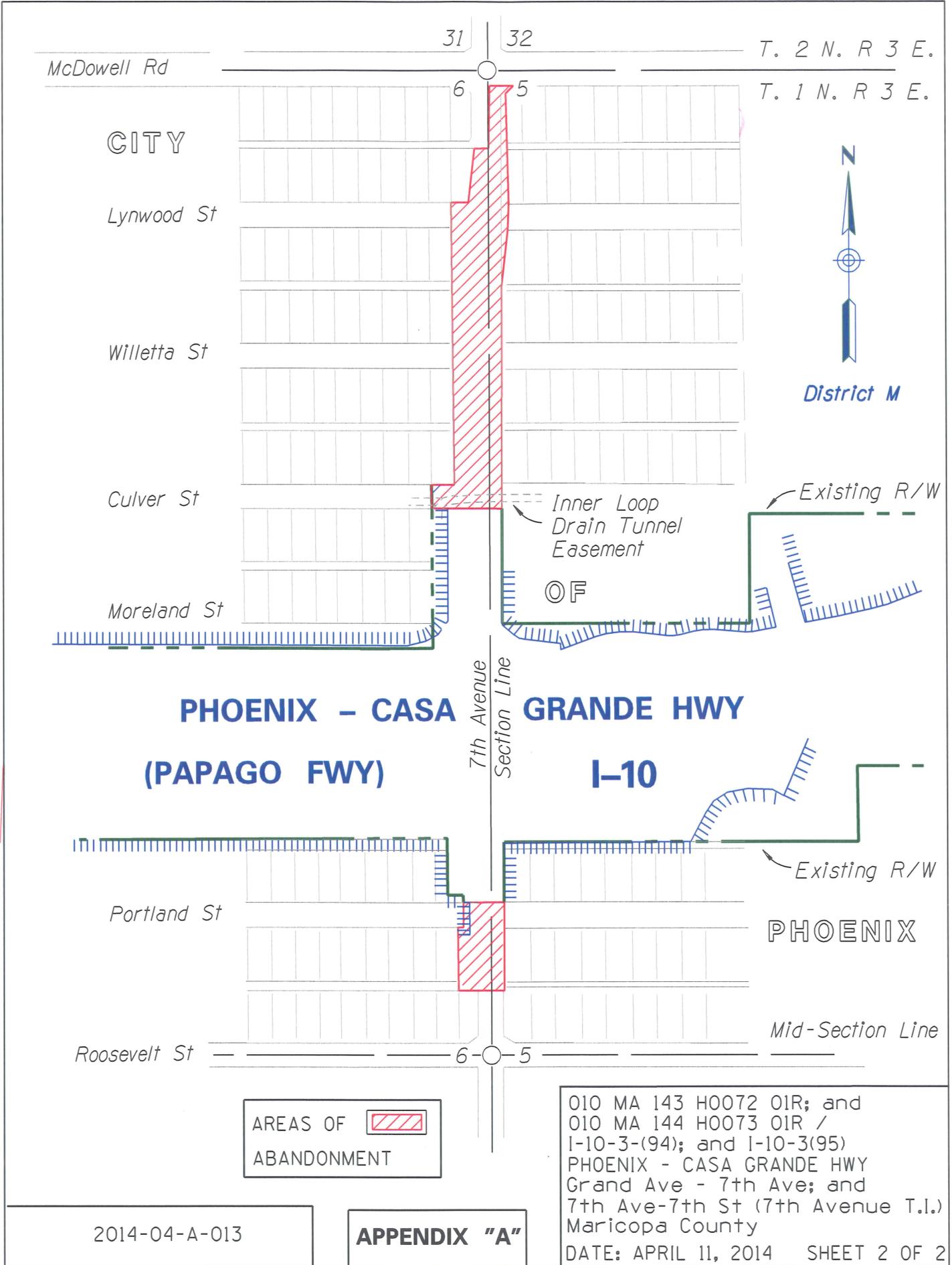


AREA OF ABANDONMENT
SEE SHEET 2 OF 2
FOR DETAILS

010 MA 143 H0072 01R; and
010 MA 144 H0073 01R /
I-10-3-(94); and I-10-3(95)
PHOENIX - CASA GRANDE HWY
Grand Ave - 7th Ave; and
7th Ave-7th St (7th Avenue T.I.)
Maricopa County
DATE: APRIL 11, 2014 SHEET 1 OF 2

2014-04-A-013

APPENDIX "A"



April 11, 2014

RES. NO. 2014-04-A-014
PROJECT: 010 LA 003 H6161 / 010-A(221)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Ehrenberg Port of Entry
ROUTE: Interstate Route 10
ENG. DIST.: Yuma
COUNTY: La Paz

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 Interstate Route 10 within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated State Route 74, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. The Resolution dated July 26, 1935, on Page 321 of the Official Minutes officially designated the portion between the California State Line and the Town of Wickenburg as U. S. Route 60, and established it as a state highway. The Resolution dated June 08, 1945 on Page 70 of the Official Minutes recommended its inclusion within the National System of Interstate Highways. The relocated Ehrenberg-Wickenburg Highway, Federal Interstate Project 98, was established as a state highway by the Resolution dated February 18, 1947, on Page 127 of the Official Minutes. The one dated October 03, 1951 facilitated the exchange of land more suitable for the Ehrenberg Inspection Station. The resolution dated February 13, 1969, on Page 101 of the Official Minutes, provided for the renumbering of the Ehrenberg-Phoenix Highway, and its redesignation as Interstate Route 10. Various supplementary resolutions passed since 1947 have established additional areas as a state route and state highway, the most recent being Resolution 2009-07-A-040, dated July 17, 2009, for improvements at the Ehrenberg Port of Entry.

April 11, 2014

RES. NO. 2014-04-A-014
PROJECT: 010 LA 003 H6161 / 010-A(221)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Ehrenberg Port of Entry
ROUTE: Interstate Route 10
ENG. DIST.: Yuma
COUNTY: La Paz

New right of way is now needed due to design changes to the improvements at the Ehrenberg Port of Entry necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBURG - PHOENIX HIGHWAY, Ehrenberg Port of Entry, Project 010 LA 003 H6161 / 010-A(221)T".

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

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

April 11, 2014

RES. NO. 2014-04-A-014
PROJECT: 010 LA 003 H6161 / 010-A(221)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Ehrenberg Port of Entry
ROUTE: Interstate Route 10
ENG. DIST.: Yuma
COUNTY: La Paz

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3213

April 11, 2014

RES. NO. 2014-04-A-014
PROJECT: 010 LA 003 H6161 / 010-A(221)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Ehrenberg Port of Entry
ROUTE: Interstate Route 10
ENG. DIST.: Yuma
COUNTY: La Paz

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 11, 2014, 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 Interstate Route 10, as set forth in the above referenced project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBERG - PHOENIX HIGHWAY, Ehrenberg Port of Entry, Project 010 LA 003 H6161 / 010-A(221)T".

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

April 11, 2014

RES. NO. 2014-04-A-014
PROJECT: 010 LA 003 H6161 / 010-A(221)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Ehrenberg Port of Entry
ROUTE: Interstate Route 10
ENG. DIST.: Yuma
COUNTY: La Paz

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 that access to the highway be controlled as delineated on the maps and plans; and

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

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

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

RESOLVED that the Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as is required, to include advance, future and early acquisition, access rights, exchanges or donations, 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

April 11, 2014

RES. NO. 2014-04-A-014
PROJECT: 010 LA 003 H6161 / 010-A(221)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Ehrenberg Port of Entry
ROUTE: Interstate Route 10
ENG. DIST.: Yuma
COUNTY: La Paz

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

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

April 11, 2014

RES. NO. 2014-04-A-014
PROJECT: 010 LA 003 H6161 / 010-A(221)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Ehrenberg Port of Entry
ROUTE: Interstate Route 10
ENG. DIST.: Yuma
COUNTY: La Paz

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 April 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 11, 2014.

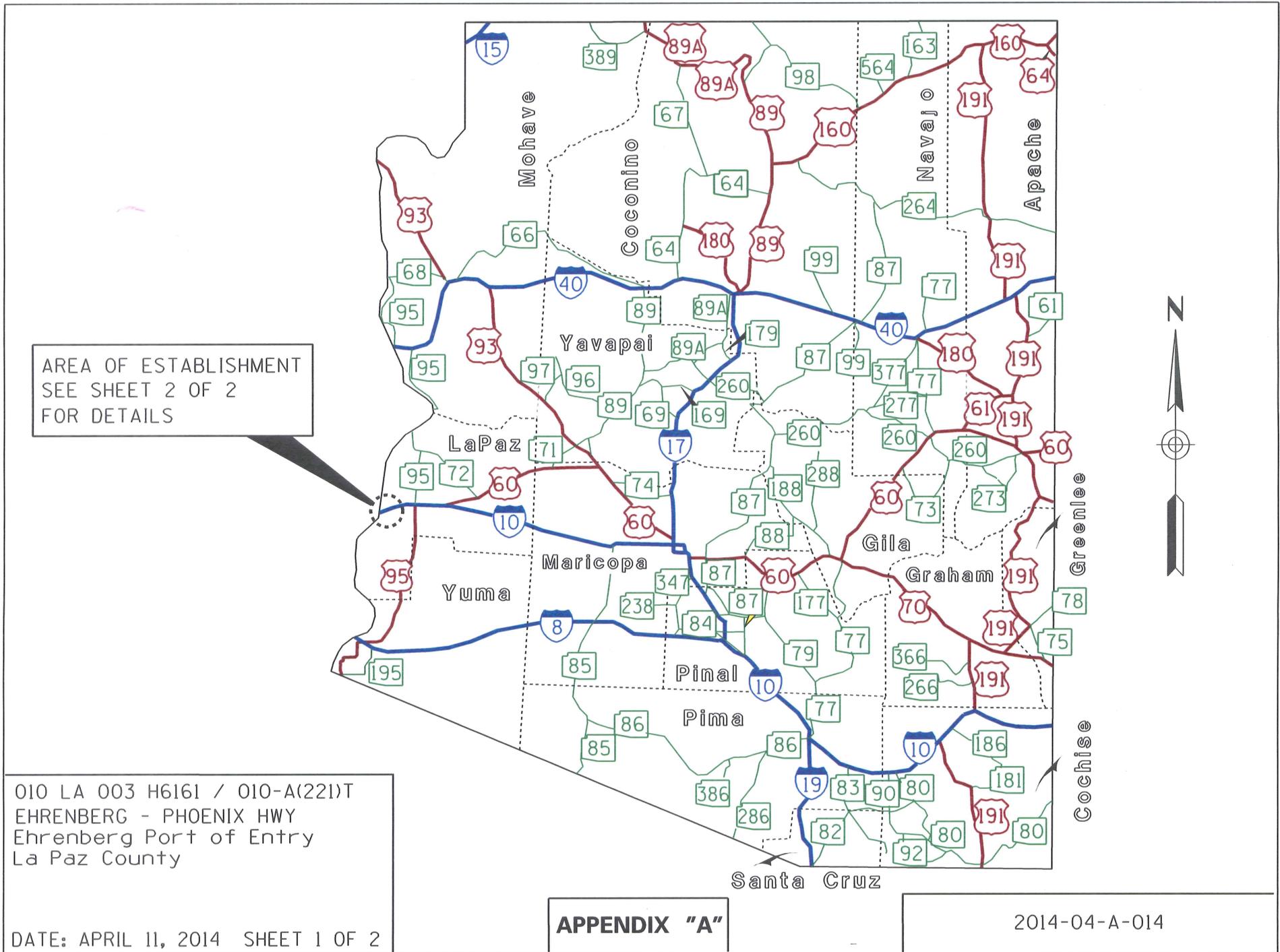
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 3/25/14



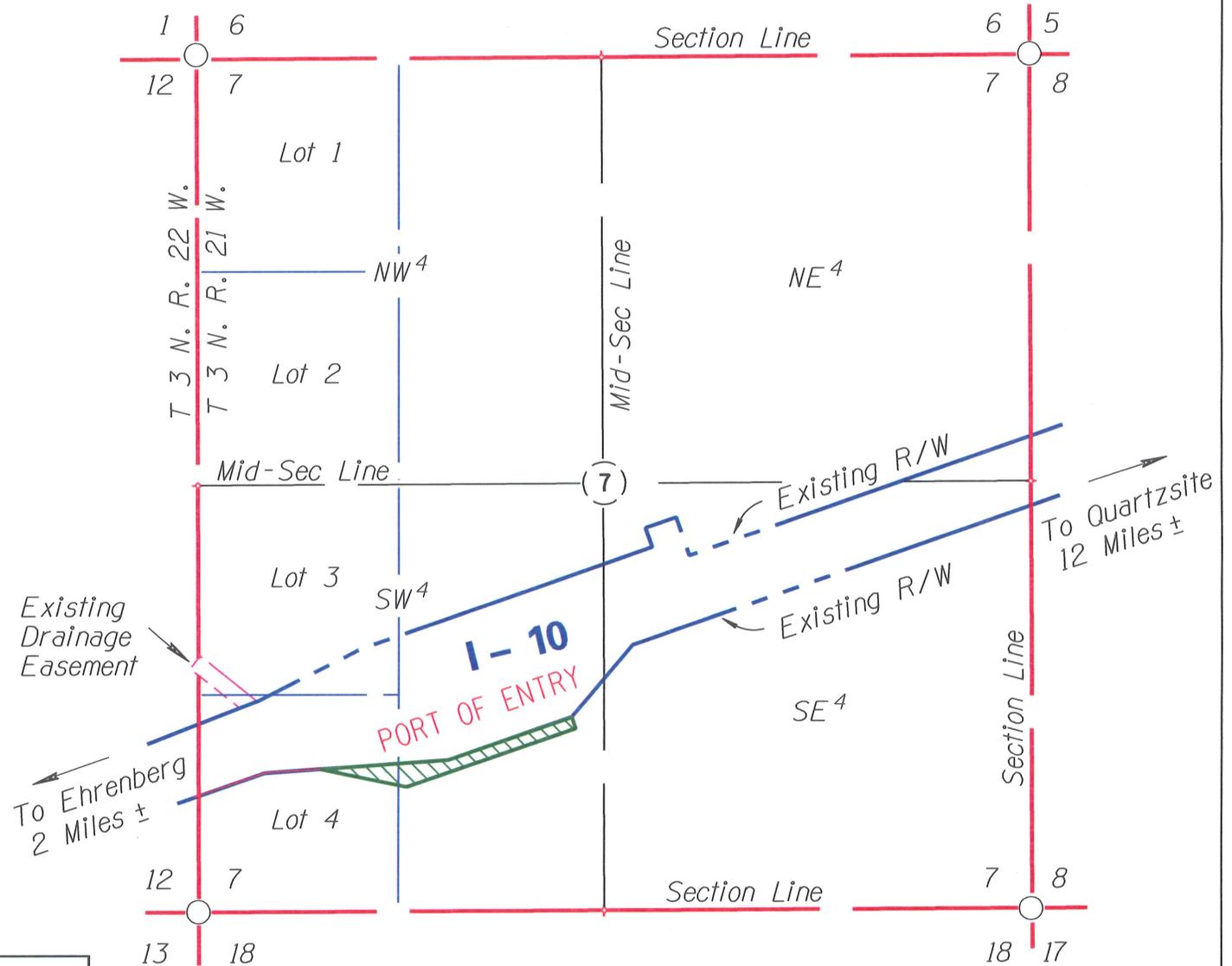
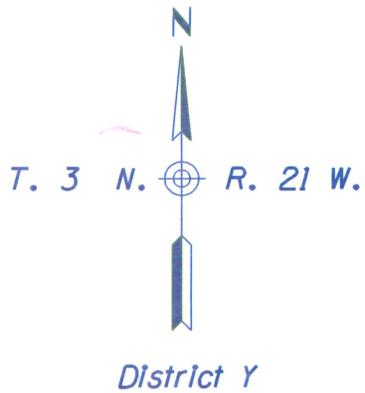
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

010 LA 003 H6161 / 010-A(221)T
EHRENBURG - PHOENIX HWY
Ehrenberg Port of Entry
La Paz County

DATE: APRIL 11, 2014 SHEET 1 OF 2

APPENDIX "A"

2014-04-A-014



010 LA 003 H6161 / 010-A(221)T
EHRENBERG - PHOENIX HWY
Ehrenberg Port of Entry
La Paz County

AREA OF ESTABLISHMENT

APPENDIX "A"

2014-04-A-014

DATE: APRIL 11, 2014 SHEET 2 OF 2

April 11, 2014

RES. NO. 2014-04-A-015
PROJECT: 095 MO 184 H8193 / 095-C()A
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: Lake Havasu State Park
ROUTE: State Route 95
ENG. DIST.: Kingman
COUNTY: Mohave

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and development of access at Lake Havasu State Park within the above referenced project.

This project involves the development of access facilities at Lake Havasu State Park. A temporary construction easement outside the existing right of way is needed for these improvements.

Accordingly, it is now necessary to establish and acquire the temporary construction easement needed.

The area of temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "95% Design Plans, ACCESS ROAD, Lake Havasu State Park, dated February 11, 2014".

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

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

April 11, 2014

RES. NO. 2014-04-A-015
PROJECT: 095 MO 184 H8193 / 095-C()A
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: Lake Havasu State Park
ROUTE: State Route 95
ENG. DIST.: Kingman
COUNTY: Mohave

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 Titles Section, MD 612E
Phoenix, AZ 85007-3213

April 11, 2014

RES. NO. 2014-04-A-015
PROJECT: 095 MO 184 H8193 / 095-C()A
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: Lake Havasu State Park
ROUTE: State Route 95
ENG. DIST.: Kingman
COUNTY: Mohave

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of a temporary construction easement necessary for the development of access at Lake Havasu State Park.

The area of temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "95% Design Plans, ACCESS ROAD, Lake Havasu State Park, dated February 11, 2014".

WHEREAS a temporary construction easement is needed beyond the existing right of way for the development of access facilities at Lake Havasu State Park; and

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

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

April 11, 2014

RES. NO. 2014-04-A-015
PROJECT: 095 MO 184 H8193 / 095-C()A
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: Lake Havasu State Park
ROUTE: State Route 95
ENG. DIST.: Kingman
COUNTY: Mohave

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

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

April 11, 2014

RES. NO. 2014-04-A-015
PROJECT: 095 MO 184 H8193 / 095-C()A
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: Lake Havasu State Park
ROUTE: State Route 95
ENG. DIST.: Kingman
COUNTY: Mohave

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on April 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 11, 2014.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

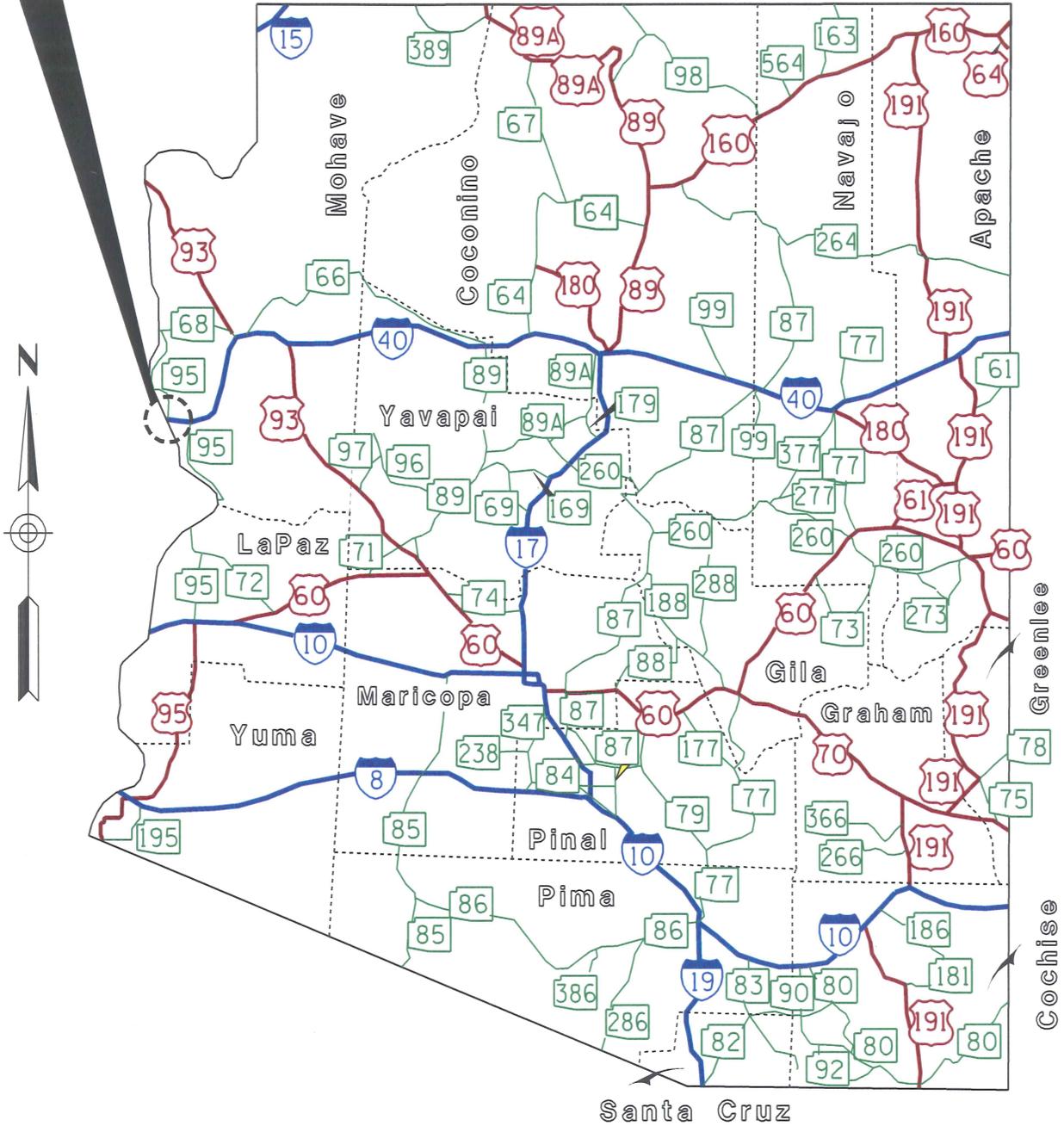
APPROVED

Ron J. Gorkembaich

Assistant Attorney General
Attorney for Department
of Transportation

Date 3/25/14

AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

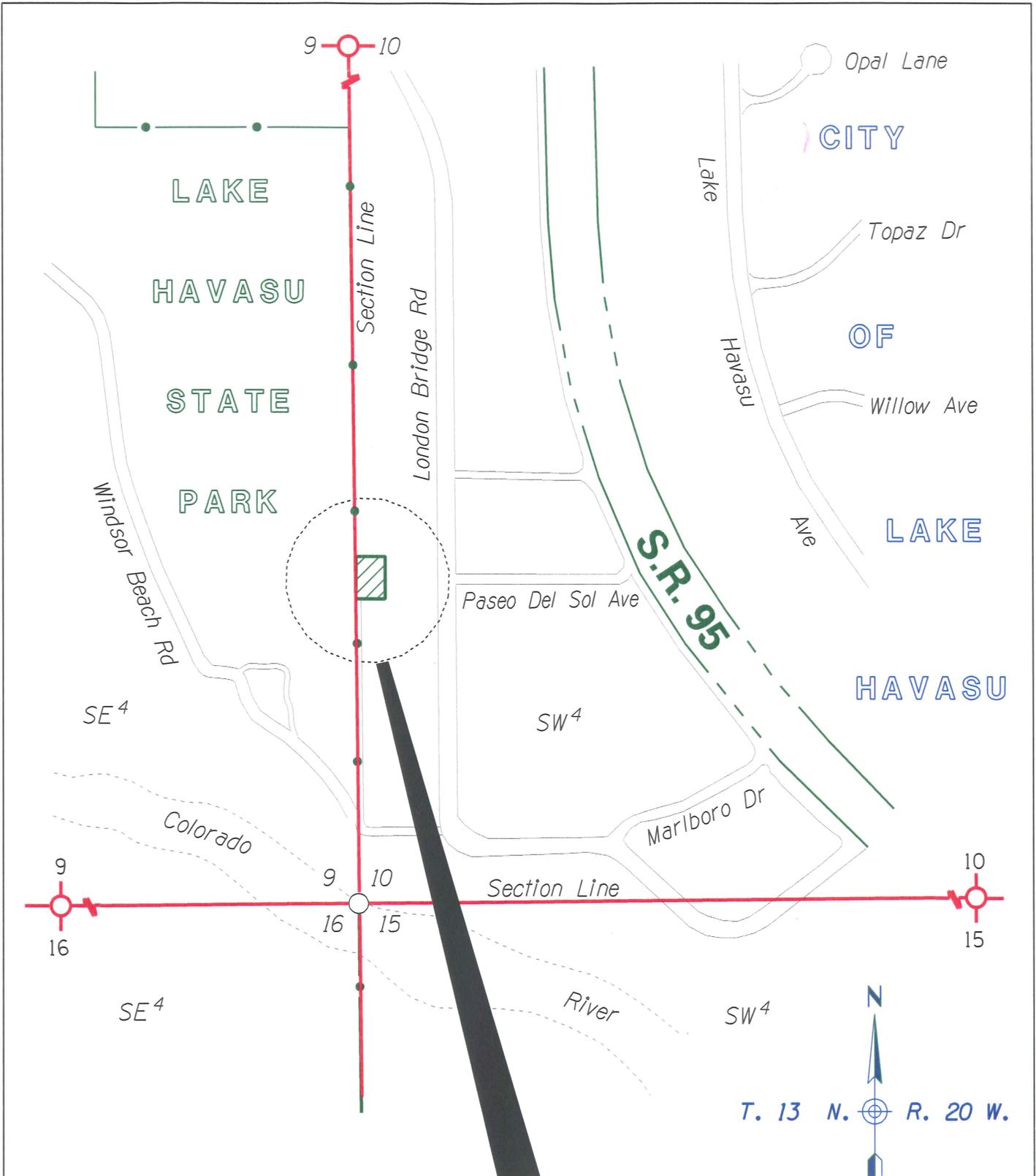


095 MO 184 H8193 / 095-C()A
QUARTZSITE-PARKER-TOPOCK HWY
Lake Havasu State Park
Mohave County

DATE: APRIL 11, 2014 SHEET 1 OF 2

APPENDIX "A"

2014-04-A-015



095 MO 184 H8193 / 095-C()A
 QUARTZSITE-PARKER-TOPOCK HWY
 Lake Havasu State Park
 Mohave County

AREA OF ESTABLISHMENT

DATE: APRIL 11, 2014 SHEET 2 OF 2

APPENDIX "A"

2014-04-A-015

April 11, 2014

RES. NO. 2014-04-A-016
PROJECT: 202L MA 000 H5382 01R / RAM 600-7-804
HIGHWAY: SANTAN FREEWAY
SECTION: Gilbert Road - Higley Road (Higley Road T.I. North)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-444-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the abandonment of right of way acquired for State Route 202 Loop within the above referenced project.

The right of way to be abandoned was previously established by Resolution 85-04-A-34, dated April 26, 1985, which adopted and approved the State Route Plan for the Southeast Loop Freeway, and established the corridor as State Route 220. Subsequently, Resolution 87-11-A-105, dated December 18, 1987, redesignated State Routes 217, 216, and part of 220, as State Route 202 Loop; and thereafter, a corridor of refined State Route Plan for the location of the future access controlled state highway was established by Resolution 89-01-A-06, dated January 16, 1989. This portion of the State Route Preliminary Transportation Corridor of the Santan Freeway, then ready for construction, was established as an access controlled state highway by Resolution 2002-10-A-050, dated September 20, 2002; which was thereafter amended by Resolution 2003-12-A-077, dated December 19, 2003, establishing additional right of way as a state route and state highway necessary due to design change.

April 11, 2014

RES. NO. 2014-04-A-016
PROJECT: 202L MA 000 H5382 01R / RAM 600-7-804
HIGHWAY: SANTAN FREEWAY
SECTION: Gilbert Road - Higley Road (Higley Road T.I. North)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-444-A

The right of way is no longer needed for state transportation purposes. Maricopa County has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Waiver of the Four-Year Advance Notice of Abandonment, dated March 26, 2014, pursuant to Arizona Revised Statutes Section 28-7209. Accordingly, I recommend that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTAN FREEWAY, Gilbert Road - Higley Road, Project 202L MA 000 H5382 01R / RAM 600-7-804", and lies between the engineering stations, as shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the County of Maricopa, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209;

April 11, 2014

RES. NO. 2014-04-A-016
PROJECT: 202L MA 000 H5382 01R / RAM 600-7-804
HIGHWAY: SANTAN FREEWAY
SECTION: Gilbert Road - Higley Road (Higley Road T.I. North)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-444-A

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Transportation Board adopt 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 Titles Section, MD 612E
Phoenix, AZ 85007-3213

April 11, 2014

RES. NO. 2014-04-A-016
PROJECT: 202L MA 000 H5382 01R / RAM 600-7-804
HIGHWAY: SANTAN FREEWAY
SECTION: Gilbert Road - Higley Road (Higley Road T.I. North)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-444-A

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 11, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of a portion of right of way along Higley Road to the County of Maricopa within the above referenced project.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTAN FREEWAY, Gilbert Road - Higley Road, Project 202L MA 000 H5382 01R / RAM 600-7-804", and lies between the engineering stations, as shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

WHEREAS the County of Maricopa has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Waiver of the Four-Year Advance Notice of Abandonment, dated March 26, 2014, pursuant to Arizona Revised Statutes Section 28-7209; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

April 11, 2014

RES. NO. 2014-04-A-016
PROJECT: 202L MA 000 H5382 01R / RAM 600-7-804
HIGHWAY: SANTAN FREEWAY
SECTION: Gilbert Road - Higley Road (Higley Road T.I. North)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-444-A

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 removed from the State Highway System and abandoned to the County of Maricopa, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209; be it further

RESOLVED that the Director provide written notice to the County of Maricopa, evidencing the abandonment of the State's interest.

April 11, 2014

RES. NO. 2014-04-A-016
PROJECT: 202L MA 000 H5382 01R / RAM 600-7-804
HIGHWAY: SANTAN FREEWAY
SECTION: Gilbert Road - Higley Road (Higley Road T.I. North)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-444-A

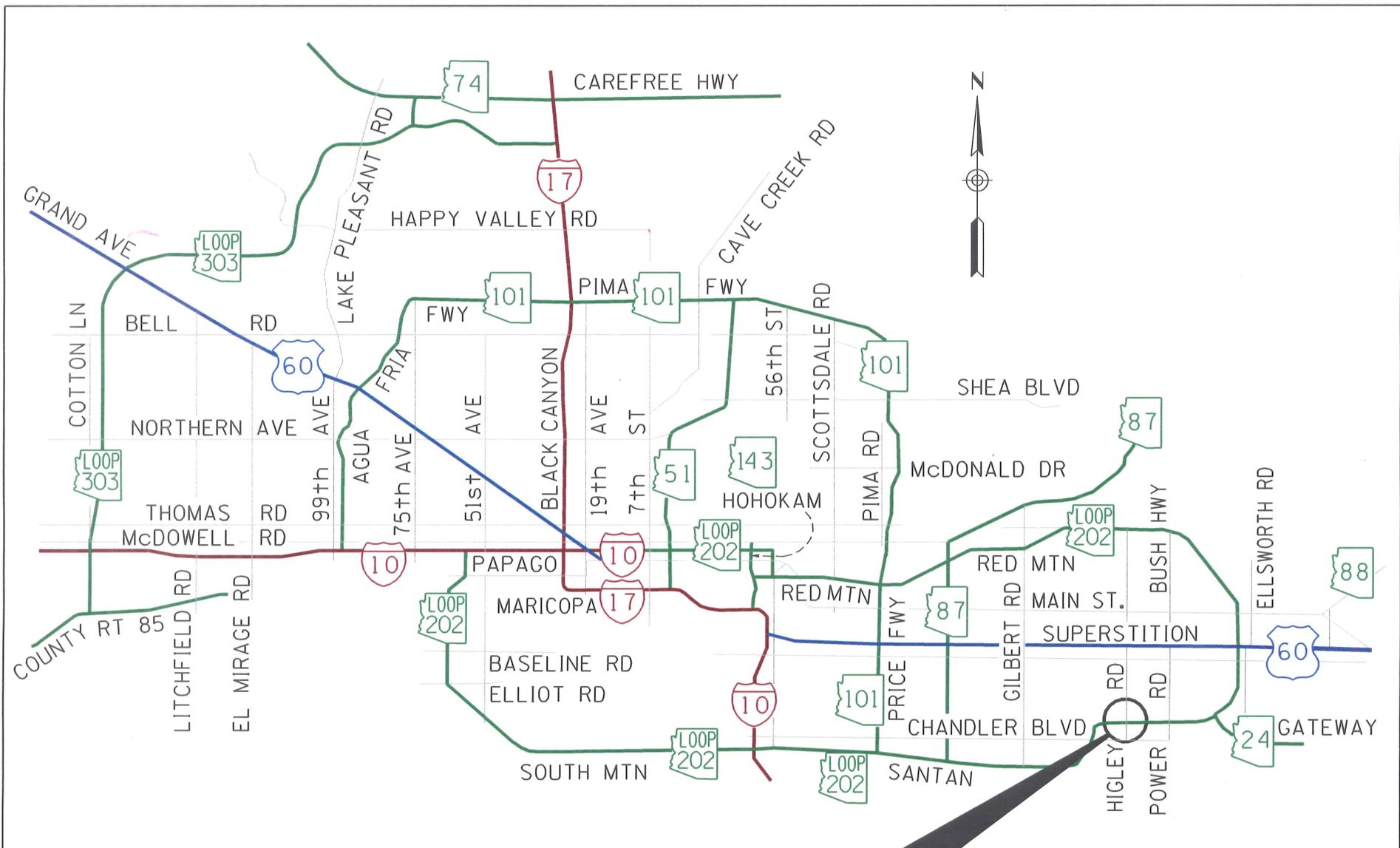
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on April 11, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 11, 2014.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED
Ron J. Aschenbach
Assistant Attorney General
Attorney for Department
of Transportation
Date 3/25/14



AREA OF ABANDONMENT
SEE SHEET 2 OF 2
FOR DETAILS

202L MA 000 H5382 01R /
RAM 600-7-804
SANTAN FREEWAY
Gilbert Road - Higley Road
(Higley Road T.I. North)
Maricopa County
DATE: APRIL 11, 2014 SHEET 1 OF 2

2014-04-A-016

APPENDIX "A"



15 14
22 23

P.O.T. 32+00.00

HIGLEY RD.

P.O.T. 25+50.48

MARICOPA

COUNTY

SE⁴ NE⁴

SW⁴ NW⁴

Existing R/W

Mid-Section Line

22

22 23

23

P.O.T. 22+39.18

TOWN

S.R. 202L

SANTAN FREEWAY

OF

NE⁴ SE⁴

NW⁴ SW⁴

Existing R/W

Existing R/W

GILBERT

AREA OF
ABANDONMENT



202L MA 000 H5382 01R /
RAM 600-7-804
SANTAN FREEWAY
Gilbert Road - Higley Road
(Higley Road T.I. North)
Maricopa County

2014-04-A-016

APPENDIX "A"

DATE: APRIL 11, 2014 SHEET 2 OF 2



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

1. PRB MEETING DATE:03/18/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Ken Ruffennach / Vicki Bever

(602) 712-8938

5. Form Created By:

Ken Ruffennach

9775 Bridge Management Section

205 S 17th Ave, , 633E

PROJECT INFORMATION

6. Project Location / Name:

GANADO WASH BRIDGE #1046

7. Type of Work:

DESIGN BRIDGE REPLACEMENT

8. CPS Id:

XX1G

9. District:

Holbrook

10. Route:

264

11. County:

Apache

12. Beg MP:

446.0

13. TRACS #:

H676801D

14. Len (mi.):

1.0

15. Fed ID #:

264-A(212)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

862

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

18a. (+/-) Program Budget

Request (in \$000):

100

18b. Total Program Budget

After Request (in \$000):

962

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 54 **Fund Item #:** 70011
Comments:
.

Amount (in \$000): 3 **Fund Item #:** 72012
Comments:
.

Amount (in \$000): 1 **Fund Item #:** 71112
Comments:
.

Amount (in \$000): 145 **Fund Item #:** 75612
Comments:
.

Amount (in \$000): 60 **Fund Item #:** 77611
Comments:
.

Amount (in \$000): 65 **Fund Item #:** 70111
Comments:
.

Amount (in \$000): 194 **Fund Item #:** 70311
Comments:
.

Amount (in \$000): 65 **Fund Item #:** 70211
Comments:
.

Amount (in \$000): 153 **Fund Item #:** 70013
Comments:
.

Amount (in \$000): 5 **Fund Item #:** 70812
Comments:
.

Amount (in \$000): 10 **Fund Item #:** OTH05
Comments:
.

Amount (in \$000): 10 **Fund Item #:** OTH06
Comments:
.

Amount (in \$000): 10 **Fund Item #:** OTH07
Comments:
.

Amount (in \$000): 10 **Fund Item #:** OTH10
Comments:
.

Amount (in \$000): 16 **Fund Item #:** OTH11
Comments:
.

Amount (in \$000): 100 **Fund Item #:** 70814
Comments:
.

Details:
FY:2014-UTILITY
GROUP-Utility Location
Services & Utility Relocation
(relocation of utilities with prior
rights)

Amount (in \$000): 11 **Fund Item #:** OTH12
Comments: **Details:**
. FY:2012-OTHER SOURCE-

Amount (in \$000): 50 **Fund Item #:** 70814
Comments: **Details:**
FY:2014-UTILITY
GROUP-Utility Location
Services & Utility Relocation
(relocation of utilities with prior
rights)

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

\$100,000 is needed now to relocate Frontier Telecommunication lines, who have prior rights.

Prior Rights relocation: \$91K

ICAP: \$9K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Request to be in PPAC Agenda for 3/26/2014 . Change in Budget.	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:03/04/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Steve Beasley

(602) 712-7645

5. Form Created By:

Steve Beasley

9019 Valley Proj Const Direct

1611 W Jackson St, 28, EM01

PROJECT INFORMATION

6. Project Location / Name:

Thunderbird TI

7. Type of Work:

Study and Environmental Document

8. CPS Id:

NL1L

9. District:

Phoenix

10. Route:

60

11. County:

Maricopa

12. Beg MP:

143.0

13. TRACS #:

H837401L

14. Len (mi.):

0.2

15. Fed ID #:

060-B(213)A

PROJECT REQUEST SUMMARY

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

686

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

54

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

18b. Total Program Budget

After Request (in \$000):

740

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 471	Fund Item #: 42211
Comments:	Details: FY:0--.
Amount (in \$000): 184	Fund Item #: 72213
Comments:	Details: FY:0--.
Amount (in \$000): 21	Fund Item #: 42214
Comments:	Details: FY:2014-MAG REGIONWIDE-Preliminary Engineering (Management Consultants, 30% Plans Design)
Amount (in \$000): 10	Fund Item #: 42212
Comments:	Details: FY:0--.

Amount (in \$000): 54	Fund Item #: 42214
Comments:	Details: FY:2014-MAG REGIONWIDE-Preliminary Engineering (Management Consultants, 30% Plans Design)

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:
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

Additional funds are needed to complete additional drainage engineering, traffic engineering, and environmental tasks in support of the Thunderbird Road intersection study.

Consultant - \$49K

ICAP - \$ 5K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Request to be in PPAC Agenda for 4/23/2014 . Change in Budget.	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:03/04/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Steve Beasley

(602) 712-7645

5. Form Created By:

Steve Beasley

9019 Valley Proj Const Direct

1611 W Jackson St, 28, EM01

PROJECT INFORMATION

6. Project Location / Name:

US60, Grand Avenue (Bell Road TI)

7. Type of Work:

Study and Environmental Document

8. CPS Id:

UV1L

9. District:

Phoenix

10. Route:

60

11. County:

Maricopa

12. Beg MP:

144.0

13. TRACS #:

H848501L

14. Len (mi.):

0.5

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

1,547

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

18a. (+/-) Program Budget

Request (in \$000):

166

18b. Total Program Budget

After Request (in \$000):

1,713

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 720 **Fund Item #:** 42212

Comments:

Details:

FY:0--.

Amount (in \$000): 166 **Fund Item #:** 42214

Comments:

Details:

FY:2014-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

Amount (in \$000): 611 **Fund Item #:** 42213

Comments:

Details:

FY:0--.

Amount (in \$000): 37 **Fund Item #:** 42713

Comments:

Details:

FY:0--.

Amount (in \$000): 179 **Fund Item #:** 42214

Comments:

Details:

FY:2014-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

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:
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Budget.

26. JUSTIFICATION:

Additional funds are needed to complete Design Concept Report and Environmental Assessment.

Consultant - \$152K

ICAP - \$ 14K

MAG DOT 14-162

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Request to be in PPAC Agenda for 3/26/2014 . Change in Budget.	Item(s) Approved. Subject to PPAC Approval. PRB APPROVED

*ITEM 7b.

BOARD DISTRICT: 6

Page 342

ROUTE NO: I-10 @ MP 3.0

COUNTY: La Paz

DISTRICT: Yuma

SCHEDULE: FY 2014

SECTION: Ehrenberg Port of Entry

TYPE OF WORK: Reconstruct EB Port of Entry

ADVERTISEMENT DATE: June 30, 2014

PROGRAM AMOUNT: \$ 8,000,000

PROJECT MANAGER: Myrna Bondoc

PROJECT: H616101C, Item # 15710

REQUESTED ACTION: Increase the construction project by \$2,000,000 to \$10,000,000 in the Highway Construction Program.

Funds are available from the following sources:

FY 2014 Statewide Contingency Fund #72314

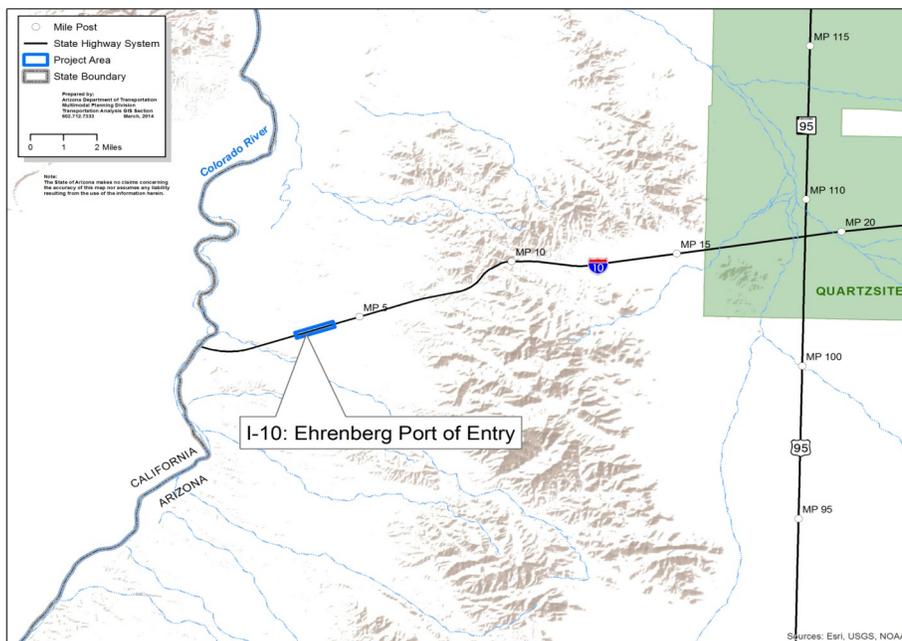
\$ 1,500,000

FY 2014 Port of Entry Fund #74314

\$ 500,000

NEW PROGRAM AMOUNT:

\$ 10,000,000



*ITEM 7c.

BOARD DISTRICT: 6

Page 344

ROUTE NO: SR 260 @ MP 220.0

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: FY 2014

SECTION: SR 260 Sidewalks and Landscaping, Camp Verde

TYPE OF WORK: Construct Sidewalks and Landscaping

PROGRAM AMOUNT: \$ 203,000

PROJECT MANAGER: Phil Jeselnik

PROJECT: H717101C, Item # 20914

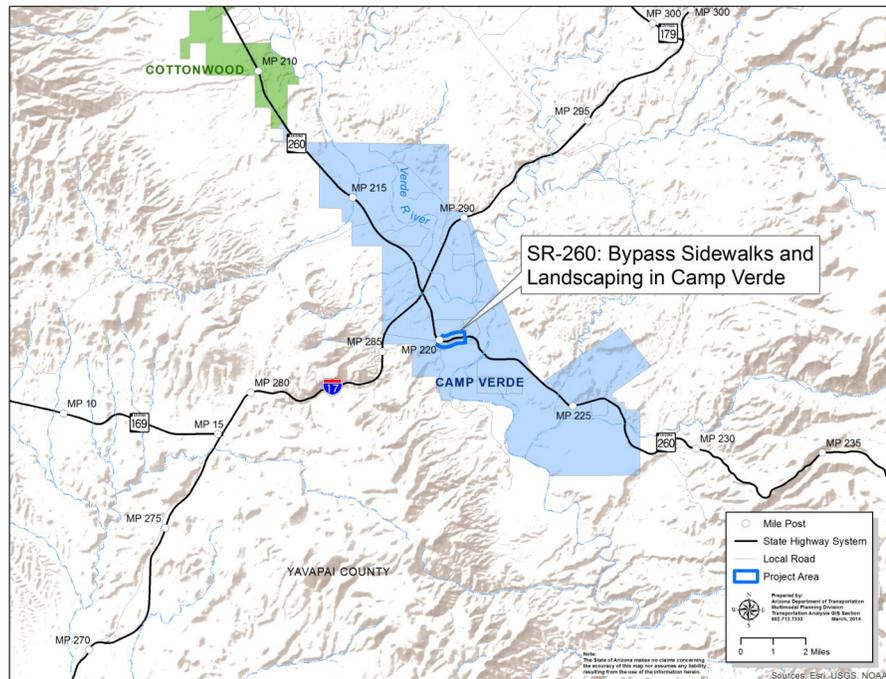
JPA: 10-227-I with the Town of Camp Verde

REQUESTED ACTION: Defer construction project from FY 2014 to FY 2015 in the Highway Construction Program. **See funding changes below.** Change the project name to "Cliffs Parkway – Main Street, Camp Verde."

Transfer to the FY 2014 Transportation Alternatives, Projects of Opportunity Local TA Project Fund #71614 \$ -203,,000

Reprogram with FY 2015 Transportation Alternatives, Projects of Opportunity Local TA Project Fund #71615 \$ 203,000

NEW PROGRAM AMOUNT: \$ 203,000



*ITEM 7d. BOARD DISTRICT: 6 Page 346
 ROUTE NO: SR 260 @ MP 220.0
 COUNTY: Yavapai
 DISTRICT: Prescott
 SCHEDULE: FY 2014
 SECTION: Bypass Sidewalks and Landscaping, Camp Verde
 TYPE OF WORK: Design Sidewalks and Landscaping
 ADVERTISEMENT DATE: March 3, 2015
 PROGRAM AMOUNT: \$ 137,000
 PROJECT MANAGER: Phil Jeselnik
 PROJECT: H717101D
 JPA: 10-227-I with the Town of Camp Verde
 REQUESTED ACTION: Increase the design project by \$115,000 to \$252,000 in the Highway Construction Program. **Funds are available from the FY 2014 Transportation Alternatives, Projects of Opportunity Local TA Projects Fund #71614.** Project was approved by the TERC in Round 13, in 2005.
 NEW PROGRAM AMOUNT: \$ 252,000

*ITEM 7e. BOARD DISTRICT: Statewide Page 348
 COUNTY: Statewide
 DISTRICT: Statewide
 SCHEDULE: FY 2014
 SECTION: Old and Closed Projects
 TYPE OF WORK: Right of Way Acquisition, Survey and Monumentation
 PROGRAM AMOUNT: \$ 7,218,000
 PROJECT MANAGER: Stephanie Neves
 PROJECT: H088801R, Item # 74697
 REQUESTED ACTION: Increase the right of way and monumentation project by \$1,355,000 to \$8,573,000 in the Highway Construction Program. **Funds are available from the FY 2014 Right of Way Acquisition, Appraisal, and Plans and Titles Preparation Fund #71014.**
 NEW PROGRAM AMOUNT: \$ 8,573,000

*ITEM 7f.

BOARD DISTRICT: 4

Page 352

ROUTE NO: SR 87 @ MP 148.0

COUNTY: Pinal

DISTRICT: Tucson

SCHEDULE: FY 2014

SECTION: Gila River Bridge, Str #635

TYPE OF WORK: Design Scour Retrofit

PROGRAM AMOUNT: \$ 83,000

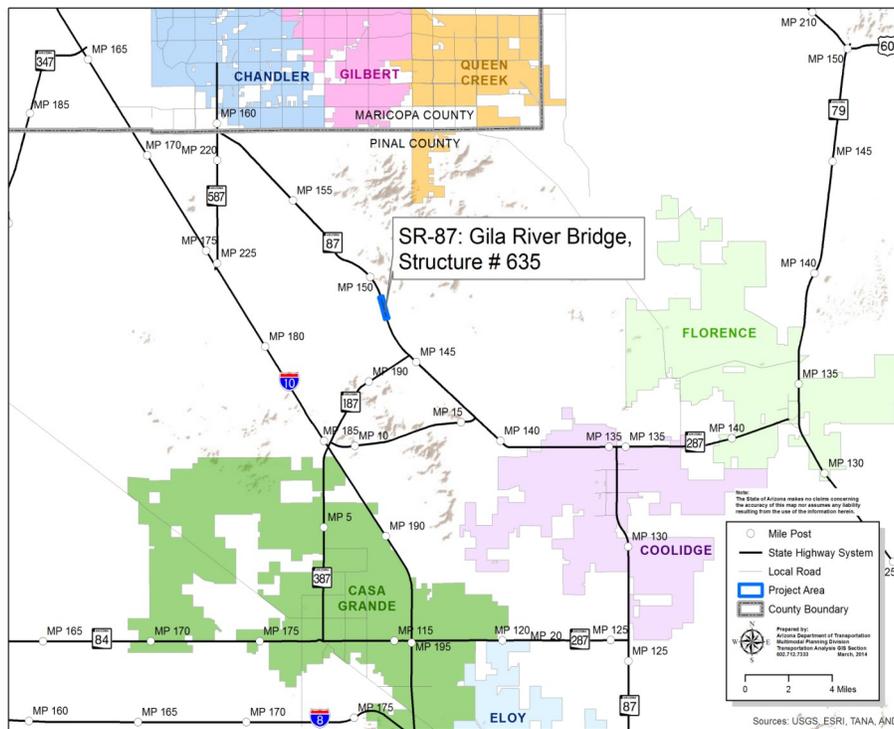
PROJECT MANAGER: Mahmud Hasan

PROJECT: H846501D, Item # 38614

REQUESTED ACTION: Increase the design project by \$59,000 to \$142,000 in the Highway Construction Program. **Funds are available from the FY 2014 Bridge Inspection and Repairs, Deck Replacement, and Scour Fund #71414.**

NEW PROGRAM AMOUNT:

\$ 142,000



*ITEM 7g.

BOARD DISTRICT: 4

Page 354

ROUTE NO: US 60 @ MP 222.0

COUNTY: Pinal

DISTRICT: Globe

SCHEDULE: FY 2014

SECTION: Silver King Section and Superior Streets

TYPE OF WORK: Environmental Data Recovery

PROGRAM AMOUNT: \$ 10,984,000

PROJECT MANAGER: Orlando Jerez

PROJECT: H790002D, Item # 10313

REQUESTED ACTION: Increase the design project by \$2,901,000 to \$13,885,000 in the Highway Construction Program. **Funds are available from the FY 2014 Statewide Contingency Fund #72314.**

NEW PROGRAM AMOUNT:

\$ 13,885,000



*ITEM 7h.

BOARD DISTRICT: 2

Page 357

ROUTE NO: SR 86 @ MP 123.9

COUNTY: Pima

DISTRICT: Tucson

SCHEDULE: FY 2014

SECTION: San Isidro Section

TYPE OF WORK: Shoulder Widening and Drainage Improvements

ADVERTISEMENT DATE: To Be Determined

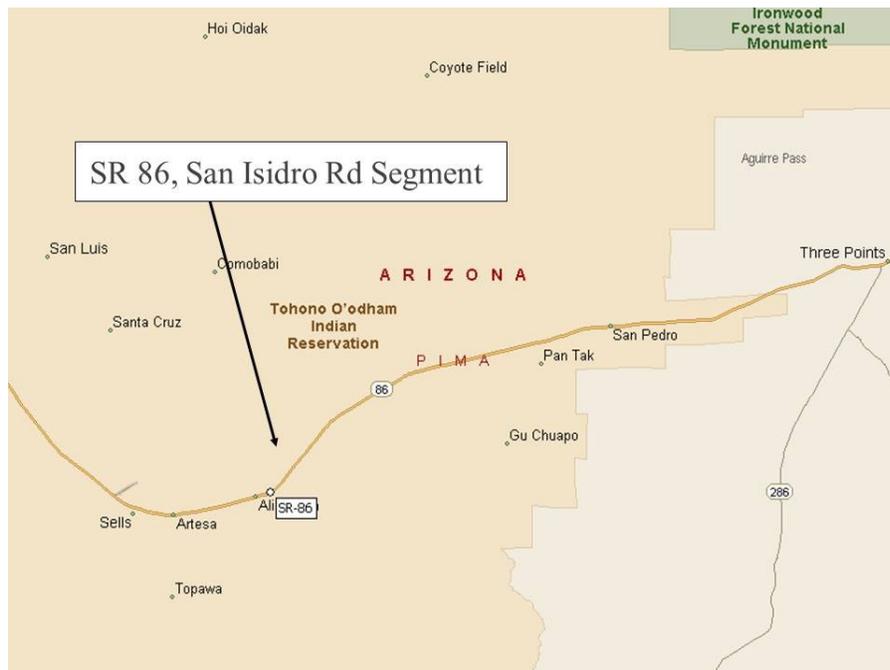
PROJECT MANAGER: David Brauer

PROJECT: H846801C, Item #20614

REQUESTED ACTION: **Defer construction project from FY 2014 to FY 2016 in the Highway Construction Program. Funding amount will change to \$7,800,000 in the FY 2016 Program.**
The funding sources will remain as PAG 2.6% funding. Identified in the PAG TIP as #45.01 in Amendment #8.

NEW PROGRAM AMOUNT:

\$ 7,800,000



*ITEM 7i.

BOARD DISTRICT: 6

Page 359

ROUTE NO: SR 69 @ MP 279.1

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: FY 2014

SECTION: At Main Street in Humboldt

TYPE OF WORK: Signal Warrant Analysis Advanced to Design

PROGRAM AMOUNT: \$ 10,000

PROJECT MANAGER: Stephanie Wilhardt-Smith

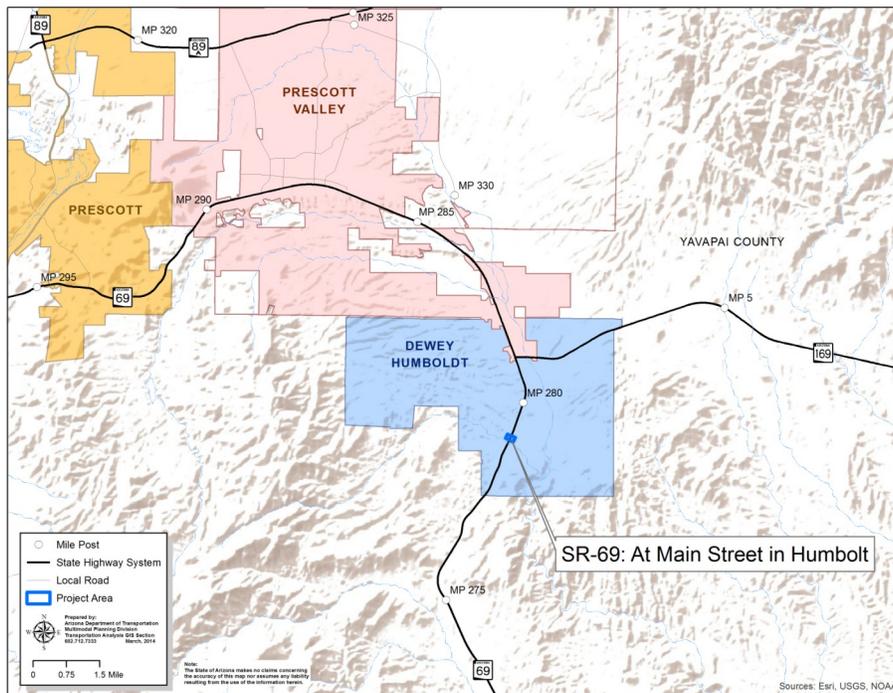
PROJECT: HX25401D

REQUESTED ACTION: Increase the design project by \$366,000
\$376,000 in the Highway Construction Program.

**Funds are available from the FY 2014 Traffic
Signal Fund #71214.**

NEW PROGRAM AMOUNT:

\$ 376,000



*ITEM 7j.

BOARD DISTRICT: 3

Page 361

ROUTE NO: SR 80 @ MP 317.1

COUNTY: Cochise

DISTRICT: Safford

SCHEDULE: FY 2014

SECTION: Fremont St - Tombstone

TYPE OF WORK: Construct Sidewalks, Porch and Streetscape

ADVERTISEMENT DATE: October 17, 2014

PROGRAM AMOUNT: \$ 592,000

PROJECT MANAGER: Mark Henige

PROJECT: H747501C, Item # 21114

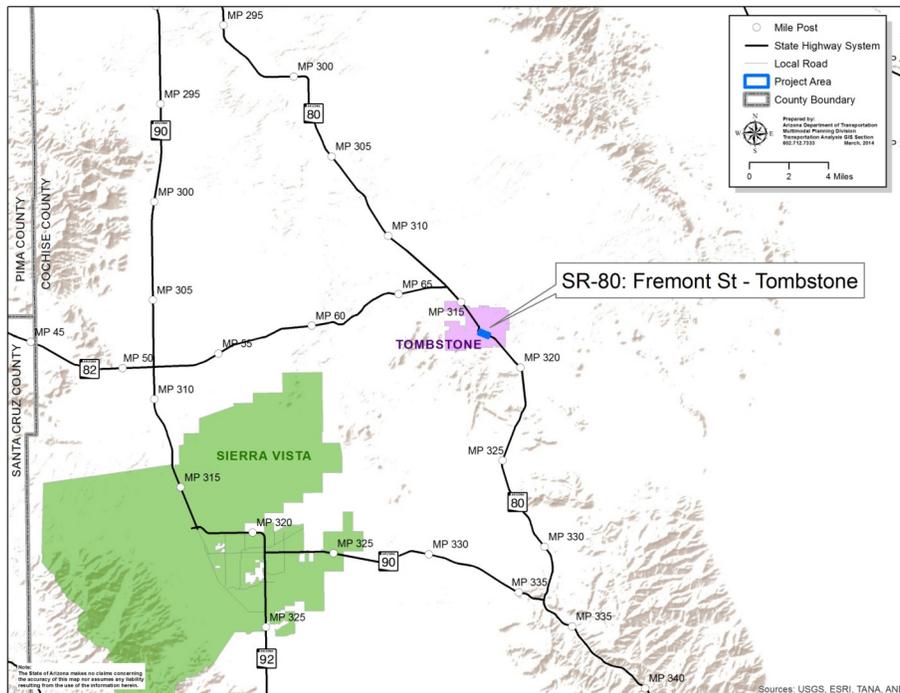
JPA: 11-175-I with the City of Tombstone

REQUESTED ACTION: Defer construction project from FY 2014 to FY 2015 in the Highway Construction Program. **See funding changes below.** Project was approved by the TERC in Round 15, in 2007. Project will be advertised and constructed with another project.

Transfer to the FY 2014 Transportation Alternatives, Projects of Opportunity Local TA Project Fund #71614 \$ -592,000

Reprogram in FY 2015 Transportation Alternatives, Projects of Opportunity Local TA Project Fund #71615 \$ 592,000

NEW PROGRAM AMOUNT: \$ 592,000



*ITEM 7k.

BOARD DISTRICT: 3

Page 363

ROUTE NO: SR 80 @ MP 316.5

COUNTY: Cochise

DISTRICT: Safford

SCHEDULE: FY 2014

SECTION: Tombstone, MP 316.5 - MP 318.0

TYPE OF WORK: Lighting and Sidewalks

PROGRAM AMOUNT: \$ 715,000

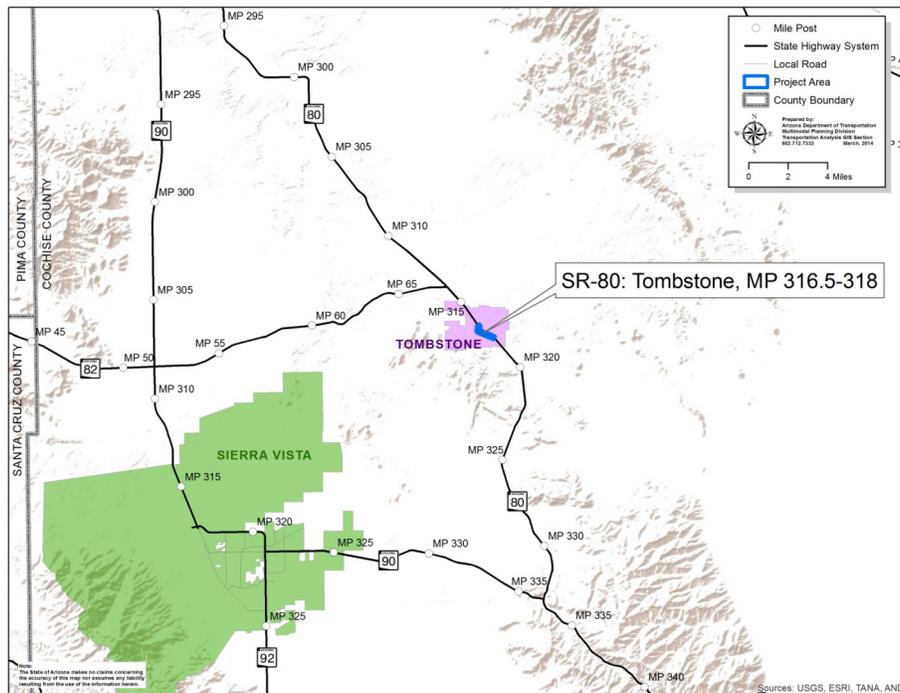
PROJECT MANAGER: Kohinoor Kar

PROJECT: H800402C, Item # 15714

REQUESTED ACTION: Defer construction project for \$715,000 from FY 2014 to FY 2015 in the Highway Construction Program. **Transfer funds to the FY 2014 Statewide Contingency Fund #72314.** Project will be reprogrammed in FY 2015.

NEW PROGRAM AMOUNT:

\$ 00



*ITEM 71.

BOARD DISTRICT: 2

Page 364

ROUTE NO: SR 85 @ MP 65.4

COUNTY: Pima

DISTRICT: Tucson

SCHEDULE: FY 2014

SECTION: MP 65.39 - MP 66.6

TYPE OF WORK: Construct Drainage Repairs

PROGRAM AMOUNT: \$ 1,000,000

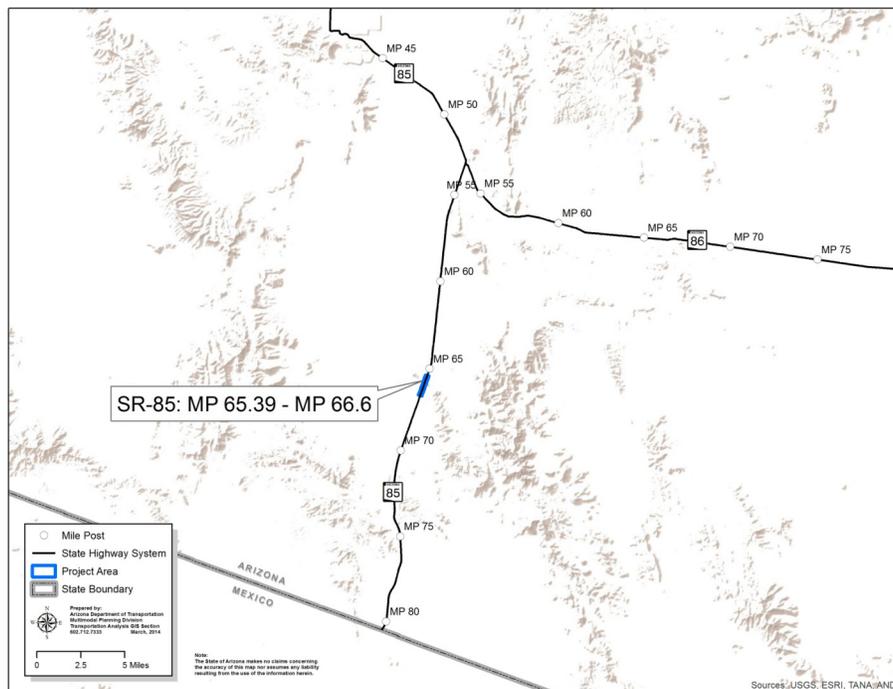
PROJECT MANAGER: Sarah Spencer

PROJECT: H868701C, Item # 22114

REQUESTED ACTION: Delete the construction project for \$1,000,000 from FY 2014 in the Highway Construction Program. **Transfer funds to the FY 2014 Statewide Contingency Fund #72314.** Project will be re-programmed in a future year.

NEW PROGRAM AMOUNT:

\$ 00



*ITEM 7m.

BOARD DISTRICT: 4

Page 365

ROUTE NO: SR 347 @ MP 174.6

COUNTY: Pinal

DISTRICT: Tucson

SCHEDULE: FY 2014

SECTION: John Wayne Parkway Sidewalk Enhancement, Ph. II

TYPE OF WORK: Sidewalk Enhancement

PROGRAM AMOUNT: \$ 781,000

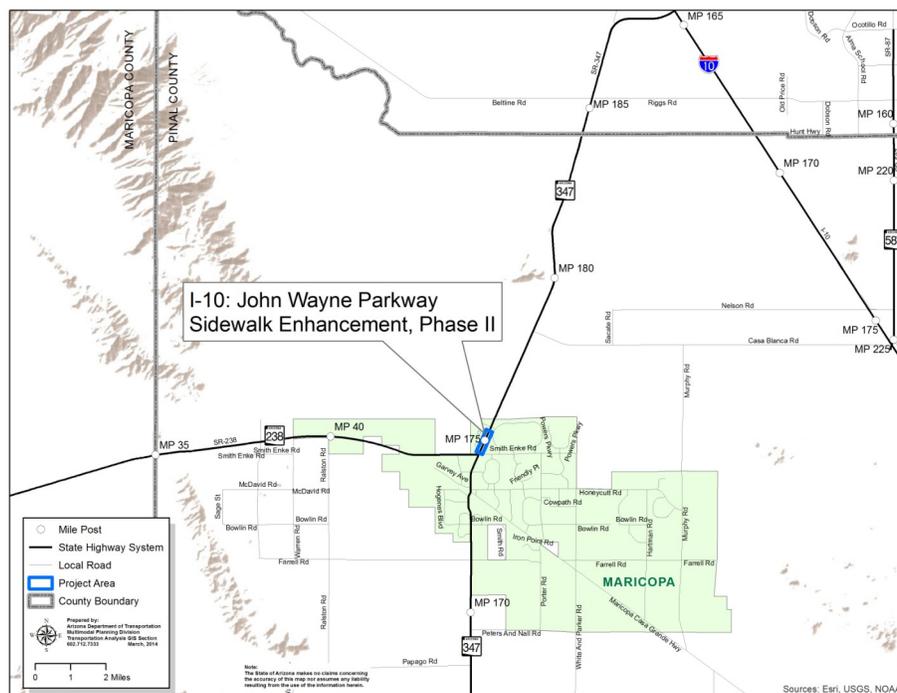
PROJECT MANAGER: Natalie Clark

PROJECT: H781401C, Item # 21614

REQUESTED ACTION: Defer the construction project for \$781,000 from FY 2014 in the Highway Construction Program. **Transfer funds to the FY 2014 Transportation Alternatives, Projects of Opportunity Local TA Projects Fund #71614.** Project was approved by the TERC in Round 16 of 2008. Project will be reprogrammed in FY 2015.

NEW PROGRAM AMOUNT:

\$ 00



*ITEM 7n.

BOARD DISTRICT: 1

Page 367

ROUTE NO: SR 101L @ MP 46.0

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: Chaparral Rd to SR 202L (Red Mountain)

TYPE OF WORK: Design General Purpose Lane (GPL)

PROGRAM AMOUNT: \$ 4,593,000

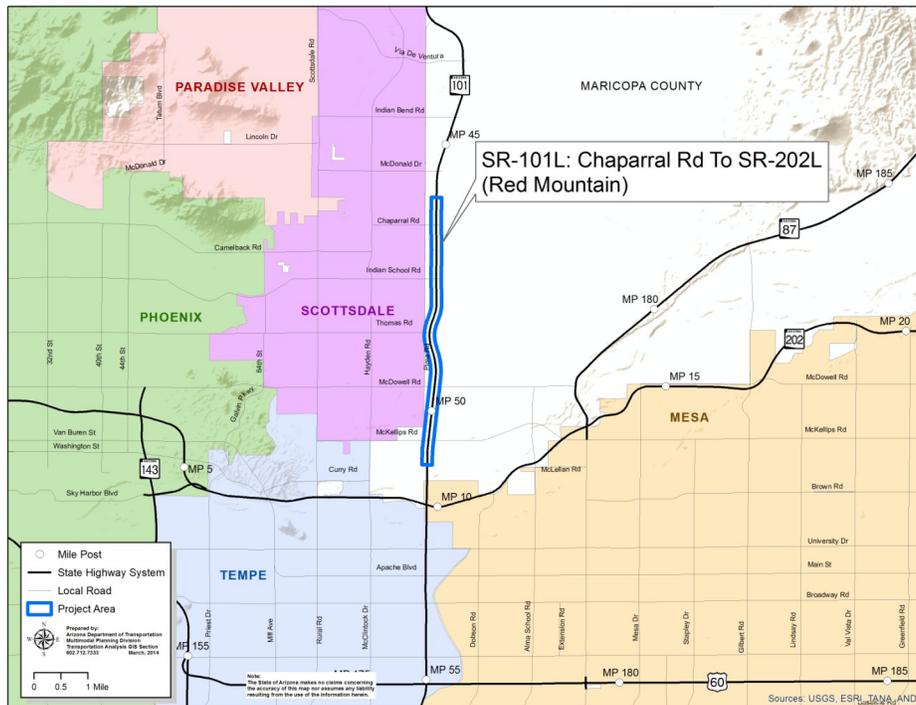
PROJECT MANAGER: Ron McCally

PROJECT: H849901D

REQUESTED ACTION: Increase the design project by \$219,000 to \$4,812,000 in the Highway Construction Program. **Funds are available from the FY 2014 MAG Design Change Orders Fund #42414.** Identified in the MAG TIP as DOT 14-158.

NEW PROGRAM AMOUNT:

\$ 4,812,000



*ITEM 7o.

BOARD DISTRICT: 1

Page 369

ROUTE NO: SR 88 @ MP 203.4

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: Tonto Forest; Goldfield – Canyon Lake

TYPE OF WORK: Design Spot Safety Improvements

PROGRAM AMOUNT: \$ 843,000

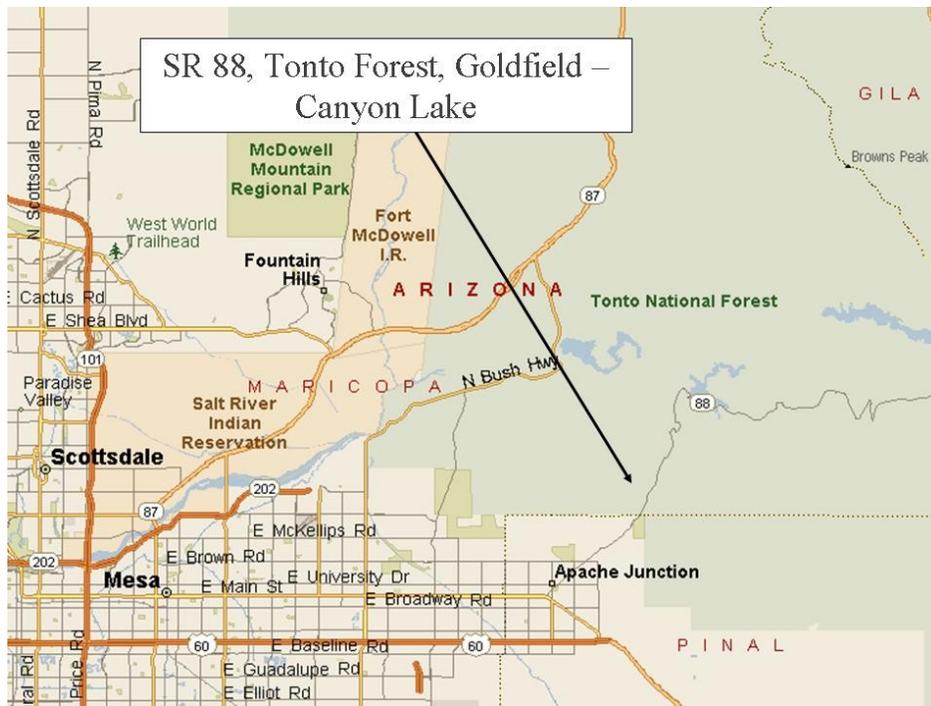
PROJECT MANAGER: Nasreen Hasan

PROJECT: H700501D, Item #19314

REQUESTED ACTION: Decrease the design project by \$225,000 to \$618,000 in the Highway Construction Program.
Transfer funds to the FY 2014 Statewide Contingency Fund #72314. MAG Regional Council approved this project on March 26, 2014.

NEW PROGRAM AMOUNT:

\$ 618,000



*ITEM 7p.

BOARD DISTRICT: 1

Page 372

ROUTE NO: SR 88 @ MP 203.4

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: Apache Jct – Tortilla Flat

TYPE OF WORK: Design Pavement Preservation

PROGRAM AMOUNT: \$ 426,000

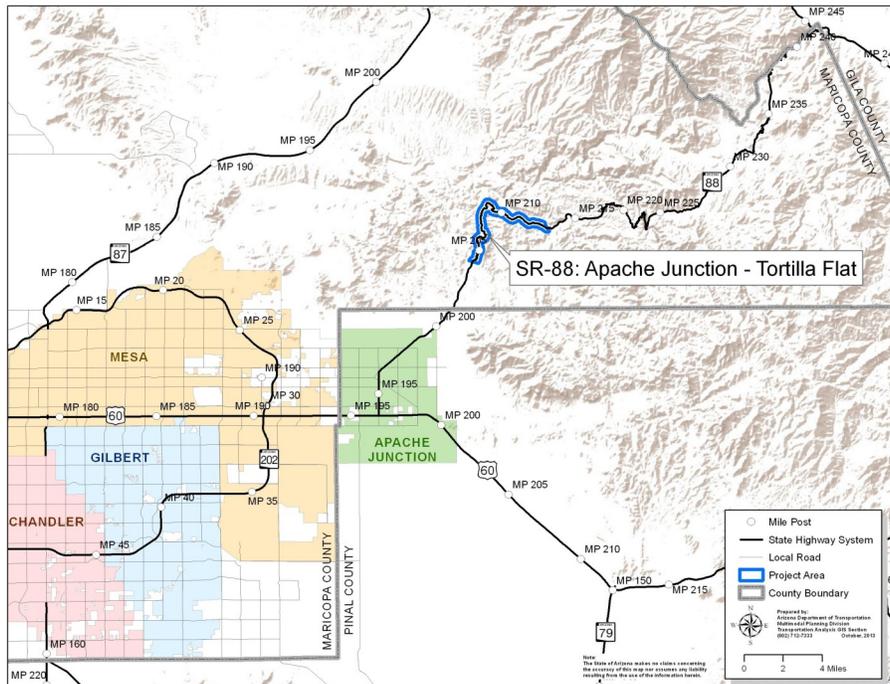
PROJECT MANAGER: Nasreen Hasan

PROJECT: H811201D, Item #13213

REQUESTED ACTION: Increase the design project by \$695,000 to \$1,121,000 in the Highway Construction Program. **Funds are available from the FY 2014 Statewide Contingency Fund #72314.** Identified in the MAG TIP as DOT 13-107. MAG Regional Council approved this project on March 26, 2014.

NEW PROGRAM AMOUNT:

\$ 1,121,000



*ITEM 7q.

BOARD DISTRICT: 1

Page 374

ROUTE NO: I-10 @ MP 162.0

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: Wild Horse Pass - SR 347 (Queen Creek Road)

TYPE OF WORK: Roadway Widening

ADVERTISEMENT DATE: May 1, 2014

PROGRAM AMOUNT: \$ 8,129,000

PROJECT MANAGER: Amy Ritz

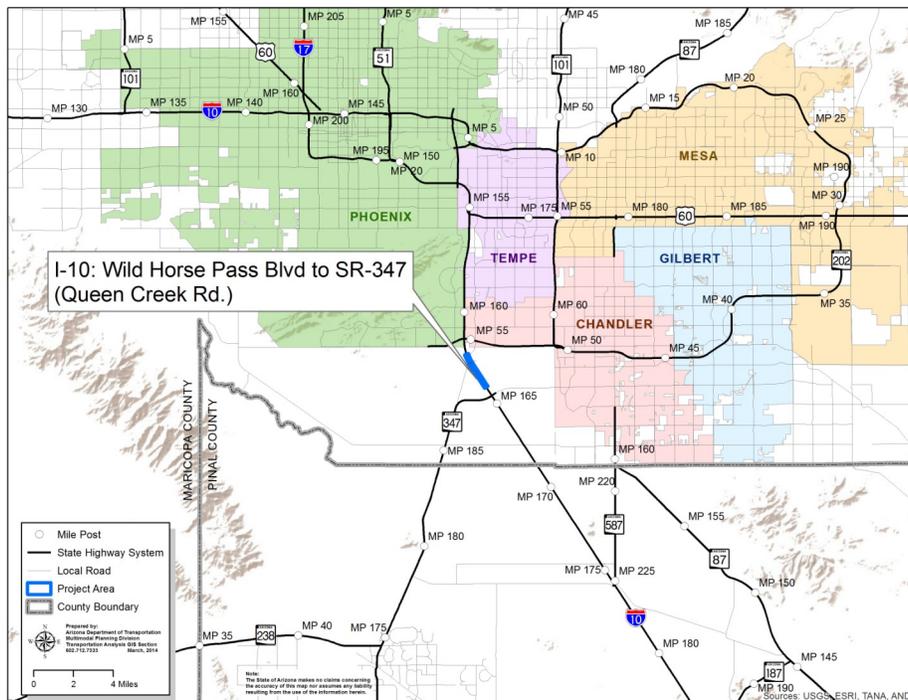
PROJECT: H819201C, Item # 12414

REQUESTED ACTION: Increase the construction project by \$400,000 to \$8,529,000 in the Highway Construction Program. Identified in the MAG TIP as DOT 14-192. MAG Regional Council approved this project on March 26, 2014. Change the project name to "Wild Horse Pass – Riggs Road." **Funds are available from the following sources:**

Remove FY 2015 Pavement Preservation Funds, Program Item #12514 \$ -5,500,000

Replace with FY 2014 MAG RTP Contingency Fund #49914 \$ 5,900,000

NEW PROGRAM AMOUNT: \$ 8,529,000



*ITEM 7r.

BOARD DISTRICT: 1

Page 376

ROUTE NO: I-10 @ MP 145.0

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: 3rd Avenue - 3rd Street

TYPE OF WORK: Pump Station Improvements

PROGRAM AMOUNT: \$ 368,000

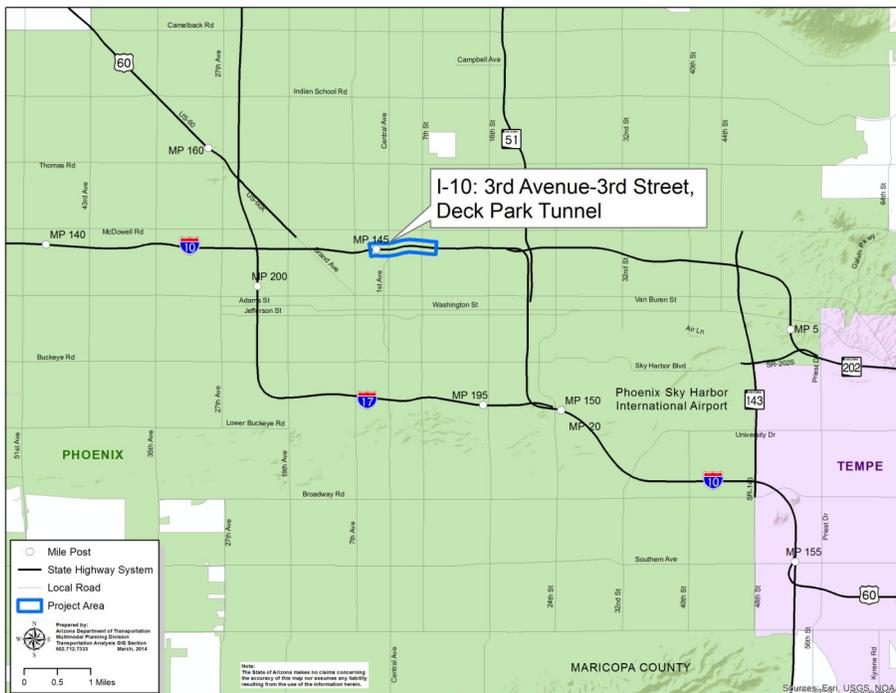
PROJECT MANAGER: Monica Baiza Elser

PROJECT: 01C, Item # 12014

REQUESTED ACTION: Delete construction project for \$368,000 from the Highway Construction Program. **Transfer funds to the FY 2014 Statewide Contingency Fund #72314.** Identified in the MAG TIP as DOT 14-191. MAG Regional Council approved this project on March 26, 2014.

NEW PROGRAM AMOUNT:

\$ 00



*ITEM 7s. BOARD DISTRICT: 1 Page 378
 ROUTE NO: I-10 @ MP 144.9
 COUNTY: Maricopa
 DISTRICT: Phoenix Construction
 SCHEDULE: FY 2014
 SECTION: 3rd Avenue - 3rd Street, Deck Park Tunnel
 TYPE OF WORK: Drainage Improvements and Restore Landscaping
 ADVERTISEMENT DATE: May 19, 2014
 PROGRAM AMOUNT: \$ 1,052,000
 PROJECT MANAGER: Monica Baiza Elser
 PROJECT: H834401C, Item # 12314
 REQUESTED ACTION: Increase the construction project by \$618,000 to \$1,670,000 in the Highway Construction Program. **Funds are available from the FY 2014 MAG RTP Contingency Fund #49914.** Identified in the MAG TIP as DOT 14-190. MAG Regional Council approved this project on March 26, 2014.
 NEW PROGRAM AMOUNT: \$ 1,670,000

*ITEM 7t. BOARD DISTRICT: 1 Page 380
 ROUTE NO: I-10 @ MP 144.9
 COUNTY: Maricopa
 DISTRICT: Phoenix Construction
 SCHEDULE: FY 2014
 SECTION: 3rd Avenue - 3rd Street, Deck Park Tunnel
 TYPE OF WORK: Cost to Cure
 JPA: 88-25 with the City of Phoenix
 ADVERTISEMENT DATE: May 19, 2014
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Monica Baiza Elser
 PROJECT: H834402R
 REQUESTED ACTION: Establish a new subphase project for \$300,000 in the Highway Construction Program. **Funds are available from the FY 2014 Right of Way Acquisition, Appraisal and Plans, and Title Preparation Fund #71014.** Identified in the MAG TIP as DOT 13-190. MAG Regional Council approved this project on March 26, 2014.
 NEW PROGRAM AMOUNT: \$ 300,000

New Projects - Items 7u. Through 7ac.

*ITEM 7u. BOARD DISTRICT: 6 Page 382

ROUTE NO: SA 95(S1) @ MP 144.4

COUNTY: La Paz

DISTRICT: Yuma

SCHEDULE: New Project Request

SECTION: State Line to the Parker Port of Entry

TYPE OF WORK: Design Commercial Vehicle Electronic Screening System

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Karim Rashid

PROJECT: H875201D

REQUESTED ACTION: Establish a new construction project for \$100,000 in the Highway Construction Program. **Funds are available from the FY 2014 Port of Entry, Operational Support Fund #74314.**

NEW PROGRAM AMOUNT: \$ 100,000

*ITEM 7v.

BOARD DISTRICT: 6

Page 383

ROUTE NO: SA 95(S1) @ MP 144.4

COUNTY: La Paz

DISTRICT: Yuma

SCHEDULE: New Project Request

SECTION: State Line to the Parker Port of Entry

TYPE OF WORK: Install Commercial Vehicle Electronic Screening System

ADVERTISEMENT DATE: To Be Determined

PROGRAM AMOUNT: New Project

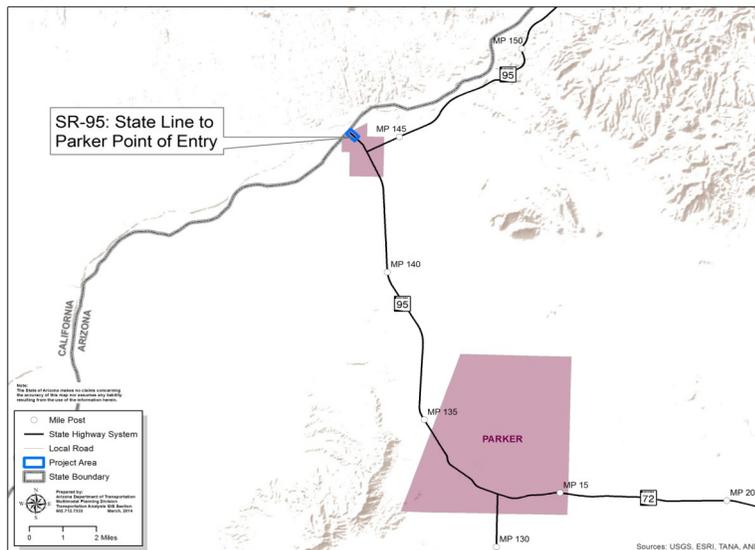
PROJECT MANAGER: Karim Rashid

PROJECT: H875201C

REQUESTED ACTION: Establish a new construction project for \$900,000 in the Highway Construction Program. **Funds are available from the FY 2014 Port of Entry, Operational Support Fund #74314.**

NEW PROGRAM AMOUNT:

\$ 900,000



*ITEM 7w.

BOARD DISTRICT: 6

Page 385

ROUTE NO: SR 68 @ MP 21.7

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: New Project Request

SECTION: Verde Rd - Tooman Rd

TYPE OF WORK: Pavement Preservation

ADVERTISEMENT DATE: May 1, 2014

PROGRAM AMOUNT: New Project

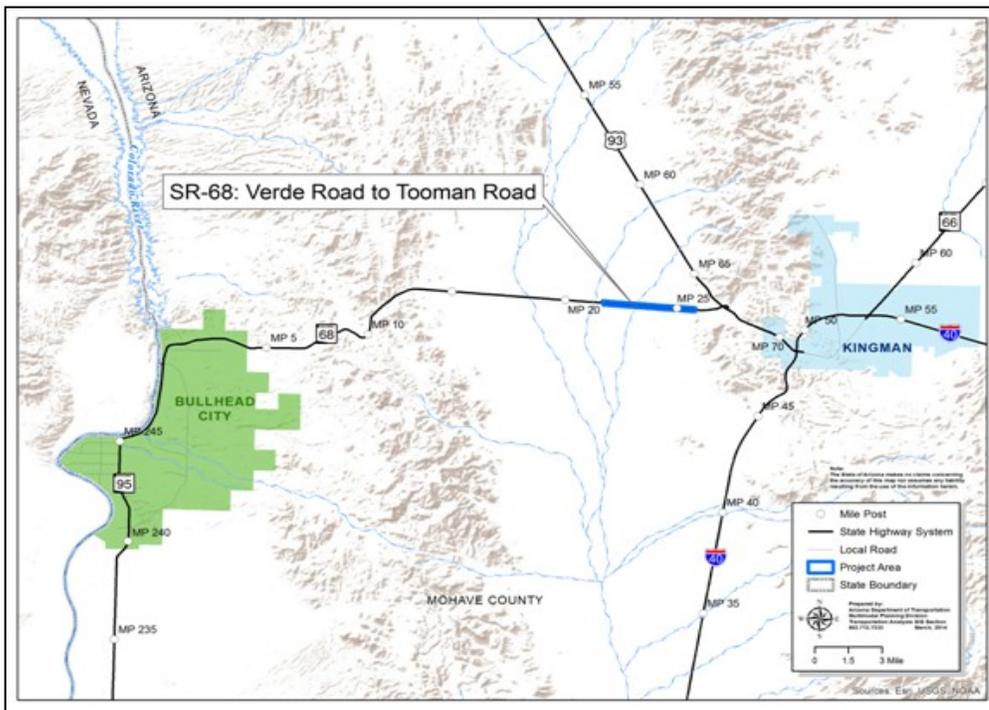
PROJECT MANAGER: Kevin Robertson

PROJECT: H864801C

REQUESTED ACTION: Establish a new pavement preservation project for \$1,000,000 in the Highway Construction Program. **Funds are available from the FY 2014 Minor and Preventative Pavement Preservation Fund #74814.**

NEW PROGRAM AMOUNT:

\$ 1,000,000



*ITEM 7x.

BOARD DISTRICT: 6

Page 387

ROUTE NO: SR 95 @ MP 242.0

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: New Project Request

SECTION: Lause Road Erosion Control

TYPE OF WORK: Erosion Control Study

PROGRAM AMOUNT: New Project

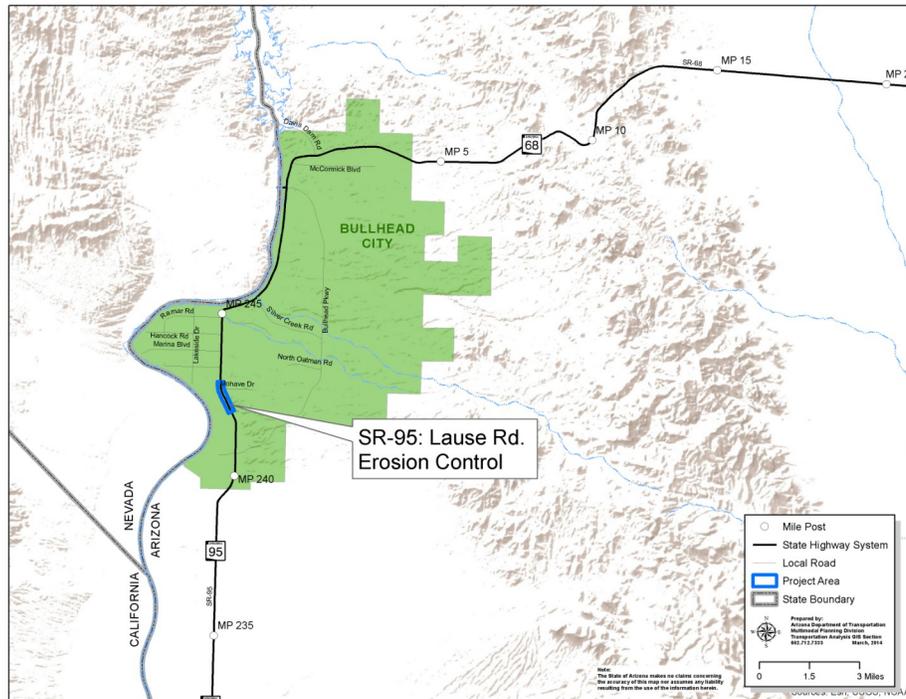
PROJECT MANAGER: Larry Doescher

PROJECT: H875301L

REQUESTED ACTION: Establish a new study for \$100,000 in the Highway Construction Program. **Funds are available from the FY 2014 Storm Water Protection Plan #79514.**

NEW PROGRAM AMOUNT:

\$ 100,000



*ITEM 7y.

BOARD DISTRICT: 5

Page 389

ROUTE NO: I-40 @ MP 259.0

COUNTY: Navajo

DISTRICT: Holbrook

SCHEDULE: New Project Request

SECTION: Cottonwood Wash Bridges EB Str #519 and WB Str #520

TYPE OF WORK: Design Bridge Deck Rehabilitation

PROGRAM AMOUNT: New Project

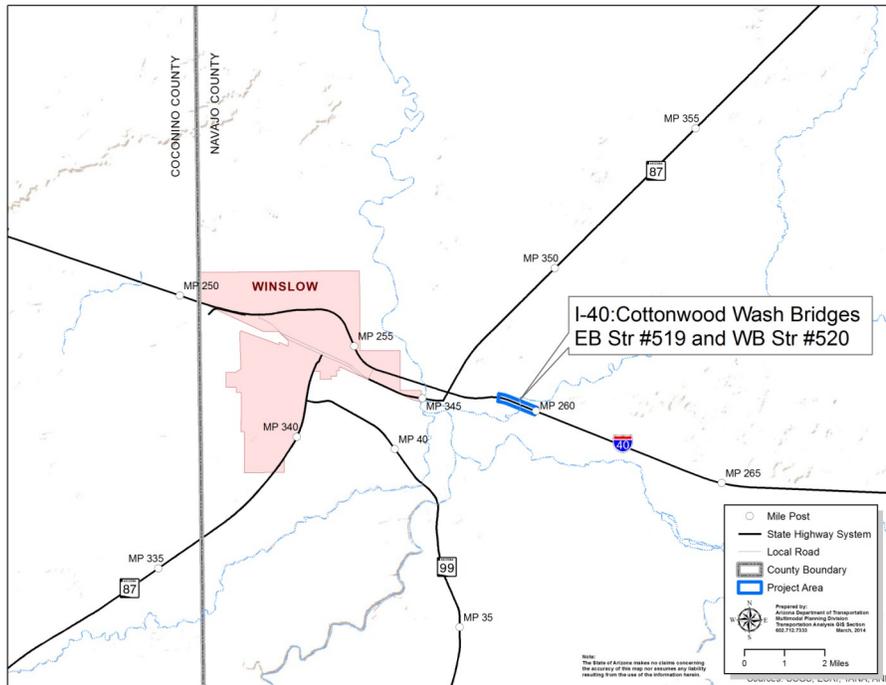
PROJECT MANAGER: Amjad Alzubi

PROJECT: H872201D

REQUESTED ACTION: Establish a new design project for \$600,000 in the Highway Construction Program. **Funds are available from the FY 2014 Bridge Inspection and Repairs, Deck Replacement and Scour Fund #71414.**

NEW PROGRAM AMOUNT:

\$ 600,000



*ITEM 7z.

BOARD DISTRICT: 5

Page 391

ROUTE NO: SR 87 @ MP 330.0

COUNTY: Coconino

DISTRICT: Holbrook

SCHEDULE: New Project Request

SECTION: Jacks Canyon Bridge Str #1275

TYPE OF WORK: Design Bridge Deck Rehabilitation

PROGRAM AMOUNT: New Project

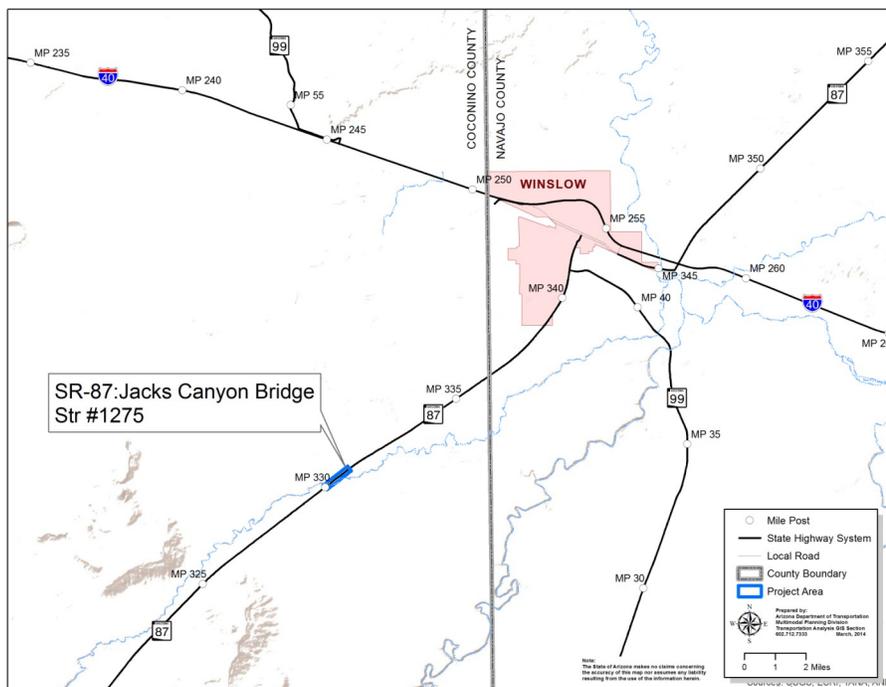
PROJECT MANAGER: Amjad Alzubi

PROJECT: H871901D

REQUESTED ACTION: Establish a new design project for \$500,000 in the Highway Construction Program. **Funds are available from the FY 2014 Bridge Inspection and Repairs, Deck Replacement and Scour Fund #71414.**

NEW PROGRAM AMOUNT:

\$ 500,000



*ITEM 7aa. BOARD DISTRICT: Statewide Page 393
 COUNTY: Statewide
 DISTRICT: Flagstaff
 SCHEDULE: New Project Request
 SECTION: Northern Region, Various Locations
 TYPE OF WORK: Lightpole Slipbase Inventory and Design
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Beena Chakkarabavi
 PROJECT: HX25801D
 REQUESTED ACTION: Establish a new inventory and design project for \$170,000 in the Highway Construction Program. **Funds are available from the FY 2014 Traffic Signals Program #71214.**
 NEW PROGRAM AMOUNT: \$ 170,000

*ITEM 7ab. BOARD DISTRICT: Statewide Page 395
 COUNTY: Statewide
 DISTRICT: Statewide
 SCHEDULE: New Project Request
 SECTION: Southern Region
 TYPE OF WORK: Lightpoles Slipbase Inventory and Design
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Mohammad Islam
 PROJECT: HX25901D
 REQUESTED ACTION: Establish a new inventory and design project for \$197,000 in the Highway Construction Program. **Funds are available from the FY 2014 Traffic Signals Fund #71214.**
 NEW PROGRAM AMOUNT: \$ 197,000

*ITEM 7ac.

BOARD DISTRICT: Statewide

Page 397

COUNTY: Statewide

DISTRICT: Yuma

SCHEDULE: New Project Request

SECTION: Western Region, Various Locations

TYPE OF WORK: Lightpole Slipbase Inventory and Design

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Sumera Kayani

PROJECT: HX25601D

REQUESTED ACTION: Establish a new inventory and design project for \$185,000 in the Highway Construction Program.
Funds are available from the FY 2014 Traffic Signals Fund #71214.

NEW PROGRAM AMOUNT:

\$ 185,000



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

1. PRB MEETING DATE:03/04/2014

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:

03/04/2014

4. Project Manager / Presenter Information:

Vicki Bever

(602) 712-8161

5. Form Created By:

Vicki Bever

9440 Utility/Rr Engineering Sect

205 S 17th Ave, 357, 618E

PROJECT INFORMATION

6. Project Location / Name:

Tonto National Forest

7. Type of Work:

Technical Support for ADOT

8. CPS Id:

QX1M

9. District:

Prescott

10. Route:

11. County:

12. Beg MP:

13. TRACS #:

H831001D

14. Len (mi.):

15. Fed ID #:

999-A(326)A

PROJECT REQUEST SUMMARY

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

18. Current Approved Program Budget (in \$000):

520

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

18a. (+/-) Program Budget Request (in \$000):

170

18b. Total Program Budget After Request (in \$000):

690

19. Currently Approved Budget Funding List:

Amount (in \$000): 520 **Fund Item #:** 76511
Comments: **Details:**
FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 137 **Fund Item #:** 76514
Comments: **Details:**
FY:2014-FEDERAL AGENCY
SUPPORT-Resource Agency
Supplemental Support

Amount (in \$000): 33 **Fund Item #:** 79814
Comments: **Details:**
FY:2014-ENVIRONMENTAL
STEWARDSHIP-Environment
al

20. JPA #s: 2010-208

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Budget.

26. JUSTIFICATION:

The Tonto National Forest provides technical and staff support under JPA 2010-208 for ADOT projects in the Tonto National Forest. This request will complete the funding for this Fiscal Year. The funding is evaluated annually. ICAP is included in this request.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 3/26/2014 .
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:03/18/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Myrna Bondoc

(602) 712-8716

5. Form Created By:

Myrna Bondoc

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

EHRENBERG PORT OF ENTRY

7. Type of Work:

RECONSTRUCT EB PORT OF ENTRY

8. CPS Id:

NN1F

9. District:

Yuma

10. Route:

10

11. County:

La Paz

12. Beg MP:

3

13. TRACS #:

H616101C

14. Len (mi.):

1.2

15. Fed ID #:

IM-010-A(221)T

PROJECT REQUEST SUMMARY

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

8,000

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

15710

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

2,000

18b. Total Program Budget

After Request (in \$000):

10,000

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 8,000

Fund Item #: 15710

Comments:
PORT OF ENTRY

Details:
FY:2014-EHRENBERG PORT OF ENTRY-Construction Port of Entry ITS Improvements

Amount (in \$000): 1,500

Fund Item #: 72314

Comments:

Details:
FY:2014-CONTINGENCY-Pro gram Cost Adjustments

Amount (in \$000): 500

Fund Item #: 74314

Comments:

Details:
FY:2014-PORT OF ENTRY-Operational Support / Capital Purchases

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 2014

22. Current Bid Pkg Ready Date: 05/30/2014

23. Current Bid Adv Date: 06/30/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?Yes

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?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

The major functions the Ehrenberg Port of Entry serves are to verify and issue credentials, enforce commercial vehicle size and weight, and perform vehicle safety inspections. These functions are to meet Federal and State requirements. In order to continue providing these functions, upgrades need to be made to the facility.

The estimate to reconstruct the entire POE facility and upgrade the mainline commercial vehicle electronic screening equipment is approximately \$20mil. In 2013, \$20mil was requested to be programmed in FY14 for the construction of the new facilities and equipment. Understanding that there were budget constraints, staff developed a plan to construct the facility in a phased approach. Phase 1 of the site improvements consists of necessary improvements to enhance operations and address site safety needs while maintaining required operations. Phase 1 site improvements include a new Commercial Vehicle Inspection Building, a new commercial vehicle scale, improved and safer site circulation and parking for vehicles, staff and pedestrians, improvements to the site utilities, and additional operational space for the ECD staff to perform their duties. Subsequent phases of construction will include the installation of the mainline commercial vehicle screening equipment, ramp improvements, a new operational and permit building for processing vehicles and drivers, and the demolition of the existing and outdated permit building and booths.

In 2013, the requested budget amount for the Phase 1 site improvements was \$10mil in FY14. Construction was programmed for \$8mil. After a thorough evaluation by ADOT staff, ECD and the consultant of the operational needs and engineering constraints at the site, it was concluded that the proposed Phase 1 scope of work is the minimum work that can be performed at this time and yet still meet the operational and functional needs during the initial phase of the site improvements. The construction estimate for Phase 1 is \$10mil.

Stage III Full Build Estimate = \$20 Million

Stage IV "Interim Build" Estimate = \$ 10 Million

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Scope.
Request to be in PPAC Agenda for 3/26/2014 .
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:03/04/2014

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:

03/07/2014

4. Project Manager / Presenter Information:

Philip Jeselnik

(602) 712-6685

5. Form Created By:

Philip Jeselnik

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 260 SIDEWALKS & LANDSCAPING, CAMP VERDE

7. Type of Work:

SIDEWALKS & LANDSCAPING

8. CPS Id:

GA1J

9. District:

Prescott

10. Route:

260

11. County:

Yavapai

12. Beg MP:

220.0

13. TRACS #:

H717101C

14. Len (mi.):

0.8

15. Fed ID #:

TEA
260-A(201)T

PROJECT REQUEST SUMMARY

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

203

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

20914

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-203

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 203

Fund Item #: 20914

Comments:
ENHANCEMENT PROJECTS
- STATEWIDE

Details:
FY:2014-SR 260 CLIFFS
PARKWAY - MAIN STREET,
CAMP VERDE-Sidewalks and
Landscaping

19a. New / Budget Change Request Funding List:

Amount (in \$000): -203

Fund Item #: 71614

Comments:
FY:2014-TRANSPORTATION
ALTERNATIVES-Projects of
Opportunity Local TA Projects

20. JPA #s: 2010-2271 and Amendment #1

ALL of the JPA(s) been signed? No

ADOT will advertise this project? Yes

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 2014

22. Current Bid Pkg Ready Date: 05/30/2014

23. Current Bid Adv Date: 06/30/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?Yes

24b. Project Name/Location Changed?Yes

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Cancel the Project.
Change the project name to Cliffs Parkway - Main Street, Camp Verde.

26. JUSTIFICATION:

More time is needed to complete Final Design. The Project will be placed in the new Five Year Program in FY15.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Change in Project Name/Location.
Change in Scope.
Request to be in PPAC Agenda for 3/26/2014 .
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:03/04/2014

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:

03/10/2014

4. Project Manager / Presenter Information:

Philip Jeselnik

(602) 712-6685

5. Form Created By:

Philip Jeselnik

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

BYPASS SIDEWALKS & LANDSCAPING, CAMP VERDE

7. Type of Work:

DESIGN SIDEWALKS & LANDSCAPING

8. CPS Id:

GA1J

9. District:

Prescott

10. Route:

260

11. County:

Yavapai

12. Beg MP:

220.0

13. TRACS #:

H717101D

14. Len (mi.):

0.8

15. Fed ID #:

TEA

PROJECT REQUEST SUMMARY

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

137

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

115

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

18b. Total Program Budget

After Request (in \$000):

252

19. Currently Approved Budget Funding List:

Amount (in \$000): 118	Fund Item #: 75310
Comments:	Details:
	FY:0--.
Amount (in \$000): 20	Fund Item #: OTH07
Comments:	Details:
	FY:0--.
Amount (in \$000): 14	Fund Item #: OTH11
Comments:	Details:
	FY:2011-OTHER SOURCE-
Amount (in \$000): -15	Fund Item #: OTH12
Comments:	Details:
	FY:2012-OTHER SOURCE-

19a. New / Budget Change Request Funding List:

Amount (in \$000): 115	Fund Item #: 71614
Comments:	Details:
	FY:2014-TRANSPORTATION ALTERNATIVES-Projects of Opportunity Local TA Projects

20. JPA #s:

2010-2271; Amendment #1 pending

ALL of the JPA(s) been signed?

No

ADOT will advertise this project?

Yes

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2014

22. Current Bid Pkg Ready Date:

05/30/2014

23. Current Bid Adv Date:

06/30/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

02/17/2015

23a. Request Bid Adv Date to:

03/03/2015

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

Change the project name to Cliffs Parkway - Main Street, Camp Verde.

26. JUSTIFICATION:

The project is a Round 13, year 2005, Transportation Enhancement project to add approximately 5,725 LF of concrete sidewalk along SR 260 in Camp Verde from Cliffs Parkway east to Main Street. On 11/18/2005, the Board approved the project for a total cost of \$380,272.

Prior to requesting FHWA authorization in June 2010, \$12,316 of State funds was applied to the project. The project was authorized for preliminary engineering at \$125,000. The authorized amount was based on \$34,603 for scoping/environmental (\$21k scoping & \$13k environmental), \$70,259 for final design, \$6,105 for staff, and \$14,033 for ICAP. The actual cost for scoping/environmental ended up to be \$67,265 (\$39k scoping & \$28k environmental) and includes \$4,144 to address about 1,900 LF of additional sidewalk along the north side of the highway that was requested by the Town in 2011 and approved by the TE Section Manager and District.

The original amounts for the project were approximated. The current request is based on input from staff and final negotiated amounts with the consultant. The estimated cost from staff to complete the project from this point forward is \$62k. The cost for the consultant to do final design was recently negotiated at \$96k. Calculating ICAP at 9.46 pct to those amounts results in \$15k. The sum of these amounts is \$173k, the total additional amount needed to complete development of the project.

Deducting the balance of available design funds results in the requested amount to complete the development of this project.

Summary of Cost for Final PE:

Staff \$ 62k

Consultant \$ 96k

SUBTOTAL \$158k

ICAP (9.46pct) \$ 15k

TOTAL: \$173k

Available budget (\$ 58k)

Amount requested: \$115k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

<p>REQUESTED ACTIONS:</p> <p>Change in Project Name/Location. Update/Establish Schedule. Request to be in PPAC Agenda for 3/26/2014 . Change in Budget.</p>	<p>APPROVED/RECOMMENDED ACTIONS:</p> <p>Item(s) Approved. Subject to PPAC Approval.</p> <p style="text-align: right;">PRB APPROVED</p>
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ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)

1. PRB MEETING DATE:03/13/2014

2. Phone Teleconference?No At Phone #:
Video Teleconference?No



GENERAL INFORMATION

3. Form Date:

03/26/2014

4. Project Manager / Presenter Information:

Stephanie Neves

(602) 712-4353

5. Form Created By:

Stephanie Neves

9385 Right Of Way Group

205 S 17th Ave, 612E

PROJECT INFORMATION

6. Project Location / Name:

Old and Closed Projects

7. Type of Work:

R/W Acquisition, Survey and Monumentation

8. CPS Id:

9. District:

10. Route:

999

11. County:

Statewide

12. Beg MP:

0.00

13. TRACS #:

H088801R

14. Len (mi.):

0.00

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

18. Current Approved

Program Budget (in \$000):

7,218

18a. (+/-) Program Budget

Request (in \$000):

1,355

18b. Total Program Budget

After Request (in \$000):

8,573

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 25 **Fund Item #:** 71007
Comments:
Details:
FY:0--.

Amount (in \$000): 20 **Fund Item #:** 71008
Comments:
Details:
FY:0--.

Amount (in \$000): 80 **Fund Item #:** 77913
Comments:
Details:
FY:0--.

Amount (in \$000): 6 **Fund Item #:** 70400
Comments:
Details:
FY:0--.

Amount (in \$000): 57 **Fund Item #:** 71010
Comments:
Details:
FY:0--.

Amount (in \$000): 443 **Fund Item #:** 71013
Comments:
Details:
FY:0--.

Amount (in \$000): 8 **Fund Item #:** 71108
Comments:
Details:
FY:0--.

Amount (in \$000): 46 **Fund Item #:** 71109
Comments:
Details:
FY:0--.

Amount (in \$000): 645 **Fund Item #:** 71110
Comments:
Details:
FY:0--.

Amount (in \$000): 128 **Fund Item #:** 71111
Comments:
Details:
FY:0--.

Amount (in \$000): 345 **Fund Item #:** 77910
Comments:
Details:
FY:0--.

Amount (in \$000): 458 **Fund Item #:** 77911
Comments:
Details:
FY:0--.

Amount (in \$000): 17 **Fund Item #:** OTH13
Comments:
Details:
FY:2013-OTHER SOURCE-.

Amount (in \$000): 536 **Fund Item #:** OTH12
Comments:
Details:
FY:2012-OTHER SOURCE-.

Amount (in \$000): 2,085 **Fund Item #:** OTH11
Comments:
Details:
FY:2011-OTHER SOURCE-.

Amount (in \$000): 1,355 **Fund Item #:** 71014
Comments:
Details:
FY:2014-R/W ACQUISITION,
APPRAISAL &
PLANS-Right-Of-Way
Acquisition, Appraisal & Plans
& Titles Preparation

Amount (in \$000): 200	Fund Item #: OTH09
Comments:	Details:
.	FY:0--.
Amount (in \$000): 57	Fund Item #: OTH08
Comments:	Details:
.	FY:0--.
Amount (in \$000): 217	Fund Item #: OTH07
Comments:	Details:
.	FY:0--.
Amount (in \$000): 649	Fund Item #: OTH06
Comments:	Details:
.	FY:0--.
Amount (in \$000): 123	Fund Item #: OTH05
Comments:	Details:
.	FY:0--.
Amount (in \$000): 222	Fund Item #: OTH04
Comments:	Details:
.	FY:0--.
Amount (in \$000): 520	Fund Item #: OTH03
Comments:	Details:
.	FY:0--.
Amount (in \$000): 331	Fund Item #: OTH02
Comments:	Details:
.	FY:0--.

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

Right of Way has received requests from multiple districts with regards to existing R/W determinations along these following sections of highway for maintenance purposes. R/W would need to complete acquisitions, and survey and monumentation for the sections below.

PROJECTS:

SR 260 Show Low to McNary:

Mile Post	District	Staff Cost	Consult Cost	Est Cost
MP 341 - MP 361	Globe		\$50,000	\$270,000 \$320,000

Survey and monumentation - consultant, in house staff costs

SR 82 Upper Elgin Road - Jct SR 80

Mile Post	District	Staff Cost	Consult Cost	Est Cost
MP 41 -MP 67	Safford	\$70,000	\$400,000	\$470,000

We currently only have Strip Maps from the 1940` along this section of Highway. Survey and monumentation - consultant, in house staff costs

SR B10 (Old SR 80 Through Bensen)

Mile Post	District	Staff Cost	Consult Cost	Est Cost
MP 3 -MP 7	Safford	\$20,000	\$75,000	\$95,000

We have one set of R/W plans from 1964 to base our determinations on. The plans were modified in1995 with partial R/W abandonment per resolution 1995-10-A-079. Survey and monumentation - consultant, in house staff costs

SR 089 (Cottonwood - Cornville H2741)

Mile Post	District
MP 355.3 -MP 357.1	Flagstaff

\$351,100 Purchase access control

\$1,100 ROW eastbound and westbound frontage roads

\$100 amend access to KE16-103570 to add Access Control

\$500 Staff Charges

We need to complete the ASLD purchase for this closed project. To finish the project purchase of access control and new ROW on both eastbound and westbound frontage roads.

Consultant - \$745k

Staff - \$141k

Purchase Access Control - \$351k

ROW purchase - \$1k

ICAP - \$117

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 3/26/2014 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. <div style="text-align: right; font-size: 2em; font-weight: bold; color: red; margin-top: 10px;">PRB APPROVED</div>
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:03/04/2014

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:

03/19/2014

4. Project Manager / Presenter Information:

Mahmud Hasan

(602) 712-6908

5. Form Created By:

Mahmud Hasan

9775 Bridge Management Section

205 S 17th Ave, , 613E

PROJECT INFORMATION

6. Project Location / Name:

Gila River Bridge Str # 635

7. Type of Work:

DESIGN SCOUR RETROFIT

8. CPS Id:

SG1L

9. District:

Tucson

10. Route:

87

11. County:

Pinal

12. Beg MP:

148

13. TRACS #:

H846501D

14. Len (mi.):

1

15. Fed ID #:

087-A(206)A

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

83

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

59

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

18b. Total Program Budget

After Request (in \$000):

142

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 30	Fund Item #: 77612
Comments:	Details: FY:0--.
Amount (in \$000): 1	Fund Item #: 71112
Comments:	Details: FY:0--.
Amount (in \$000): 32	Fund Item #: 71412
Comments:	Details: FY:0--.
Amount (in \$000): 4	Fund Item #: 70112
Comments:	Details: FY:0--.
Amount (in \$000): 3	Fund Item #: 70212
Comments:	Details: FY:0--.
Amount (in \$000): 3	Fund Item #: 72012
Comments:	Details: FY:0--.
Amount (in \$000): 10	Fund Item #: 70812
Comments:	Details: FY:0--.

Amount (in \$000): 59	Fund Item #: 71414
Comments:	Details: FY:2014-BRIDGE INSPECTION & REPAIRS, DECK REPLACEMENT & SCOUR-Bridge Inspection Program for emergency bridge repairs & upgrading, Deck Rehabilitation & Replacement and Scour

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

The additional funding requested by EPG, District, Bridge Group and C&S. Bridge Group to design and manage the project. C&S to prepare Special Provision and review. The cost includes design cost of additional roadway embankment repair as requested by District and EPG. The project is currently programmed for Construction in FY 2015 with item no. 14315.

The Construction amount will be revised in the new Five Year Program.

Staff \$30k

Consultant \$22k

ICAP(9.46pct) \$7k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Change in Scope. Request to be in PPAC Agenda for 3/26/2014 . Change in Budget.	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:03/18/2014

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:

03/26/2014

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, 614E

PROJECT INFORMATION

6. Project Location / Name:

SILVER KING SECTION & SUPERIOR STREETS

7. Type of Work:

RECONSTRUCT TO 4 LANE RDWY W/CNT TURN LANE

8. CPS Id:

GS1H

9. District:

Globe

10. Route:

60

11. County:

Pinal

12. Beg MP:

222.0

13. TRACS #:

H790002D

14. Len (mi.):

5.0

15. Fed ID #:

060-D(208)A

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

10,984

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

18a. (+/-) Program Budget

Request (in \$000):

2,901

18b. Total Program Budget

After Request (in \$000):

13,885

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 758
Comments:
.
Fund Item #: 70814
Details:
FY:2014-UTILITY
GROUP-Utility Location
Services & Utility Relocation
(relocation of utilities with prior
rights)

Amount (in \$000): 732
Comments:
.
Fund Item #: 71014
Details:
FY:2014-R/W ACQUISITION,
APPRAISAL &
PLANS-Right-Of-Way
Acquisition, Appraisal & Plans
& Titles Preparation

Amount (in \$000): 45
Comments:
.
Fund Item #: 70010
Details:
FY:0--.

Amount (in \$000): 410
Comments:
.
Fund Item #: 71112
Details:
FY:0--.

Amount (in \$000): 42
Comments:
.
Fund Item #: 70812
Details:
FY:0--.

Amount (in \$000): 105
Comments:
.
Fund Item #: 75612
Details:
FY:0--.

Amount (in \$000): 6
Comments:
.
Fund Item #: 73112
Details:
FY:0--.

Amount (in \$000): 365
Comments:
.
Fund Item #: 70312
Details:
FY:0--.

Amount (in \$000): 41
Comments:
.
Fund Item #: 70112
Details:
FY:0--.

Amount (in \$000): 21
Comments:
.
Fund Item #: 72012
Details:
FY:0--.

Amount (in \$000): 46
Comments:
.
Fund Item #: 70212
Details:
FY:0--.

Amount (in \$000): 3,000
Comments:
.
Fund Item #: 72312
Details:
FY:0--.

Amount (in \$000): 25
Comments:
.
Fund Item #: 77612
Details:
FY:0--.

Amount (in \$000): 2,901
Comments:
.
Fund Item #: 72314
Details:
FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

Amount (in \$000): 220	Fund Item #: 70312
Comments:	Details: FY:0--.
Amount (in \$000): 3,103	Fund Item #: 12910
Comments:	Details: FY:0--.
Amount (in \$000): 84	Fund Item #: OTHR10
Comments:	Details: FY:0--.
Amount (in \$000): 1	Fund Item #: OTHR12
Comments:	Details: FY:0--.
Amount (in \$000): 1,980	Fund Item #: 70714
Comments:	Details: FY:2014-INTERMODAL TRANSPORTATION DIVISION-Statewide Engineering Development

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

Additional money is needed for Environmental Data Recovery, Utility Relocation and for funding for staff to complete Pavement Design, Traffic and plans review. Additional funding is needed to Construct the Lost Trail. The Lost Trail is a designated trail on Tonto National Forest and Town of Superior properties. The trail was designated after the project scope was approved. A portion of this trail must be relocated for the road construction project; the work will be completed by the Tonto National Forest through a JPA.

Construction is currently Programmed for FY15.

Utility Relocation - \$455k

Lost Trail Reconstruction - \$250k

Staff - \$195k

Data Recovery - \$1,750k

ICAP 9.46pct - \$251k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 3/26/2014 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.
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PRB APPROVED



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

1. PRB MEETING DATE:03/18/2014

2. Phone Teleconference?Yes
Video Teleconference?No

At Phone #: (520) 388-4263

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

GENERAL INFORMATION

3. Form Date:

04/02/2014

4. Project Manager / Presenter Information:

David Brauer

(520) 388-4263

5. Form Created By:

David Brauer

9019 Valley Project Management

1221 S 2nd Ave, , T100

PROJECT INFORMATION

6. Project Location / Name:

SR 86; SAN ISIDRO SECTION

7. Type of Work:

SHOULDER WIDENING & DRAINAGE IMPROVEMENTS

8. CPS Id:

UN1L

9. District:

Tucson

10. Route:

86

11. County:

Pima

12. Beg MP:

123.9

13. TRACS #:

H846801C

14. Len (mi.):

4.9

15. Fed ID #:

086-A(216)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

7,800

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

0

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

18b. Total Program Budget

After Request (in \$000):

7,800

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 7,800

Fund Item #: 20614

Comments:

Details:

FY:2014-SAN ISIDRO RD
SEGMENT-Widen Shoulders
& Culvert Extensions

Amount (in \$000):

Fund Item #:

Comments:

Details:

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: 2014

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to: 2016

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?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage III

Have MATERIALS Memo?YES

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Change FY.

26. JUSTIFICATION:

Need to balance PAG 2.6pct funding based on current budget amounts.

This project appears in the Tentative Five Year program and the PAG Tip Amendment #8 for FY16 construction.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Change in FY.
Update/Establish Schedule.
Request to be in PPAC Agenda for 3/26/2014 .

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:03/04/2014

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:

03/20/2014

4. Project Manager / Presenter Information:

Stephanie Wilhardt-Smith

(602) 712-7396

5. Form Created By:

Stephanie Wilhardt-s

9695 Traffic Group-Const Chrgs

1615 W Jackson St, , 063R

PROJECT INFORMATION

6. Project Location / Name:

SR 69 @ MAIN STREET IN HUMBOLDT

7. Type of Work:

DESIGN

8. CPS Id:

VS1M

9. District:

Prescott

10. Route:

69

11. County:

Yavapai

12. Beg MP:

279.1

13. TRACS #:

HX25401D

14. Len (mi.):

0.1

15. Fed ID #:

069-A(216)T

PROJECT REQUEST SUMMARY

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

10

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

366

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

18b. Total Program Budget

After Request (in \$000):

376

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 10

Fund Item #: 71214

Comments:

Details:
FY:2014-TRAFFIC
ENGINEERING-Traffic Signals

Amount (in \$000): 366

Fund Item #: 71214

Comments:

Details:
FY:2014-TRAFFIC
ENGINEERING-Traffic Signals

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:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

Initial request was for signal warrant analysis. Traffic signal study showed signal warrants were met and traffic signal was appropriate solution at this intersection. This request is to fund the signal design.

Construction is anticipated in FY16.

Staff - \$234k

Consultant - \$100k

ICAP - \$32k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Request to be in PPAC Agenda for 3/26/2014 .
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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Mark Henige

(602) 712-7132

5. Form Created By:

Mark Henige

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

FREMONT ST - TOMBSTONE

7. Type of Work:

CONSTRUCT SIDEWALKS, PORCH & STREETScape

8. CPS Id:

LU1J

9. District:

Safford

10. Route:

80

11. County:

Cochise

12. Beg MP:

317.1

13. TRACS #:

H747501C

14. Len (mi.):

0

15. Fed ID #:

TEA-080-A(200)
JT

PROJECT REQUEST SUMMARY

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

592

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

21114

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-592

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 592

Fund Item #: 21114

Comments:

Details:

FY:2014-FREMONT ST. -
TOMBSTONE SIDEWALK,
BOARDWALK PORCH
ROOFS
LANDSCAPE-Sidewalk,
Boardwalk, Porch Roofs,
Landscaping

Amount (in \$000): -592

Fund Item #: 71614

Comments:

Details:

FY:2014-TRANSPORTATION
ALTERNATIVES-Projects of
Opportunity Local TA Projects

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2014

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

2015

22a. Request Bid Pkg Ready Date to:

09/02/2014

23a. Request Bid Adv Date to:

10/17/2014

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?No

Have U&RR Clearance?No

Have R/W Clearance?No

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?No

Have C&S Approval?No

Have CUSTOMIZED Schedule?No

25. DESCRIPTION OF REQUEST:

Defer project to FY15.

26. JUSTIFICATION:

This is a Round 15 State TE project approved in 2007. The application approved by the State Transportation Board was for \$1,021,703 of federal funding, which covered \$26,352 for design and \$995,351 for construction. This project will be advertised and constructed with a State HSIP project H8004. SHPO concurrence on the Design took more time than anticipated.

An additional \$65k will be needed to remove the existing piers that remain from a pedestrian bridge that was removed by permit.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.
Request to be in PPAC Agenda for 3/26/2014 .

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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Kohinoor Kar

(602) 712-6857

5. Form Created By:

Kohinoor Kar

9620 Traffic Hes

1615 W Jackson St, 60, 065R

PROJECT INFORMATION

6. Project Location / Name:

TOMBSTONE, MP 316.5 - MP 318.0

7. Type of Work:

LIGHTING AND SIDEWALKS

8. CPS Id:

WH1K

9. District:

Safford

10. Route:

80

11. County:

Cochise

12. Beg MP:

316.5

13. TRACS #:

H800402C

14. Len (mi.):

1.5

15. Fed ID #:

HSIP-080-A(208)A

PROJECT REQUEST SUMMARY

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

715

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

15714

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-715

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 715

Fund Item #: 15714

Comments:
HIGHWAY SAFETY
IMPROVEMENT PROGRAM

Details:
FY:2014-TOMBSTONE, MP
316.5 - MP 318-Lighting &
Sidewalks

19a. New / Budget Change Request Funding List:

Amount (in \$000): -715

Fund Item #: 72314

Comments:

Details:
FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 2014
22. Current Bid Pkg Ready Date: 05/01/2014
23. Current Bid Adv Date: 06/02/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to: 2015
22a. Request Bid Pkg Ready Date to: TBD
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? Stage II
Have ENVIRONMENTAL Clearance? NO	Have MATERIALS Memo? NO
Have U&RR Clearance? NO	Have C&S Approval? NO
Have R/W Clearance? NO	Have CUSTOMIZED Schedule? NO
Scoping Document Completed? YES	

25. DESCRIPTION OF REQUEST:

Defer the project to FY15.

26. JUSTIFICATION:

This HSIP Project will be reprogrammed in the 2nd Quarter of FY15 and will be advertised combined with H7475. HSIP eligibility letter received Sept 2nd, 2010.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.
Request to be in PPAC Agenda for 3/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

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

1. PRB MEETING DATE:03/13/2014

2. Phone Teleconference?Yes
Video Teleconference?No

At Phone #: (520) 388-4260

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

GENERAL INFORMATION

3. Form Date:

03/21/2014

4. Project Manager / Presenter Information:

Sarah Spencer

(520) 388-4260

5. Form Created By:

Sarah Spencer

9019 Valley Proj Const Direct

1221 S 2nd Ave, T100

PROJECT INFORMATION

6. Project Location / Name:

MP 65.39 - MP 66.6

7. Type of Work:

CONSTRUCT DRAINAGE REPAIRS

8. CPS Id:

UG1M

9. District:

Tucson

10. Route:

85

11. County:

Pima

12. Beg MP:

65.4

13. TRACS #:

H868701C

14. Len (mi.):

1.2

15. Fed ID #:

085-A(205)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

1,000

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

22114

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-1,000

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,000

Fund Item #: 22114

Comments:

Details:
FY:2014-MP 65.39 - MP
66.6-Construct Drainage
Repairs

Amount (in \$000): -1,000

Fund Item #: 72314

Comments:

Details:
FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2014

22. Current Bid Pkg Ready Date:

TBD

23. Current Bid Adv Date:

TBD

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Delete the project.

26. JUSTIFICATION:

Environmental clearance cannot be obtained in time to advertise in FY14. The project is located on a national park (Organ Pipe Cactus National Monument) requiring a separate NEPA process for clearance.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.
Request to be in PPAC Agenda for 3/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

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

1. PRB MEETING DATE:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Natalie Clark

(520) 388-4252

5. Form Created By:

Natalie Clark

9221 Proj Mgmt Local Gov't Cons

1221 S 2nd Ave, 2181, T100

PROJECT INFORMATION

6. Project Location / Name:

JOHN WAYNE PARKWAY SIDEWALK ENHANCMENT PH II

7. Type of Work:

SIDEWALK ENHANCEMENT

8. CPS Id:

YR1J

9. District:

Tucson

10. Route:

347

11. County:

Pinal

12. Beg MP:

174.6

13. TRACS #:

H781401C

14. Len (mi.):

0.7

15. Fed ID #:

347-A(203)A

PROJECT REQUEST SUMMARY

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

781

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

21614

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-781

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 781

Fund Item #: 21614

Comments:
ENHANCEMENT PROJECTS
- STATEWIDE

Details:
FY:2014-JOHN WAYNE
PARKWAY SIDEWALK
ENHANCEMENT PH
II-Sidewalk Enhancement

19a. New / Budget Change Request Funding List:

Amount (in \$000): -781

Fund Item #: 71614

Comments:

Details:
FY:2014-TRANSPORTATION
ALTERNATIVES-Projects of
Opportunity Local TA Projects

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 2014

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to: 2015

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?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Defer project to FY15.

26. JUSTIFICATION:

Additional time is needed to complete final design. We also need to task the consultant with final design. Funds will stay in fiscal year 2014. Project will be reprogrammed in fiscal year 2015.

The project was approved by the TERC Round 16, 2008 for a \$555,900 (\$161,500 for Design and \$394,400 for Construction).

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Change in FY.
Update/Establish Schedule.
Request to be in PPAC Agenda for 3/26/2014 .
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:03/04/2014

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:

03/07/2014

4. Project Manager / Presenter Information:

Ronald Mccally

(602) 712-7646

5. Form Created By:

Ronald Mccally

9250 Valley Project Management

1611 W Jackson St, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 101L PIMA, Chaparral Road - SR 202 (Red Mtn)

7. Type of Work:

Design GPL

8. CPS Id:

VX1L

9. District:

Phoenix

10. Route:

101

11. County:

Maricopa

12. Beg MP:

M046

13. TRACS #:

H849901D

14. Len (mi.):

5

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

4,593

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

18a. (+/-) Program Budget

Request (in \$000):

219

18b. Total Program Budget

After Request (in \$000):

4,812

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 150	Fund Item #: 42312
Comments:	Details:
.	FY:0--.
Amount (in \$000): 3,000	Fund Item #: 40113
Comments:	Details:
.	FY:0--.
Amount (in \$000): 416	Fund Item #: 42213
Comments:	Details:
.	FY:0--.
Amount (in \$000): 704	Fund Item #: 46312
Comments:	Details:
.	FY:0--.
Amount (in \$000): 100	Fund Item #: 49913
Comments:	Details:
.	FY:0--.
Amount (in \$000): 223	Fund Item #: OTH
Comments:	Details:
.	FY:0--.

Amount (in \$000): 219	Fund Item #: 42414
Comments:	Details:
.	FY:2014-MAG
	REGIONWIDE-Design Change
	Orders

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:	2014	21a. Request Fiscal Year to:	
22. Current Bid Pkg Ready Date:	02/16/2014	22a. Request Bid Pkg Ready Date to:	
23. Current Bid Adv Date:	04/04/2014	23a. Request Bid Adv Date to:	

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design Budget.

26. JUSTIFICATION:

Environmental, Utilities, Traffic, Lighting, Drainage, ITS/FMS, Geotechnical, and SRPMIC landscape coordination are the major areas with remaining work to accomplish in order to finalize design. The remaining work is estimated to cost an additional \$219k.

DOT 14-158

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Request to be in PPAC Agenda for 3/26/2014 . Change in Budget.	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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Nasreen Hasan

(602) 712-4493

5. Form Created By:

Nasreen Hasan

9019 Valley Proj Const Direct

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

TONTO FOREST; GOLDFIELD - CANYON LAKE

7. Type of Work:

DESIGN SPOT SAFETY IMPROVEMENTS

8. CPS Id:

NC1H

9. District:

Phoenix

10. Route:

88

11. County:

Maricopa

12. Beg MP:

203.4

13. TRACS #:

H700501D

14. Len (mi.):

7.1

15. Fed ID #:

HSIP

PROJECT REQUEST SUMMARY

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

843

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

19314

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-225

18b. Total Program Budget

After Request (in \$000):

618

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 45 **Fund Item #:** 77611
Comments: **Details:**
FY:0--.

Amount (in \$000): 8 **Fund Item #:** 70111
Comments: **Details:**
FY:0--.

Amount (in \$000): 2 **Fund Item #:** 70511
Comments: **Details:**
FY:0--.

Amount (in \$000): 16 **Fund Item #:** 71911
Comments: **Details:**
FY:0--.

Amount (in \$000): 3 **Fund Item #:** 70711
Comments: **Details:**
FY:0--.

Amount (in \$000): 229 **Fund Item #:** 72811
Comments: **Details:**
FY:0--.

Amount (in \$000): 1 **Fund Item #:** 72011
Comments: **Details:**
FY:0--.

Amount (in \$000): 23 **Fund Item #:** 72809
Comments: **Details:**
FY:0--.

Amount (in \$000): 100 **Fund Item #:** 72806
Comments: **Details:**
FY:0--.

Amount (in \$000): 22 **Fund Item #:** 72810
Comments: **Details:**
FY:0--.

Amount (in \$000): 15 **Fund Item #:** OTH06
Comments: **Details:**
FY:0--.

Amount (in \$000): 107 **Fund Item #:** OTH11
Comments: **Details:**
FY:2011-OTHER SOURCE-.

Amount (in \$000): 16 **Fund Item #:** OTH12
Comments: **Details:**
FY:2012-OTHER SOURCE-.

Amount (in \$000): 256 **Fund Item #:** VARSP14
Comments: **Details:**
FY:0--.

Amount (in \$000): -225 **Fund Item #:** 72314
Comments: **Details:**
Releasing design funds. FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

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: 2014	21a. Request Fiscal Year to:
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Decrease Design budget.
Close the project once outstanding invoices are paid.

26. JUSTIFICATION:

This Spot Improvement project was initiated prior to the Pavement Preservation project(H811201D). This project has taken longer to develop than was initially envisioned and is within the limits of the pavement preservation project. Development of both projects will be completed in FY16. There are efficiencies in combining the scope of this project with H811201D. HSIP Funding for the project was approved on December 14, 2005 for an amount of \$3,100k.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Delete Project. Request to be in PPAC Agenda for 3/26/2014 .	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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Nasreen Hasan

(602) 712-4493

5. Form Created By:

Nasreen Hasan

9019 Valley Proj Const Direct

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

APACHE JCT - TORTILLA FLAT

7. Type of Work:

DESIGN MILL 2" & 3" AC & CHIP SEAL

8. CPS Id:

RN1K

9. District:

Phoenix

10. Route:

88

11. County:

Maricopa

12. Beg MP:

203.40

13. TRACS #:

H811201D

14. Len (mi.):

9.0

15. Fed ID #:

STP-088-A(202
JA)

PROJECT REQUEST SUMMARY

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

426

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

13213

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

695

18b. Total Program Budget

After Request (in \$000):

1,121

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 302 **Fund Item #:** 24313

Comments:
FY:0--.

Amount (in \$000): 695 **Fund Item #:** 72314

Comments:
FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

Amount (in \$000): 64 **Fund Item #:** 70111

Comments:
FY:0--.

Amount (in \$000): 6 **Fund Item #:** 71111

Comments:
FY:0--.

Amount (in \$000): 7 **Fund Item #:** 70312

Comments:
FY:0--.

Amount (in \$000): 7 **Fund Item #:** 72511

Comments:
FY:0--.

Amount (in \$000): 2 **Fund Item #:** 70211

Comments:
FY:0--.

Amount (in \$000): 38 **Fund Item #:** VARSP14

Comments:
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	CHANGE REQUEST / NEW PROJECT SCHEDULE
<u>21. Current Fiscal Year:</u>	<u>21a. Request Fiscal Year to:</u>
<u>22. Current Bid Pkg Ready Date:</u>	<u>22a. Request Bid Pkg Ready Date to:</u>
<u>23. Current Bid Adv Date:</u>	<u>23a. Request Bid Adv Date to:</u>

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

The scope of the spot improvement project (H700501D; Goldfield – Canyon Lake) will be included in project H811201D. In addition, the project will add the following work that was identified during field reviews and meetings: removal of large unstable rock at MP 212.7 (fracture at the base), repair the approaches at Boulder Canyon Bridge, and repair concrete ford on SR 88 near Tortilla Flat. This work is essential to perform while rehabilitating this section of roadway. A STIP amendment will be requested to transfer the construction funds from H700501C to H811201C. The combined construction project H811201C will be programmed in Fiscal Year FY16.

Consultant \$354k

Staff \$76k

ICAP \$40k

Remaining Balance from H700501D \$225k

Identified in the MAG TIP as DOT-13-107.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Scope.
Request to be in PPAC Agenda for 3/26/2014 .
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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Amy Ritz

(602) 712-4691

5. Form Created By:

Amy Ritz

9252 Valley Proj Mgmt Rarf

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

WILD HORSE PASS - SR 347 (QUEEN CREEK ROAD)

7. Type of Work:

ROADWAY WIDENING

8. CPS Id:

FY1L

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

162.0

13. TRACS #:

H819201C

14. Len (mi.):

2.0

15. Fed ID #:

010-C(204)A

PROJECT REQUEST SUMMARY

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

8,129

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

12414

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

400

18b. Total Program Budget

After Request (in \$000):

8,529

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,629

Comments:

DESIGN & CONSTRUCT
MINOR PROJECTS

Fund Item #: 12414

Details:

FY:2014-WILD HORSE PASS
TO SR 347 (QUEEN CREEK
ROAD)-Roadway Widening

Amount (in \$000): 5,900

Comments:

Amount (in \$000): -5,500

Comments:

Fund Item #: 49914

Details:

FY:0--.

Fund Item #: OTH15

Details:

FY:0--.

Amount (in \$000): 5,500

Comments:

Fund Item #: 12514

Details:

FY:2015-WILD HORSE PASS
- SR 347 (QUEEN CREEK
ROAD)-RR(5" TL - 3" PL) + AR
ACFC

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:

2014

22. Current Bid Pkg Ready Date:

03/27/2014

23. Current Bid Adv Date:

04/16/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

04/01/2014

23a. Request Bid Adv Date to:

05/01/2014

ADDITIONAL DETAILS

24a. Scope Changed?Yes

24b. Project Name/Location Changed?Yes

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

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

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Increase budget.

Change project name to Wild Horse Pass - Riggs Road.

26. JUSTIFICATION:

The programmed budget was for EB widening only. Pavement preservation for both EB and WB was programmed for FY15 however, there is capacity to add it to the FY14 project and construct them together. In addition, the WB widening has been added to the FY14 project to help alleviate existing weaving issues before the pavement preservation work is completed. ICAP is included in this project.

Identified in the MAG TIP as DOT-14-192.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Project Name/Location.
Update/Establish Schedule.
Change in Scope.
Request to be in PPAC Agenda for 3/26/2014 .
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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Monica Baiza

(602) 712-4711

5. Form Created By:

Monica Baiza Elser

9252 Valley Proj Mgmt Rarf

1611 W Jackson St., EM01

PROJECT INFORMATION

6. Project Location / Name:

3RD AVENUE - 3RD STREET

7. Type of Work:

PUMP STATION IMPROVEMENTS

8. CPS Id:

BR1M

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

145.0

13. TRACS #:

-

(Tracs# not in Adv)

14. Len (mi.):

0

15. Fed ID #:

IM

PROJECT REQUEST SUMMARY

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

368

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

12014

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-368

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 368

Fund Item #: 12014

Comments:
4 (.) 2014 3RD AVE TO 3RD
ST--Pump Station
Improvements

Details:
FY:2014-3RD AVE - 3RD
ST-Pump Station
Improvements

19a. New / Budget Change Request Funding List:

Amount (in \$000): -368

Fund Item #: 72314

Comments:

Details:
FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 2014

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Delete the project.

26. JUSTIFICATION:

This project cannot be delivered and still needs to be designed. Requesting to delete this Phoenix District Minor project programmed for constuction in FY14.

Identified in the MAG TIP as DOT-14-191.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Delete Project.
Request to be in PPAC Agenda for 3/26/2014 .

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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Monica Baiza

(602) 712-4711

5. Form Created By:

Monica Baiza Elser

9252 Valley Proj Mgmt Rarf

1611 W Jackson St., EM01

PROJECT INFORMATION

6. Project Location / Name:

3RD AVENUE - 3RD STREET, DECK PARK TUNNEL

7. Type of Work:

DRAINAGE IMPROVEMENTS

8. CPS Id:

YD1L

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

144.9

13. TRACS #:

H834401C

14. Len (mi.):

0.6

15. Fed ID #:

IM-010-C(209)T

PROJECT REQUEST SUMMARY

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

1,052

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

12314

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

618

18b. Total Program Budget

After Request (in \$000):

1,670

19. Currently Approved Budget Funding List:

Amount (in \$000): 1,052

Fund Item #: 12314

Comments:
4 (.) 2014 3RD AVE - 3RD ST,
DECK PARK TUNNEL-
-Drainage Improvements

Details:
FY:2014-3RD AVE - 3RD ST,
DECK PARK
TUNNEL-Drainage
Improvements

19a. New / Budget Change Request Funding List:

Amount (in \$000): 618

Fund Item #: 49914

Comments:

Details:
FY:0-.-.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2014

22. Current Bid Pkg Ready Date:

03/03/2014

23. Current Bid Adv Date:

04/01/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

04/01/2014

23a. Request Bid Adv Date to:

05/19/2014

ADDITIONAL DETAILS

24a. Scope Changed?Yes

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?NA

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Change the scope.
Increase budget.

26. JUSTIFICATION:

Requesting to change the project scope to include additional drainage improvements along joint 19 and 3rd Street and restoration within the Hance Park. ICAP is included in this request.

Identified in the MAG TIP as DOT-14-190.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Update/Establish Schedule.
Change in Scope.
Request to be in PPAC Agenda for 3/26/2014 .
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:03/13/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Monica Baiza Elser

(602) 712-4711

5. Form Created By:

Monica Baiza Elser

9252 Valley Proj Mgmt Rarf

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

3rd Avenue - 3rd Street, Deck Park Tunnel

7. Type of Work:

Cost-To-Cure

8. CPS Id:

YD1L

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

144.9

13. TRACS #:

H834402R

14. Len (mi.):

1

15. Fed ID #:

IM

(Tracs# not in Adv)

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):

300

18b. Total Program Budget

After Request (in \$000):

300

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

300

Comments:

Fund Item #:

71014

Details:

FY:2014-R/W ACQUISITION,
APPRAISAL &
PLANS-Right-Of-Way
Acquisition, Appraisal & Plans
& Titles Preparation

20. JPA #s: 88-25

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? Yes

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year: 2014

22. Current Bid Pkg Ready Date: 03/03/2014

23. Current Bid Adv Date: 04/01/2014

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to: 04/01/2014

23a. Request Bid Adv Date to: 05/19/2014

ADDITIONAL DETAILS

24a. Scope Changed?Yes

24c. Work Type Changed?No

24b. Project Name/Location Changed?No

24d. What is the current Stage?Stage IV

Have ENVIRONMENTAL Clearance?NO

Have MATERIALS Memo?NA

Have U&RR Clearance?NO

Have C&S Approval?YES

Have R/W Clearance?NO

Have CUSTOMIZED Schedule?YES

Scoping Document Completed?YES

25. DESCRIPTION OF REQUEST:

Establish State Funded Subphase.

26. JUSTIFICATION:

These funds are needed to provide funding utilizing cost-to-cure to the City of Phoenix for restoration costs within the Japanese Friendship Garden. These costs were not included in the original scope of the project. The funding for this project must be State funds.

Identified in the MAG TIP as DOT-13-190.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Scope.
Establish a New Project.
Request to be in PPAC Agenda for 3/26/2014 .

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:03/13/2014
2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 03/21/2014 **4. Project Manager / Presenter Information:** Karim Rashid (602) 712-6785
5. Form Created By: Karim Rashid 9660 Traffic Operations Section 2104 S 22nd Ave, 201, 061R

PROJECT INFORMATION

6. Project Location / Name: State Line - Parker Port of Entry **7. Type of Work:** Design Commercial Vehicle Electronic Screening System

8. CPS Id: **9. District:** Yuma **10. Route:** 95S1 **11. County:** La Paz **12. Beg MP:** 144.40 **13. TRACS #:** H875201D **14. Len (mi.):** 0.5 **15. Fed ID #:**

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):** 100 **18b. Total Program Budget After Request (in \$000):** 100

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 100	Fund Item #: 74314
Comments:	Details:	Comments:	Details: FY:2014-PORT OF ENTRY-Operational Support / Capital Purchases

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: 2014
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?Stage III
Have ENVIRONMENTAL Clearance?NO	Have MATERIALS Memo?NA
Have U&RR Clearance?NO	Have C&S Approval?NA
Have R/W Clearance?NO	Have CUSTOMIZED Schedule?NO
Scoping Document Completed?NO	

25. DESCRIPTION OF REQUEST:

Establish a Design project.

26. JUSTIFICATION:

This project will install Commercial Vehicle Electronic Screening System on State Alternate 95 and will allow ECD to screen all commercial vehicles entering western AZ. Currently Parker is the busiest circumvention route allowing easy bypass of POE.

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 3/26/2014 .	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.	PRB APPROVED Page 382 of 454
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:03/13/2014

2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 03/21/2014 **4. Project Manager / Presenter Information:** Karim Rashid (602) 712-6785
5. Form Created By: Karim Rashid 9660 Traffic Operations Section 2104 S 22nd Ave, 201, 061R

PROJECT INFORMATION

6. Project Location / Name: State Line - Parker Port of Entry **7. Type of Work:** Install Commercial Vehicle Electronic Screening System

8. CPS Id: **9. District:** Yuma **10. Route:** 95S1 **11. County:** La Paz **12. Beg MP:** 144.40 **13. TRACS #:** H875201C **14. Len (mi.):** 0.5 **15. Fed ID #:**

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):** 900 **18b. Total Program Budget After Request (in \$000):** 900

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 900	Fund Item #: 74314
Comments:	Details:	Comments:	Details: FY:2014-PORT OF ENTRY-Operational Support / Capital Purchases

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: 2014
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? Stage III
Have ENVIRONMENTAL Clearance? NO	Have MATERIALS Memo? NA
Have U&RR Clearance? NO	Have C&S Approval? NA
Have R/W Clearance? NO	Have CUSTOMIZED Schedule? NO
Scoping Document Completed? NO	

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Construct commercial Vehicle Electronic Screening System on State Alternate 95. The project limits will begin from California State Line to the Inspection Station at MP 144.40. Installing this screening system will enable ECD to screen all commercial vehicles entering from Westren AZ. Currently Parker is the busiest circumvention route allowing easy bypass of POE.

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 3/26/2014 .

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:03/18/2014

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:

03/18/2014

4. Project Manager / Presenter Information:

Kevin Robertson

(602) 712-3131

5. Form Created By:

Kevin Robertson

9975 Materials Group-Cons Chrgrs

1221 N 21st Ave., 068R

PROJECT INFORMATION

6. Project Location / Name:

VERDE RD. - TOOMAN RD.

7. Type of Work:

PAVEMENT PRESERVATION (MICRO SURFACE)

8. CPS Id:

NE1M

9. District:

Kingman

10. Route:

68

11. County:

Mohave

12. Beg MP:

21.7

13. TRACS #:

H864801C

14. Len (mi.):

4.1

15. Fed ID #:

NH-068-A(205)

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

1,000

18b. Total Program Budget

After Request (in \$000):

1,000

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

1,000

Comments:

Fund Item #:

74814

Details:

FY:2014-MINOR &
PREVENTATIVE PAVEMENT
PRESERVATION-Minor &
Preventative 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

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:

2014

22a. Request Bid Pkg Ready Date to:

04/01/2014

23a. Request Bid Adv Date to:

05/01/2014

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?NA

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish a project.

26. JUSTIFICATION:

The pavement is highly distressed and deteriorated due to heavy truck traffic. Micro Surfacing will extend the life of the pavement, improve the ride quality and protect a previously constructed crack seal project.

ICAP is included in the funding request amount.

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 3/26/2014 .

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:03/18/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Larry Doescher

(602) 712-7551

5. Form Created By:

Larry Doescher

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295 E, 614E

PROJECT INFORMATION

6. Project Location / Name:

Lause Road Erosion Control

7. Type of Work:

Erosion Control Study

8. CPS Id:

AY1N

9. District:

Kingman

10. Route:

95

11. County:

Mohave

12. Beg MP:

242

13. TRACS #:

H875301L

14. Len (mi.):

1

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

100

18b. Total Program Budget

After Request (in \$000):

100

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

100

Comments:

Fund Item #:

79514

Details:

FY:2014-STORM WATER PROTECTION PLAN-Storm Water Protection

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:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish a Project.

26. JUSTIFICATION:

A Study is needed to evaluate a drainage issue in Bullhead City, AZ.

A property owner adjacent to SR 95 is complaining about runoff and sediment allegedly coming from the highway embankment. The breakout is near the crest of the highway so a point of concentration is suspected.

Consultant \$65k

Staff \$26k

ICAP \$ 9k

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 3/26/2014 .

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:03/18/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Amjad Alzubi

(602) 712-8619

5. Form Created By:

Amjad Alzubi

9775 Bridge Management Section

205 S 17th Ave, 233, 633E

PROJECT INFORMATION

6. Project Location / Name:

Cottonwood Wash Bridges EB Str #519 & WB Str #520

7. Type of Work:

Design Bridge Deck Rehabilitation

8. CPS Id:

BB1N

9. District:

Holbrook

10. Route:

40

11. County:

Navajo

12. Beg MP:

259

13. TRACS #:

H872201D

14. Len (mi.):

1

15. Fed ID #:

040-D(231)T

(Tracs# not in Adv)

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):

600

18b. Total Program Budget

After Request (in \$000):

600

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

600

Comments:

Fund Item #:

71414

Details:

FY:2014-BRIDGE INSPECTION & REPAIRS, DECK REPLACEMENT & SCOUR-Bridge Inspection Program for emergency bridge repairs & upgrading, Deck Rehabilitation & Replacement and Scour

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish a Design Project.

26. JUSTIFICATION:

Existing bridge decks are in need of rehabilitation. Bridge decks have areas of spalling AC overlay, indicating the deck is deteriorating underneath and extensive areas of cracking and efflorescence are observed in underside of the deck. Construction is anticipated in FY17.

Staff = \$418k

Consultant = \$130k

ICAP = \$52k

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 3/26/2014 .	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:03/18/2014

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:

03/21/2014

4. Project Manager / Presenter Information:

Amjad Alzubi

(602) 712-8619

5. Form Created By:

Amjad Alzubi

9775 Bridge Management Section

205 S 17th Ave, 233, 633E

PROJECT INFORMATION

6. Project Location / Name:

Jacks Canyon Bridge Str #1275

7. Type of Work:

Design Bridge Deck Rehabilitation

8. CPS Id:

BA1N

9. District:

Holbrook

10. Route:

87

11. County:

Coconino

12. Beg MP:

330

13. TRACS #:

H871901D

14. Len (mi.):

1

15. Fed ID #:

087-C(206)T

(Tracs# not in Adv)

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):

500

18b. Total Program Budget

After Request (in \$000):

500

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

500

Comments:

Fund Item #:

71414

Details:

FY:2014-BRIDGE
INSPECTION & REPAIRS,
DECK REPLACEMENT &
SCOUR-Bridge Inspection
Program for emergency bridge
repairs & upgrading, Deck
Rehabilitation & Replacement
and Scour

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish a Design Project.

26. JUSTIFICATION:

Existing bridge deck is in need of rehabilitation. Bridge deck has large areas of deck spalls and extensive map cracking throughout the deck surface. Underside of deck exhibits efflorescence in areas where the top deck spalls are observed. Construction is anticipated for FY17.

In-House Staff = \$357k

Consultant = \$100k

ICAP = \$43k

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 3/26/2014 .	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:03/18/2014
2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 03/21/2014 **4. Project Manager / Presenter Information:** Beena Chakkarabavi (602) 712-8686
5. Form Created By: Beena Chakkarabavi 9695 Traffic Group-Const Chrgs 1615 W Jackson St, 121, 063R

PROJECT INFORMATION

6. Project Location / Name: Northern Region/Various Location **7. Type of Work:** Lightpole Slipbase Inventory and Design

8. CPS Id: **9. District:** Flagstaff **10. Route:** 999 **11. County:** Statewide **12. Beg MP:** 000 **13. TRACS #:** HX25801D **14. Len (mi.):** **15. Fed ID #:** 999-A(433)T

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):** 170 **18b. Total Program Budget After Request (in \$000):** 170

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 170	Fund Item #: 71214
Comments:	Details:	Comments:	Details: FY:2014-TRAFFIC ENGINEERING-Traffic Signals

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: 2014
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish a Design project.

26. JUSTIFICATION:

The existing lightpole triangular slipbases are not serving the intended purpose. We need to inventory and change the slipbases where required.

Consultant:\$65k
Staff:\$154k
ICAP: \$16k

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 3/26/2014 .

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:03/18/2014
2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 03/21/2014 **4. Project Manager / Presenter Information:** Mohammed Islam (602) 712-6431
5. Form Created By: Mohammed Islam 9695 Traffic Group-Const Chrgs 1615 W Jackson St, , 063R

PROJECT INFORMATION

6. Project Location / Name: Southern Region **7. Type of Work:** Lightpole Slipbase Inventory & Design
8. CPS Id: **9. District:** **10. Route:** 999 **11. County:** Statewide **12. Beg MP:** **13. TRACS #:** HX25901D **14. Len (mi.):** **15. Fed ID #:**
(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):** 197 **18b. Total Program Budget After Request (in \$000):** 197

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 197	Fund Item #: 71214
Comments:	Details:	Comments:	Details: FY:2014-TRAFFIC ENGINEERING-Traffic Signals

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 2014
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? N/A
Have ENVIRONMENTAL Clearance? NO	Have MATERIALS Memo? NO
Have U&RR Clearance? NO	Have C&S Approval? NO
Have R/W Clearance? NO	Have CUSTOMIZED Schedule? NO
Scoping Document Completed? NO	

25. DESCRIPTION OF REQUEST:

Eastablish a Design project.

26. JUSTIFICATION:

The existing lightpole triangular slipbases are not serving the purpose they are intended for. We need to inventory and change the slipbases where required.

Consultant - \$95k
Staff - \$85k
ICAP - \$17k

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 3/26/2014 .

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:03/18/2014
2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 03/21/2014 **4. Project Manager / Presenter Information:** Sumera Kayani (602) 712-8527
5. Form Created By: Sumera Kayani 9695 Traffic Group-Const Chrgs 1615 W Jackson St, 951, 063R

PROJECT INFORMATION

6. Project Location / Name: Western Region,Various Locations **7. Type of Work:** Lightpole Slipbases Inventory and Design
8. CPS Id: **9. District:** Yuma **10. Route:** 999 **11. County:** Statewide **12. Beg MP:** **13. TRACS #:** HX25601D **14. Len (mi.):** **15. Fed ID #:**

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):** 185 **18b. Total Program Budget After Request (in \$000):** 185

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 185	Fund Item #: 71214
Comments:	Details:	Comments:	Details: FY:2014-TRAFFIC ENGINEERING-Traffic Signals

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 2014
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? NO
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 a Design project.

26. JUSTIFICATION:

The existing slipbases are not serving the purpose which they were intended for. We need to inventory and change the slipbases where required.

Consultant - \$82k
Staff - \$85k
ICAP - \$18k

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 3/26/2014 .

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

PRB APPROVED

STATE ENGINEER'S REPORT
March 2014

The Status of Projects Under Construction report for March 2014 shows 101 projects under construction valued at \$681,169,890.39. The transportation board awarded 10 projects during March valued at approximately \$34.2 million.

During March the Department finalized 6 projects valued at \$39,165,529.20. 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 118 projects. The total cost of these 118 projects has exceeded the contractors bid amount by 8.7%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 8.5%.

MONTHLY CONSTRUCTION REPORT

Mar-14

PROJECTS UNDER CONSTRUCTION	101
MONETARY VALUE OF CONTRACTS	\$681,169,890.39
PAYMENTS MADE TO DATE	\$488,524,109.54
INTERSTATE	22
PRIMARY	42
LOCAL GOVERNMENT	29
NON-FEDERAL AID	8
OTHER	0
CONTRACTS EXECUTED IN MARCH 2014	9
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$31,472,168.25

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
 March, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
ACNH093-B(002)B H554401C	COTTONWOOD CNYN-BRIDLE CRK Kingman District						
	Working Days: 924 = 730 0 + 95 + 99 Days Used: 924						
		22,800,840.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = \$2,670,793.40 or 11.71% over State Estimate \$25,471,633.40	\$34,778,119.12	\$9,306,485.72	36.5 %
LLA-0-(205)T SS96201C	ALAMO DAM ROAD MP 9.0 TO 10.3 Prescott District						
	Working Days: 85 Days Used: 63						
		352,807.50	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$148,694.00 or 42.15% over State Estimate \$501,501.50	\$497,660.99	(\$3,840.51)	-0.8 %
010-A-(208)T H821201C	BOUSE WASH RA, I-10, MP 52 Yuma District						
	Working Days: 107 = 75 + 10 + 1 + 16 + 5 Days Used: 107						
		981,028.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	Low Bid = \$18,662.25 or 1.90% over State Estimate \$999,690.25	\$1,089,839.36	\$90,149.11	9.0 %
191-C-(215)T H841201C	GREY PEAK TO JUAN MILLER ROAD Safford District						
	Working Days: 50 Days Used: 50						
		891,115.50	CACTUS TRANSPORT, INC.	Low Bid = (\$111,228.60) or 12.48% under State Estimate \$779,886.90	\$731,380.16	(\$48,506.74)	-6.2 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
 March, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
069-A-(208)T H812201C Working Days: 65 Days Used: 50	SR 69;BIG BUG 4 TO POLAND JUNC Prescott District	1,702,825.85	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = (\$66,210.00) or 3.89% under State Estimate \$1,636,615.85	\$1,840,280.10	\$203,664.25	12.4 %
169-A-(204)T H853601C Working Days: 25 Days Used: 31	E OLD CHERRY RD - W CHERRY CRE Prescott District	328,430.80	SOUTHWEST SLURRY SEAL, INC.	Low Bid = (\$67,819.00) or 20.65% under State Estimate \$260,611.80	\$228,249.48	(\$32,362.32)	-12.4 %

Completed Contracts (Fiscal Year 2014)

March, 2014

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 6	6	\$27,057,047.65	\$29,649,939.70	\$39,165,529.20
		<u>Monetary</u>		<u>Monetary</u>
		\$2,592,892.05		\$9,515,589.50

Accumulation to Date (Fiscal Year 2014 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
109	\$709,758,184.66	\$656,024,653.60	\$713,308,592.12	\$57,283,938.52	8.7%

Prepared By:

Checked By:

Yvonne Navarro
Field Reports Unit, X6849


Lenyne Hickson, Manager
Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED
FISCAL YEAR 2014

LESS ADJUSTMENTS FOR								
MONTH	CUMULATIVE FINAL COST	REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
Jul-13	\$ 57,714,612	\$ 497,357	\$ 351,009	\$ 2,145,470	\$ 2,993,836	\$ 46,643,383	\$ 54,720,776	17.3%
Aug-13	\$ 261,630,406	\$ 1,774,984	\$ 988,440	\$ 105,709	\$ 2,869,133	\$ 241,359,496	\$ 258,761,273	7.2%
Sep-13	\$ 363,898,805	\$ 1,320,624	\$ 1,645,679	\$ 16,716	\$ 2,983,019	\$ 333,247,768	\$ 360,915,786	8.3%
Oct-13	\$ 410,361,387	\$ 162,887	\$ 150,324	\$ 4,555	\$ 317,766	\$ 380,655,781	\$ 410,043,621	7.7%
Nov-13	\$ 436,835,979	\$ 698,091	\$ 566,402	\$ -	\$ 1,264,493	\$ 404,160,392	\$ 435,571,486	7.8%
Dec-13	\$ 473,742,071	\$ 649,223	\$ 1,401,479	\$ -	\$ 2,050,702	\$ 437,868,230	\$ 471,691,369	7.7%
Jan-14	\$ 575,639,351	\$ 1,449,981	\$ 293,069	\$ -	\$ 1,743,050	\$ 534,240,631	\$ 573,896,301	7.4%
Feb-14	\$ 674,143,063	\$ 1,531,028	\$ 464,410	\$ 551,897	\$ 2,547,335	\$ 626,374,714	\$ 671,595,728	7.2%
Mar-14	\$ 713,308,592	\$ 1,270,918	\$ 163,167	\$ -	\$ 1,434,085	\$ 656,024,654	\$ 711,874,507	8.5%
Apr-14								
May-14								
Jun-14								
		\$ 9,355,093	\$ 6,023,979	\$ 2,824,347	\$ 18,203,419			
G:\F_rpts\Board Report FY14								
e-mail to Jason Hafner								

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") 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 8a. BOARD DISTRICT NO.: 4

Page 444

BIDS OPENED: March 21, 2014

HIGHWAY: JOHN WAYNE PARKWAY SR 347

SECTION: JCT SR 347 & SR 238

COUNTY: PINAL

ROUTE NO.: SR 347

PROJECT : TRACS: TEA-347-A(202)T : 347 PN 175 H722901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: BRISTON CONSTRUCTION, LLC

LOW BID AMOUNT: \$ 152,342.28

STATE ESTIMATE: \$ 179,691.00

\$ UNDER ESTIMATE: (\$ 27,348.72)

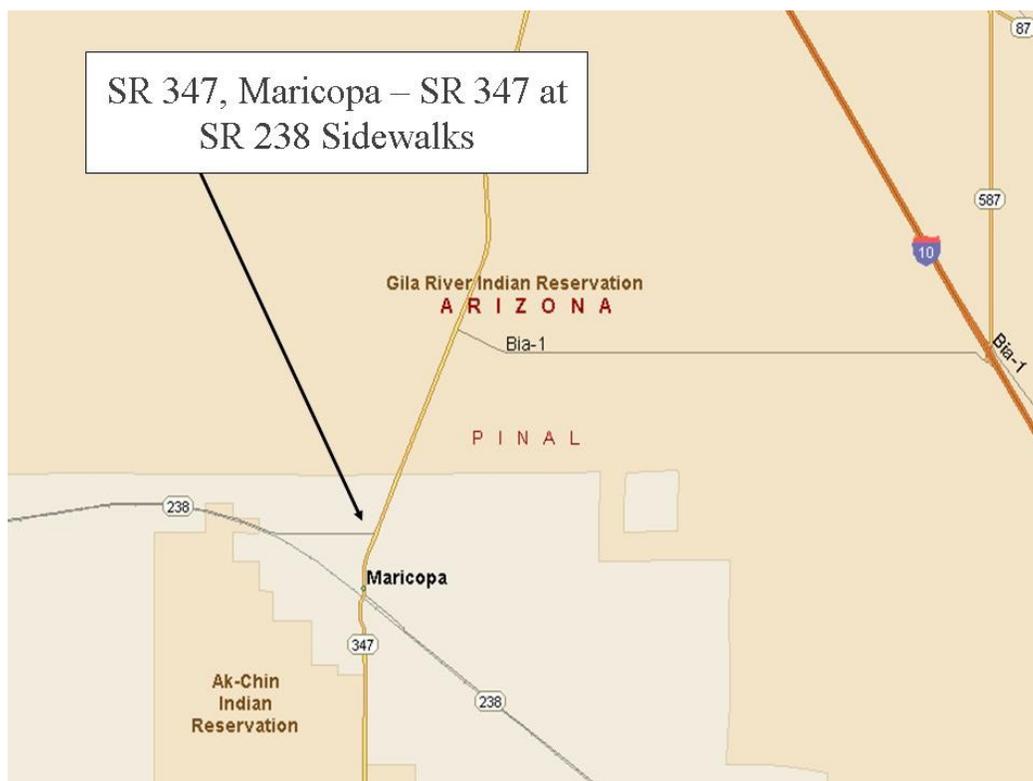
% UNDER ESTMATE: (15.2%)

PROJECT DBE GOAL: 6.52%

BIDDER DBE PLEDGE: 9.34%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 8b. BOARD DISTRICT NO.: 1

Page 447

BIDS OPENED: February 21, 2014	
HIGHWAY: TOWN OF GLENDALE	
SECTION: NEW RIVER BETWEEN NORTHERN TO BETHANY HOME	
COUNTY: MARICOPA	
ROUTE NO.: Local (New River Trail)	
PROJECT : TRACS: CM-GLN-0(222)T : 000 MA SS84601C	
FUNDING: 82% FEDS 18% LOCAL	
BIDDER:	INTERMOUNTAIN WEST CIVIL CON- STRUCTORS, INC.
	STANDARD CONSTRUCTION COMPANY, INC.
BID AMOUNT:	\$ 2,921,442.75
	\$ 2,998,636.20
STATE ESTIMATE:	\$ 2,490,144.00
	\$ 2,490,144.75
\$ OVER ESTIMATE:	\$ 431,298.75
	\$ 508,492.20
% OVER ESTMATE:	17.3%
	20.4%
PROJECT DBE GOAL:	3.49%
	3.49%
BIDDER DBE PLEDGE:	20.82%
	3.52%
NO. BIDDERS:	8
	8
RECOMMENDATION:	WITHDRAW BID
	AWARD

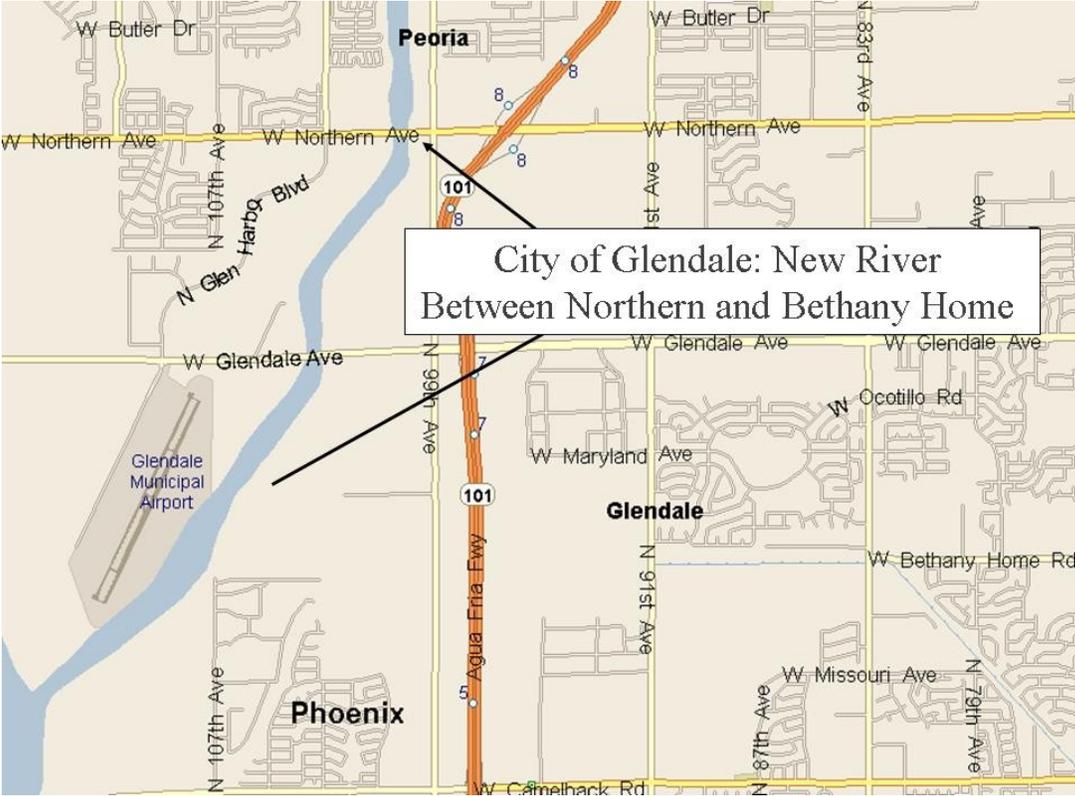
COMMENTS:

At bid opening, Intermountain West Civil Constructors was read as the apparent low bidder and Standard Construction Company was apparent second low bidder. Action was postponed at the March 14, 2014 Board meeting to allow time for the Department to consider two issues:

On February 28, 2014, the Department received a letter from Intermountain West Civil Constructors asking to withdraw its bids due to a serious clerical error in its bid amount. The Department has reviewed the information submitted by Intermountain West and agrees that the bid submitted by Intermountain West did not represent its intent, that it was a clerical error and not an error in judgment, that it was in excess of \$250,000, and that it was a substantial amount relative to the size of the overall contract and concerned a material item of the contract. The Department finds that it would be inequitable to require Intermountain West to perform the work for the amount stated in its bid and recommends that the Board allow Intermountain West to withdraw its bid without forfeiting its bid bond.

The Department notified all bidders on the project of this recommendation, making Standard Construction the new apparent low bidder. No comments or protests were received. Standard Construction has met the initial DBE requirements for the project. The Department recommends that the Board award this project to Standard Construction.

Note that all bids on this project exceeded the amount of federal and local funds programmed for this project by the Maricopa Association of Governments and City of Glendale. The City of Glendale has reviewed this situation and has agreed to provide the additional funds needed for construction and concurs with the Department recommendation to award to Standard Construction.



*ITEM 8c. BOARD DISTRICT NO.: 2

Page 451

BIDS OPENED: February 14, 2014

HIGHWAY: TUCSON-ORACLE JC -GLOBE HWY SR 77

SECTION: TANGERINE RD TO PINAL CTY LINE

COUNTY: PIMA

ROUTE NO.: SR 77

PROJECT : TRACS: STP-077-A(204)T : 077 PM 081 H669401C

FUNDING: 94% FEDS 6% STATE

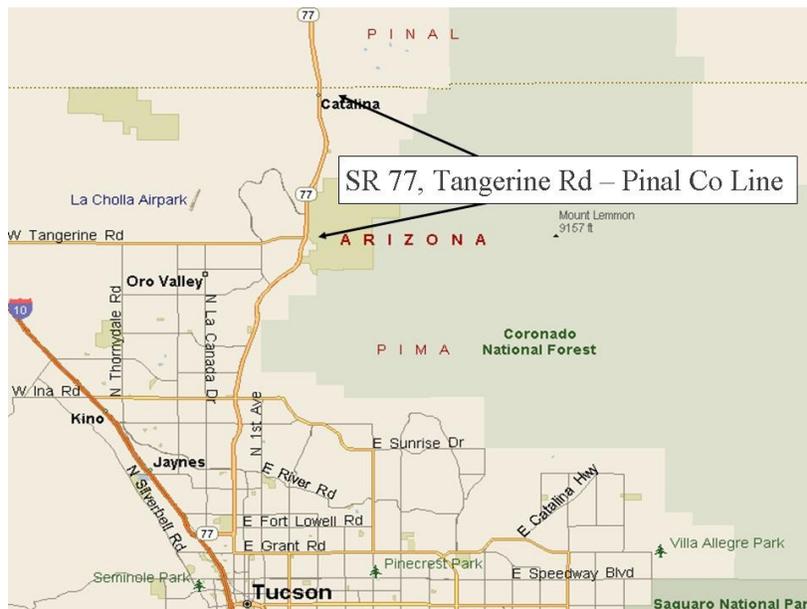
LOW BIDDER:	GRANITE CONSTRUCTION COMPANY	FNF CONSTRUCTION, INC.
LOW BID AMOUNT:	\$ 33,867,768.00	\$ 33,956,528.25
STATE ESTIMATE:	\$ 34,464,439.30	\$ 34,464,439.30
\$ UNDER ESTIMATE:	(\$ 596,671.30)	(\$ 507,911.05)
% UNDER ESTMATE:	(1.7%)	(1.5%)
PROJECT DBE GOAL:	5.57%	5.57%
BIDDER DBE PLEDGE:	5.84%	TBD
NO. BIDDERS:	8	8
RECOMMENDATION:	PENDING	PENDING

COMMENTS:

At bid opening, Granite Construction Company was read as apparent low bidder and FNF Construction was read as apparent second low bidder.

The Department subsequently received a formal bid protest from FNF Construction claiming that the bid of Granite Construction should be rejected as mathematically and materially unbalanced. Granite Construction responded to the protest, claiming that its bid was not unbalanced.

The Department is investigating this matter and expects to issue an addendum to the agenda before the Board meeting with its findings and recommendations concerning this project.



ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed work is located in Yuma County, on Old US 80, between Avenue 30E and Avenue 31E, approximately 1 miles east of the Town of Wellton. The proposed work will include deck replacement of the existing bridge deck. Additional work includes approach slab, new AC pavement, guard rail replacement, pavement markings, and traffic control.

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
0000 YU YYU SB44501C YYU-0-(205)T	YUMA COUNTY	RAILROAD BRIDGE # 8424 Yuma District	LOCAL-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$754,197.00	DEPARTMENT	
1	\$774,850.95	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
2	\$1,027,920.75	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027
3	\$1,194,700.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301

Apparent Low Bidder is 2.7% Over Department Estimate (Difference = \$20,653.95)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU YYU SB445 01C
PROJ NO BR-YYU-0(205)T
TERMINI YUMA COUNTY
LOCATION RAILROAD BRIDGE # 8424

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
OLD US 80	N/A	YUMA	LOCAL-FA

The amount programmed for this contract is \$1,060,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yuma County, on Old US 80, between Avenue 30E and Avenue 31E, approximately 1 miles east of the Town of Wellton. The proposed work will include deck replacement of the existing bridge deck. Additional work includes approach slab, new AC pavement, guard rail replacement, pavement markings, and traffic control.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove of Asphaltic Concrete Pavement	Sq.Yd.	63
Removal of Structural Concrete	Cu.Yd.	260
Remove (Bituminous Pavement (Variable Milling (0" to 3"))	Sq.Yd.	993
Structural Excavation	Cu.Yd.	20
Structure Backfill	Cu.yd.	25
Aggregate Base, Class 2	Cu.Yd.	74
Asphaltic Concrete (Miscellaneous Structural)	Ton	191
Structure Concrete (Class S)(f'c= 4,500)	Cu.Yd.	224
Reinforcing Steel	Lb.	80,000
Temporary Painted Marking(Stripe)	L.Ft.	1,050
Pavement Marking (White and Yellow Extruded Thermoplastic)	L.Ft.	3,150
Guard Rail, W-Beam, Single Face	L.Ft.	350
Inlet (C-4.10)(Single)	Each	4
Force Account (Railroad Flagging Services)	L. Sum	1
Slope Paving (Exposed Aggregate)	Sq.Yd.	640

The time allowed for the completion of the work included in this project 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.78.

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 \$22.00 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

0000 YU YYU SB445 01C

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:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Jaime Hernandez	(928) 317-2158

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

0000 YU YYU SB445 01C
BR-YYU-0(205)T
02/26/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

110 Working Days

The proposed scour retrofit project is located on the I-8 in Pinal County west of the Town of Casa Grande at Milepost 163. The work consists of constructing concrete floors underneath Santa Rosa Wash Bridges (STR # 1092 and 1093) and other related work.

Bid Opening Date : 03/07/2014, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
008 PN 163 H827001C 008-B-(203)T	YUMA - CASA GRANDE HIGHWAY, (I-8)	SANTA ROSA WASH BR, STR 1092 & Tucson District	11914

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$589,727.00	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323
2	\$594,721.90	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027
	\$649,642.80	DEPARTMENT	
3	\$669,654.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$674,636.42	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
5	\$677,074.60	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
6	\$696,333.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON, AZ 85705
7	\$749,500.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$750,791.60	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85042
9	\$759,914.20	MCDONALD BROS. CONSTRUCTION, INC.	1535 S. QUARTER HORSE LANE CAMP VERDE, AZ 86322
10	\$761,751.60	SDB, INC.	810 W. FIRST STREET TEMPE, AZ 85281-2676
11	\$846,646.60	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 9.2% Under Department Estimate (Difference = (\$59,915.80))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 07, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 008 PN 163 H827001C
PROJ NO NHPP-IM-008-B(203)T
TERMINI YUMA-CASA GRANDE HIGHWAY, I-8
LOCATION SANTA ROSA WASH BR, 1092 & 1093

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-8	163 to 164	TUCSON	11914

The amount programmed for this contract is \$881,000. 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 the I-8 in Pinal County west of the Town of Casa Grande at Milepost 163. The work consists of constructing concrete floors underneath Santa Rosa Wash Bridges (STR # 1092 and 1093) and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Structural Excavation	Cu.Yd.	7,670
Structure Concrete(Class S)(f'c= 3000)	Cu.Yd.	1,525
Reinforcing Steel	Lb.	111,400
Seeding (Class II)	Acre	1
Erosion Control (Silt Fence)	L.FT.	2,700
Fence Gate, Type 2	Each	1
Miscellaneous work (Control of Noxious Plants) (Manual Methods)	Sq.Yd	5,808
Miscellaneous work (Control of Noxious Plants)(Herbicide)	Sq.Yd	13,552
Contractor Quality Control	L.Sum	1
Construction Surveying & Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 110 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.16%.

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 \$11.00 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:	Adam Carreon	(520) 429-2372

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

008 PN 163 H807201C
NHPP-IM-008-B(203)T
02/05/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Working Days

The proposed work is located in Cochise County on I-10, Benson-Steins Pass Highway, from MP 331.00 to MP 344.9 in the eastbound direction and MP 336.25 to MP 345.05 in the westbound direction. This Pavement Preservation Project consists of millings, paving with Asphaltic Concrete (3/4"Mix)(End Product)(Special Mix) and Asphalt Rubber-Asphaltic Concrete Friction Coarse (AR-ACFC) , Shoulder Build-up (milled AC) and compaction, Crack Sealing, Bridge Repair(Seal Deck),Seeding, Erosion Control, Loop Detectors, and other related work.

Bid Opening Date : 03/07/2014, Prequalification Required, Engineer Specialist : Jafari Reza

Project No.	Highway Termini	Location	Item
010 CH 331 H839601C IM-010-F(218)T	BENSON - STEINS PASS HWY	US 191- EAST WILCOX TI Safford District	13214

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$7,590,768.17	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$8,257,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
	\$8,436,807.00	DEPARTMENT	
3	\$8,593,956.71	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
4	\$9,345,000.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301

Apparent Low Bidder is 10.0% Under Department Estimate (Difference = (\$846,038.83))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 CH 331 H8396 01C
 PROJ NO IM-010-F(218)T
 TERMINI BENSON – STEINS PASS HWY
 LOCATION US 191 - EAST WILLCOX TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	331.00 to 344.9 336.25 to MP345.05	SAFFORD	13214

The amount programmed for this contract is \$11,600,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Cochise County on I-10, Benson-Steins Pass Highway, from MP 331.00 to MP 344.9 in the eastbound direction and MP 336.25 to MP 345.05 in the westbound direction. This Pavement Preservation Project consists of millings, paving with Asphaltic Concrete (3/4”Mix)(End Product)(Special Mix) and Asphalt Rubber-Asphaltic Concrete Friction Coarse (AR-ACFC) , Shoulder Build-up (milled AC) and compaction, Crack Sealing, Bridge Repair(Seal Deck),Seeding, Erosion Control, Loop Detectors, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove (Woody Vegetation)	Each	30
Remove Bituminous pavement (Milling)(1/2”- 8”)	SQ. YD.	512,999
Shoulder Build-up (Milled AC)	L.FT.	14,040
Shoulder Build-up (Compaction)	Hour	12
Bituminous Tack Coat	Ton	208
Fog Coat	Ton	69
Blotter Material	Ton	208
Asphalt Binder (PG 70-10)	Ton	3,271
Crack Sealing (Asphaltic Concrete Pavement)	L.FT.	168,545
Asphaltic Concrete Friction Cours(Asphalt-Rubber)	Ton	11,312
Asphalt Rubber Material (For AR-ACFC)	Ton	1075
Asphaltic Concrete (3/4”Mix)(End Product)(Sp Mix)	Ton	65,429
Bridge Repair (Seal Deck)	SQ.YD.	4,856
Temporary Concrete Barrier (Install and Removal)	L.FT.	8,869
Temporary Painted Marking (Stripe)	L.FT.	350,000
Temporary Concrete Barrier (In Use)	L.FT./Day	26,607
Temporary Impact Attenuators (In Use)	Each-Day	24
Truck Mounted Attenuator	Each-Day	17
Flagging Services (Civilian)	Hour	1,120
Flagging Services (Local Enforcement Officer)	Hour	366
Flagging Services (DPS)	Hour	801
Seeding (Class II)	Acre	3
Erosion Control (Wattles) (9”)	L.FT.	232
Contractor Quality Control	L. Sum	1
Loop detector (Speed/Classification)	Each	1
Loop detector (Counter)(Full Replacement)	Each	4
Construction Surveying and layout	L.Sum	1

The time allowed for the completion of the work included in this project will be **130** 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.03 .

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 \$35, 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:	Reza Jafari	602-712-7953
Construction Supervisor:	Jackie Watkins	520-586-2949

RJ:rj:Udrive:H839601C
January 31, 2014

STEVE HULL,
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 Mohave County on Interstate 40 between mileposts 56.94 and 71.70, approximately five miles east of the City of Kingman. The work consists of milling and replacing existing asphaltic concrete pavement; removing and replacing existing guardrail; replacing existing bridge rail with concrete barrier; sealing bridge deck with methacrylate treatment; replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : Patway Mohammed

Project No.	Highway Termini	Location	Item
040 MO 0 H813401C 040-B-(213)T	KINGMAN-ASH FORK HWY (I-40)	RATTLESNAKE WASH - JCT US 93 Kingman District	14114

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$11,249,398.22	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
2	\$11,894,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
3	\$12,220,972.25	DEPARTMENT	
3	\$12,345,714.41	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$12,572,209.50	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
5	\$12,857,758.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$13,244,118.25	MCCORMICK CONSTRUCTION CO.	3640 HWY 95 #110 BULLHEAD CITY, AZ 86442

Apparent Low Bidder is 8.0% Under Department Estimate (Difference = (\$971,574.03))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 MO 056 H813401C
PROJ NO IM-040-B(213)T
TERMINI KINGMAN—ASH FORK HWY (I-40)
LOCATION RATTLESNAKE—JCT US 93

ROUTE NO. MILEPOST DISTRICT ITEM NO.
I-40 56.94 to 71.70 KINGMAN 14114

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

The proposed work is located in Mohave County on Interstate 40 between mileposts 56.94 and 71.70, approximately five miles east of the City of Kingman. The work consists of milling and replacing existing asphaltic concrete pavement; removing and replacing existing guardrail; replacing existing bridge rail with concrete barrier; sealing bridge deck with methacrylate treatment; replacing pavement markings, and other miscellaneous work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Rows include items like 'Remove Bituminous Pavement (Milling)', 'Portland Cement Concrete Pavement', etc., with units like 'Sq. Yd.', 'Ton', and 'L. Ft.' and quantities.

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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 1.83%.

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 \$42.00, 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:	Mohammed Patwary	(602) 712-8187
Construction Supervisor:	Chris Olson	(928) 681-6016

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Fixed Completion Date:

11/01/2015

The proposed work is located in Yavapai County on Interstate 40 near Ash Fork. The work begins at milepost 143.63 and extends easterly to milepost 147.15. The work consists of rehabilitating ten bridge decks within the project limits and constructing temporary access roads and median detour crossovers. The work includes removing and replacing bridge decks and approach slabs on the eastbound (EB) and westbound (WB) Ash Fork Draw Bridges; repairing bridge decks using hydrodemolition and microsilica modified concrete overlay on the EB and WB West Ash Fork traffic interchange (TI) overpass (OP) and the EB and WB East Ash Fork TI OP; repairing bridge decks using mechanical milling and polymer epoxy overlay for the EB Burlington Northern Santa Fe (BNSF) Railroad OP and the Ash Fork Draw Ramp-A and Ramp-B Bridges, repairing bridge deck using mechanical milling and microsilica modified concrete overlay for the WB Ash Fork BNSF Railroad OP; installing deck joint assemblies; applying methacrylate, and other related miscellaneous work.

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
040 YV 143 H851501C 040-B-(214)T	KINGMAN - ASH FORK HIGHWAY (I-40)	ASH FORK RR BR-E ASH FORK T10P Kingman District	76213

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,830,160.80	DEPARTMENT	
1	\$5,277,210.05	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$5,444,761.70	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
3	\$5,999,990.59	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$6,352,387.25	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027

Rank	Bid Amount	Contractor Name	Address of Contractor
5	\$6,552,749.23	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301

Apparent Low Bidder is 9.3% Over Department Estimate (Difference = \$447,049.25)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 YV 143 H851501C
 PROJ NO NH-IM-040-B(214)T
 TERMINI KINGMAN—ASH FORK HWY (I-40)
 LOCATION ASH FORK RR BR-E ASH FORK TIOP

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	143.63 to 147.15	KINGMAN	76213

The amount programmed for this contract is \$7,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yavapai County on Interstate 40 near Ash Fork. The work begins at milepost 143.63 and extends easterly to milepost 147.15. The work consists of rehabilitating ten bridge decks within the project limits and constructing temporary access roads and median detour crossovers. The work includes removing and replacing bridge decks and approach slabs on the eastbound (EB) and westbound (WB) Ash Fork Draw Bridges; repairing bridge decks using hydrodemolition and microsilica modified concrete overlay on the EB and WB West Ash Fork traffic interchange (TI) overpass (OP) and the EB and WB East Ash Fork TI OP; repairing bridge decks using mechanical milling and polymer epoxy overlay for the EB Burlington Northern Santa Fe (BNSF) Railroad OP and the Ash Fork Draw Ramp-A and Ramp-B Bridges, repairing bridge deck using mechanical milling and microsilica modified concrete overlay for the WB Ash Fork BNSF Railroad OP; installing deck joint assemblies; applying methacrylate, and other related miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling)(Various Depths)	Sq. Yd.	10,970
Roadway Excavation	Cu. Yd.	940
Asphaltic Concrete (Misc. St) (Special Mix)	Ton	6,400
Structural Concrete (Class S) (F'c = 4,500 psi)	Cu. Yd.	500
Methacrylate Treatment	Sq. Yd.	4,100
Polymer Epoxy Overlay	Sq. Yd.	1,580
F-Shape Bridge Concrete Barrier and Transition (34")	L. Ft.	1,560
Approach Slab	Sq. Ft.	4,560
Reinforcing Steel (Epoxy Coated)	Lb.	215,790
Pavement Marking (Paint)	L. Ft.	79,980
Pavement Marking (Dual Component)	L. Ft.	86,230
Pavement Marking, Preformed, Patterned, White Stripe	L. Ft.	1,400
Recessed Pavement Markers	Each	2,945
Hydrodemolition	Sq. Ft.	33,190
Microsilica Modified Concrete Overlay	Cu. Yd.	320
Mechanical Milling	Sq. Yd.	1,990
Provide On-The-Job-Training	Hour	1,000
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip (12 Inch)	L. Ft.	32,290

The work included in this project shall be completed by November, 01, 2015.

This contract includes an abbreviated period for execution of contract and start of work.

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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.95%.

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 \$62.00, 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.

Questions and comments concerning the bid package shall be directed to the individuals noted below. Questions and comments received after 4:00 pm MST, Monday, March 17, 2014, may not receive a response from the Department:

Engineering Specialist:	Mohammed Patwary	(602) 712-8187
Construction Supervisor:	Chris Olson	(928) 681-6016

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed project is located in Navajo County within the White Mountain Apache Nation on SR 73 between mile posts 342.33 and 350.80. This pavement preservation work consists of an overlay of asphalt concrete end product, chip seal, guard rail, bridge repair and other related work. □□□□□□

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
073 NA 342 H657801C 073-A(202)T	CARRIZO-WHITERIVER-INDIAN PINES HWY (SR 73)	WHITERIVER - COAL MINE CANYON Globe District	13113

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,830,710.25	DEPARTMENT	
1	\$2,843,680.88	HATCH CONSTRUCTION & PAVING, INC.	127 S. MAIN STREET TAYLOR, AZ 85939
2	\$2,989,000.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST ROAD TEMPE, AZ 85282
3	\$3,459,041.01	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$3,567,765.55	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301

Apparent Low Bidder is 0.5% Over Department Estimate (Difference = \$12,970.63)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 073 NA 342 H6578 01C
 PROJ NO STP-073-A(202)T
 TERMINI CARRIZO-WHITE RIVER-INDIAN PINES HWY. (SR 73)
 LOCATION WHITERIVER – COAL MINE CANYON

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 73	342.33 to 350.64	GLOBE	13113

The amount programmed for this contract is \$5,200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Navajo County within the White Mountain Apache Nation on SR 73 between mile posts 342.33 and 350.80. This pavement preservation work consists of an overlay of asphalt concrete end product, chip seal, guard rail, bridge repair and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVAL OF EMBANKMENT CURB	L.FT.	820
REMOVE AND SALVAGE (SRT)	EACH	8
REMOVE (RUB RAIL AND THRIE BEAM)	EACH	8
REMOVE AND SALVAGE GUARD RAIL	L.FT.	3,300
SHOULDER BUILD-UP (EARTHEN)	L.FT.	83,000
BORROW	CU.YD.	220
GEOMEMBRANE	SQ.YD.	882
CEMENT TREATED BASE	CU.YD.	115.00
ASPHALT CEMENT PG 64-28 TR+	TON	306
TACK COAT	TON	61
FOG COAT	TON	1
BLOTTER MATERIAL	TON	3
ASPHALT BINDER FOR END PRODUCT	TON	1,014
ASPHALT CONCRETE END PRODUCT	TON	20,273
SPECIAL BRIDGE CONCRETE BARRIER AND TRANSITION	L.FT.	448
DECK JOINT ASSEMBLY (3X3 COMPRESSION SEAL)	L.FT.	34
FLAGGING SERVICES (DPS)	HOUR	250
PAVEMENT MARKING	L.FT.	424,413
DUAL COMPONENT PAVEMENT LEGENDS AND SYMBOLS	EACH	36
LOOP DETECTOR TRAFFIC COUNTER SYSTEM	EACH	1
SEEDING (CLASS II)	ACRE	8
EROSION CONTROL (WATTLES) (9")	L.FT.	4,030
MOBILIZATION	L.SUM	1
GUARD RAIL	L.FT.	7,100
EMBANKMENT CURB	L.FT.	820
MISCELLANEOUS WORK (Spot Repair)	SQ.YD.	300
MISCELLANEOUS WORK (CONTROL OF NOXIOUS PLANTS)(MANUAL METHODS)	SQ.YD.	7,113
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1

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

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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.47.

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 \$28, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

Engineering Specialist:	Tom Mowery-Racz	(602) 712-6741
Construction Supervisor:	Elaine Leavens	(928) 532-2345

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

073 NA 342 H657801C
STP-073-A(202)T
ADV. DATE – 2-21-14
TM-R

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Working Days

The proposed work is located in Navajo County on SR 77, from MP 366.16 to 366.90, approximately six miles north of the Town of Snowflake. The work consists of removing an existing three span concrete slab bridge and replacing with a new one span pre-stressed AASHTO Type VI Modified Girder Bridge. Additional work includes raising the vertical profile of SR 77 for the installation of the new bridge, widening portions of the existing road, replacing pavement markings, removing and replacing guardrail and guardrail end terminals, and other miscellaneous work.

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
077 NA 366 H728601C 077-B-(205)T	SHOW LOW - HOLBROOK HIGHWAY (SR 77)	FIVE MILE DRAW BRIDGE Holbrook District	27214

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,221,000.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
	\$3,297,567.66	DEPARTMENT	
2	\$3,515,069.70	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027
3	\$3,552,906.59	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$3,697,870.53	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040

Apparent Low Bidder is 2.3% Under Department Estimate (Difference = (\$76,567.66))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 077 NA 366 H728601C
PROJ NO NHPP-BR-NH-077-B(205)T
TERMINI SHOW LOW – HOLBROOK HIGHWAY (SR 77)
LOCATION FIVE MILE DRAW BRIDGE

ROUTE NO. MILEPOST DISTRICT ITEM NO.
SR 77 366.16 to 366.90 HOLBROOK 27214

The amount programmed for this contract is \$4,300,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Navajo County on SR 77, from MP 366.16 to 366.90, approximately six miles north of the Town of Snowflake. The work consists of removing an existing three span concrete slab bridge and replacing with a new one span pre-stressed AASHTO Type VI Modified Girder bridge. Additional work includes raising the vertical profile of SR 77 for the installation of the new bridge, widening portions of the existing road, replacing pavement markings, removing and replacing guardrail and guardrail end terminals, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu.Yd.	10,700
Aggregate Base	Cu.Yd.	7,800
Asphalt Concrete Friction Course (PG 70-22 TR+)	Ton	900
Asphaltic Concrete (3/4" Mix) (End Product)	Ton	6,100
Asphaltic Concrete(Miscellaneous Structural)	Ton	800
Pavement Marking (Painted)	L.Ft.	114,000
Pavement Marking (Epoxy)	L.Ft.	50,000
Structural Concrete(Class S)	Cu.Yd.	700
Precast, P/S Member (AASHTO Type 6 Mod. Gr.)	L.Ft.	1,200
Reinforcing Steel	Lb.	110,000
Approach Slab	Sq.Ft.	2,100
Bridge Concrete Barrier	L.Ft.	350
Provide On-The-Job Training	Hour	500
Contractor Quality Control	L.Sum	1
Construction Surveying And Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 200 working days.

This contract includes an abbreviated period for execution of contract and start of work.

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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.52.

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

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specification 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.

Questions and comments concerning the bid package shall be directed to the individuals noted below. Questions and comments received after 4:00 pm MST, Tuesday, March 18, 2014, may not receive a response from the Department.

Engineering Specialist:	William Nanni	(602) 712-6899
Construction Supervisor:	Carl Erickson	(928) 524-5421

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

W.N. 077 NA 366 H728601C
February 24, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed project is located on US 89 in Coconino County, approximately 10 miles north of Cameron. The project begins at milepost 476.65 and extends northerly to milepost 485.00. The proposed work consists of milling the existing asphaltic concrete surface and placing asphaltic concrete and asphaltic concrete friction course (special with PG 70-22TR+). Additional work includes replacing guardrail and guardrail end terminals, replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
089 CN 476 H811601C 089-D-(203)T	CAMERON - BITTER SPRINGS HIGHWAY (US 89)	MOENKOPI WASH - HIDDEN SPRINGS Flagstaff District	13313

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$5,536,269.95	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
2	\$5,549,000.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST DRIVE TEMPE, AZ 85282
	\$5,637,928.20	DEPARTMENT	
3	\$5,998,582.10	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$6,362,393.65	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
5	\$8,488,377.15	STAKER & PARSON COMPANIES	820 N. 1080 E ST. GEORGE, UT 84770

Apparent Low Bidder is 1.8% Under Department Estimate (Difference = (\$101,658.25))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 089 CN 476 H811601C
PROJ NO NH 089-D(203)T
TERMINI CAMERON – BITTER SPRINGS HIGHWAY (US 89)
LOCATION MOENKOPI WASH – HIDDEN SPRINGS

ROUTE NO. MILEPOST DISTRICT ITEM NO.
US 89 476.65 to 485.00 FLAGSTAFF 13313

The amount programmed for this contract is \$8,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located on US 89 in Coconino County, approximately 10 miles north of Cameron. The project begins at milepost 476.65 and extends northerly to milepost 485.00. The proposed work consists of milling the existing asphaltic concrete surface and placing asphaltic concrete and asphaltic concrete friction course (special with PG 70-22TR+). Additional work includes replacing guardrail and guardrail end terminals, replacing pavement markings, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling) (Variable Depths)	Sq.Yd.	221,000
Roadway Excavation	Cu.Yd.	3,200
Borrow	Cu.Yd.	3,500
Aggregate Base, Class 2	Cu.Yd.	1,400
Asphaltic Concrete Friction Course (PG 70-22 TR+)	Ton	6,600
Asphaltic Concrete (3/4" Mix) (End Product) (Special Mix)	Ton	35,400
Pavement Marking (Painted)	L.Ft.	312,700
Dual Component Pavement Marking (Epoxy)	L.Ft.	233,300
Seeding (Class II)	Acre	8
Guard Rail Terminal (Tangent Type)	Each	50
Reconstruct Guardrail	L.Ft.	2,40
Contractor Quality Control	L.Sum	1
Construction Surveying And Layout	L.Sum	1
Ground-In Rumble Strip	L.Ft.	138,800

This project is located on a Native American Reservation, in the Navajo Indian Reservation area, which may subject the contractor to the laws and regulations of the Navajo 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 Navajo Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 100 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.12%.

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 \$35.00, 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	Manish Shah	(602) 712-7216
Construction Supervisor:	Steve Monroe	(928) 714-2290

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

Project advertised on February 14, 2013

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

115 Working Days

The proposed project is located in Coconino County on US 180, beginning at MP 216.2 and continuing west to MP 224.06. The proposed work includes milling and replacing the existing pavement with AC and ACFC, removing and replacing guardrail, extending drainage pipes, and replacing headwalls and wingwalls.

Bid Opening Date : 03/07/2014, Prequalification Required, Engineer Specialist : Jafari Reza

Project No.	Highway Termini	Location	Item
180 CN 216 H811801C STP-180-A(202)T	FLAGSTAFF - VALLE HWY	US 180, COLUMBUS AVE-SNOW BOWL Flagstaff District	13513

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,534,930.00	DEPARTMENT	
1	\$4,539,076.55	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
2	\$4,760,000.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST ROAD TEMPE, AZ 85282
3	\$4,907,605.09	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$4,989,898.98	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
5	\$5,395,093.35	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
6	\$5,440,500.00	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$5,541,000.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301

Apparent Low Bidder is 0.1% Over Department Estimate (Difference = \$4,146.55)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 7, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 180 CN 216 H8118 01C
PROJ NO STP-180-A(202)T
TERMINI FLAGSTAFF – VALLE HWY (US 180)
LOCATION COLUMBUS AVE TO SNOW BOWL

ROUTE NO. MILEPOST DISTRICT ITEM NO.
US 180 216.2 TO 224.06 FLAGSTAFF 13513

The amount programmed for this contract is \$ 6,200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Coconino County on US 180, beginning at MP 216.2 and continuing west to MP 224.06. The proposed work includes milling and replacing the existing pavement with AC and ACFC, removing and replacing guardrail, extending drainage pipes, and replacing headwalls and wingwalls.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling 2" to 3")	SQ.YD.	180420
Roadway Excavation	CU.YD.	5437
Bituminous Tack	TON	123
Asphalt Concrete Friction Course	TON	3561
Asphalt Binder(PG 70-22)	TON	1490
Asphalt Concrete (Misc. Structural)	TON	1500
Asphalt Concrete (3/4" Mix) (End Product)(Special Mix)	TON	29880
Pipe Culvert (24" , 36" & (28" x 20")	LFT	216
Re-Steel	LB	7630
Temporary Concrete Barrier(Installation and Removal)	LFT	1340
Temporary Impact Attenuators(In-Use)	Each-Day	46
Changeable Message Board	Each-Day	554
Flagging Service (Local Law Enforcement)	Hour	268
Flagging Service (DPS)	Hour	804
Pavement Marker, Raised, Type C & D	EA	1702
Permanent Pavement Marking (W & Y)	LFT	175075
Dual Component Pavement Marking (W & Y)	LFT	541612
Seeding (Class II)	ACRE	50
Loop Detector (Speed/Classification)	EA	1
Loop Detector for Traffic Signals Counter System	EA	4
Reconstruct Guard Rail with Existing Materials	LFT	4013
Guard Rail End Terminal Assembly	EA	12
Concrete Curb and Concrete Curb & Gutter	LFT	925
Ground-In Rumble Strip(12 Inch)	LFT	59000
Contractor Quality Control	L.SUM	1
Construction Surveying & Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be 115 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.91.

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 \$52.00, 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:	Jim Wimmenauer	(602) 712-7765
Construction Supervisor:	David Lazano	(928) 774-7362

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

180 CN 216 H8118 01C
STP-180-A(202)T
(01/15/2014)
JW: jw: H8118 01C

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Working Days

The proposed work is located in Cochise County on US 191, beginning at MP 61.50 and ending at MP 66.60. The project consists of pavement rehabilitation work and replacement of the bridge railing on the railroad overpass. The pavement rehabilitation work includes milling, replacement and overlay of asphaltic concrete, applications of chip seal and paving turnouts. The work also includes erosion control, signing, installing guard rail, pavement marking and other related work.

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
191 CH H788301C 191-A-NFA	DOUGLAS-WILLCOX HWY (US 191)	COCHISE POWER PLANT TO JCT I-1 Safford District	14112

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,875,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
2	\$2,876,802.10	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$3,207,636.15	DEPARTMENT	

Apparent Low Bidder is 10.4% Under Department Estimate (Difference = (\$332,636.15))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014 AT 11:00 A.M. (M.S.T.)

TRACS NO 191 CH 061 H7883 01C
PROJ NO 191-A-NFA
TERMINI DOUGLAS – WILLCOX HIGHWAY (US 191)
LOCATION COCHISE POWER PLANT – JCT. I-10

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO
US 191	61.50 - 66.60	SAFFORD	14112

The amount programmed for this contract is \$4,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Cochise County on US 191, beginning at MP 61.50 and ending at MP 66.60. The project consists of pavement rehabilitation work and replacement of the bridge railing on the railroad overpass. The pavement rehabilitation work includes milling, replacement and overlay of asphaltic concrete, applications of chip seal and paving turnouts. The work also includes erosion control, signing, installing guard rail, pavement marking and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Embankment Curb	L. Ft.	2,338
Removal of Asphaltic Concrete Pavement(Diff. Milling)	Sq. Yd.	7,600
Removal of Structural Concrete	Cu.Yd.	11
Bridge Repair (Seal Deck)	Sq.Yd.	339
Remove Guard Rail	L.FT.	5,088
Remove Bituminous Pavement(1 ½ -2 ½)	Sq.Yd.	63,711
Shoulder Build-UP (Milled AC)	L.Ft	53,726
Shoulder Build-Up (Compaction)	Hour	40
Borrow (In Place)	Cu.Yd.	120
Bituminous Tack Coat	Ton	46
Emulsified Asphalt (CRS-2P)	Ton	169
Cover Material	Ton	979
Asphalt Binder (PG 64-22)	Ton	1,289
Asphaltic Concrete (3/4" Mix)(End Product)	Ton	25,774
Temporary Painted Marking (Stripe)	L. Ft.	36,200
Obliterate Pavement Marking (Stripe)	L.Ft.	6,500
Temporary Concrete Barrier (In Use)	L.Ft./Day	133,000
Pavement Marking(Extruded Thermoplastic) (W &Y)	L. Ft.	120,800
Permanent Pavement Marking (Painted)(W & Y)	L.Ft.	80,600
Temporary Traffic Signals (Portable)	L.Sum	1
Guard Rail	L.Ft.	4,713
Seeding (Class II)	Acre	8
Contractor Quality Control	L.Sum.	1

The time allowed for the completion of the work included in this project will be 180 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 \$29.00 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, 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 proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

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:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Jackie Watkins	(520)-586-2949

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

40 Working Days

The proposed project is located in The City of Maricopa, Pinal County. The project begins on SR 347 at MP 174.35 and extends north to MP 174.55. The project also begins on SR 238 at MP 43.89 and extends east to MP 44.06. The project consists of new sidewalk on SR 347 and new curb, gutter, sidewalk and scuppers on SR 238 and other miscellaneous work.

Bid Opening Date : 03/21/2014, Prequalification Required, Engineer Specialist : James Wimmenauer

Project No.	Highway Termini	Location	Item
347 PN 175 H722901C TEA 347-A(202)T	JOHN WAYNE PARKWAY (SR 347)	SR 347 AT SR 238 SIDEWALKS Tucson District	21414

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$152,342.28	BRISTON CONSTRUCTION, LLC	309 E. 10TH DRIVE MESA, AZ 85210-8706
2	\$159,979.50	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082
3	\$174,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719
4	\$178,415.00	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323
	\$179,691.00	DEPARTMENT	
5	\$221,233.15	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027

Apparent Low Bidder is 15.2% Under Department Estimate (Difference = (\$27,348.72))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 347 PN 175 H7229 01C
PROJ NO TEA-347-A(202)T
TERMINI JOHN WAYNE PARKWAY (SR 347)
LOCATION JCT. SR 347 & SR 238

ROUTE NO. MILEPOST DISTRICT ITEM NO.
SR 347 174.35 TO 174.55 TUCSON 21414

The amount programmed for this contract is \$ 200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in The City of Maricopa, Pinal County. The project begins on SR 347 at MP 174.35 and extends north to MP 174.55. The project also begins on SR 238 at MP 43.89 and extends east to MP 44.06. The project consists of new sidewalk on SR 347 and new curb, gutter, sidewalk and scuppers on SR 238 and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Asphalt Pavement	SQ.YD.	105
Roadway Excavation & Borrow	CU.YD.	430
Concrete Sidewalk (C-05.20)	SQ.FT.	9555
Concrete Curb & Gutter (Type D-3)	LFT.	893
Mental Handrail (MAG Detail 145)	LFT.	293
Granite Mulch (1 ¼ " Minus)	SQ.YD.	1663
Construction Surveying & 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.52.

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:	Jim Wimmenauer	(602) 712-7765
Construction Supervisor:	Jeremy Moore	(520)429-2372

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

347 PN 175 H7229 01C
TEA-347-A(202)T
(02/13/2014)
JW: jw: H722901C

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Calendar Days

The project is located in Maricopa County within the City of Glendale, on the New River alignment, beginning at Bethany Home Outfall Channel and extends north to Northern Avenue. The work consists of constructing approximately 2.5 miles of new concrete multi-use pathway. The work also includes a bridge over the ADOT Outfall Channel, soil cement bank protection, pipe culvert extensions, lighting, landscaping and other related work.

Bid Opening Date : 02/21/2014, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
00000 MA GLN SS84601C GLN-0-(222)T	CITY OF GLENDALE	NEW RIVER BETWEEN NORTHERN TO Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,490,144.00	DEPARTMENT	
1	\$2,998,636.20	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323
2	\$3,136,631.71	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
3	\$3,143,413.25	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027
4	\$3,176,840.35	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
5	\$3,222,919.80	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
6	\$3,305,081.85	ACHEN-GARDNER CONSTRUCTION, LLC	550 S. 79TH STREET CHANDLER, AZ 85226
7	\$3,621,222.00	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082

Rank	Bid Amount	Contractor Name	Address of Contractor
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NON RESPONSIVE
Intermountain West Civil Constructors
indicated they had made a clerical error
and requested that its bid be rescinded.

INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, 2020 S. MCCLINTOCK DRIVE SUITE #100 TEMPE, AZ 85282
INC.

Apparent Low Bidder is 20.4% Over Department Estimate (Difference = \$508,492.20)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 06, 2013 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SS84601C
 PROJ NO CM-GLN-0(222)T
 TERMINI CITY OF GLENDALE
 LOCATION NEW RIVER BETWEEN NORTHERN TO BETHANY HOME

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

The amount programmed for this contract is \$3,124,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The project is located in Maricopa County within the City of Glendale, on the New River alignment, beginning at Bethany Home Outfall Channel and extends north to Northern Avenue. The work consists of constructing approximately 2.5 miles of new concrete multi-use pathway. The work also includes a bridge over the ADOT Outfall Channel, soil cement bank protection, pipe culvert extensions, lighting, landscaping and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of portland cement concrete pavement	SQ.YD.	210
Roadway excavation	CU.YD.	1,480
Borrow (in place)	CU.YD.	3,390
Aggregate base, class 2	CU.YD.	1,577
Asphaltic concrete (misc. structural) (special mix)	TON	118
Reinforced concrete pipe(various sizes & types)	L.FT.	145
Structural Concrete	CU.YD.	151
Reinforcing Steel	LB.	7,510
Prefabricated structure (steel bridge)	EACH	1
Metal Hand Rail (new and modified)	L.FT.	13,047
Pole (type G)(standard base)	EACH	7
Electrical conduit (2")(pvc)	L.FT.	780
Conductors (various sizes and types)	L.FT.	3,542
Decomposed Granite	SQ.YD.	37,666
Irrigation controller (automatic)(48 Station)(AC powered)	EACH	1
Irrigation controller (automatic)(12 Station)(DC powered)	EACH	1
Trees (various types and sizes)	EACH	1,107
Landscape establishment	L.SUM.	1
Emitter (multi outlet)	EACH	699
Pipe for irrigation (various sizes & types)	L.FT.	24,559
Chain link fence, type 1(72")	L.FT.	2,982
Concrete sidewalk (C-5.20, 6" thick)	SQ.FT.	130,010
Soil cement bank protection	CU.YD.	15,030
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 180 calendar 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.49.

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 \$77.00 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:	Mahfuz Anwar	(602) 712-7663
Construction Supervisor:	Kole Dea	(602) 708-8992

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

0000 MA GLN SS84601C
CM-GLN-0(222)T

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

This document shows the bids as received, award of contract is not always to the lowest bidder listed.

BID RESULTS

Completion Date:

670 Calendar Days

The proposed Widen Roadway work is located in Pima County (With transitions crossing into Pinal County), on State Route 77, beginning in the Town of Oro Valley just north of Tangerine Road and extending north to Eagle Crest Ranch Blvd. (Pinal County Line) (MP 81.88 to 88.18). The work consists of widening the existing roadway by adding one lane in each direction. The improvements will include two wildlife crossings (one over and one under the roadway), pedestrian pathway improvements, new raised medians, drainage, box culvert extension, retaining walls, asphaltic concrete, noise walls, traffic signal modifications, the addition of right-turn lanes, new and modified to left-turn lanes, pavement markings, signing and other related work.

Bid Opening Date : 02/14/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
077 PM 081 H669401C STP-077-A(204)T	TUCSON-ORACLE JCT-GLOBE HWY, SR77	TANGERINE RD TO PINAL COUNTY L Tucson District	11413

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$33,867,768.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
2	\$33,956,528.25	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$34,464,439.30	DEPARTMENT	
3	\$34,825,572.97	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
4	\$34,847,142.90	ACHEN-GARDNER CONSTRUCTION, LLC	550 S. 79TH STREET CHANDLER, AZ 85226
5	\$35,267,715.48	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
6	\$37,925,735.56	HUNTER CONTRACTING COMPANY	701 N. COOPER RD GILBERT, AZ 85233

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$38,778,957.05	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
8	\$39,777,430.46	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255

Apparent Low Bidder is 1.7% Under Department Estimate (Difference = (\$596,671.30))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 20, 2013 AT 11:00 A.M. (M.S.T.)

TRACS NO 077 PM 081 H669401C
 PROJ NO STP-077-A(204)T
 TERMINI TUCSON - ORACLE JCT. – GLOBE HIGHWAY, SR77
 LOCATION TANGERINE ROAD TO PINAL COUNTY LINE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 77	81.88 to 88.18	TUCSON	11413

The amount programmed for this contract is \$46,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Widen Roadway work is located in Pima County (With transitions crossing into Pinal County), on State Route 77, beginning in the Town of Oro Valley just north of Tangerine Road and extending north to Eagle Crest Ranch Blvd. (Pinal County Line) (MP 81.88 to 88.18). The work consists of widening the existing roadway by adding one lane in each direction. The improvements will include two wildlife crossings (one over and one under the roadway), pedestrian pathway improvements, new raised medians, drainage, box culvert extension, retaining walls, asphaltic concrete, noise walls, traffic signal modifications, the addition of right-turn lanes, new and modified to left-turn lanes, pavement markings, signing and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Asphaltic Concrete Pavement	SQ.YD.	88,953
Removal of Pipe	L.FT	10,442
Remove Bituminous Pavement (Milling)	SQ.YD.	224,029
Roadway Excavation	CU.YD.	124,603
Structural Excavation	CU.YD.	9,693
Structure Backfill	CU.YD.	5,465
Borrow	CU.YD.	42,888
Aggregate Base, Class 2	CU.YD.	71,339
Asphalt Binder (PG 76-22 TR+)	TON	2,654
Asphalt Binder (PG 70-10)	TON	2,795
Asphaltic Concrete (Miscellaneous Structural)	TON	7,490
Asphaltic Concrete (3/4" Mix)(End Product)	TON	108,941
Pipe, Corrugated Metal, Various Sizes	L.FT	4,253
Pipe, Reinforced Concrete, Various Sizes	L.FT	18,314
Structural Concrete (Class S)(F'C = 3,000/3,500/4,500)	CU.YD.	3,078
Precast Bridge (Arch Structure)	EACH	1
Precast, P/S Member (AASHTO Type 5 Mod. Gr.)	L.FT	2,832
Reinforcing Steel	LB.	382,343
Drilled Shaft Foundation (66")	L.FT	480
Pavement Marking (Extruded Thermoplastic)(0.090")	L.FT	356,700
Pole, Various Type	EACH	51
Seeding (Class II)	ACRE	60
Cactus (Various Type)	EACH	222
Landscaping Establishment	MONTH	48
Erosion Control (Wattles)(9" and 20")	L.FT.	67,319
Game Fence (Wildlife Fence, Detail W3)	L.FT.	24,881
Concrete Curb and Gutter (C-05.10)(Type G)	L.FT.	27,836
Retaining Wall (Reinforced Concrete)	SQ.YD.	61,881
Sound Barrier Wall (Masonry)	SQ.YD.	60,189
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 670 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 730 calendar days.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.57.

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. The cost is \$350, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$10 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

One CD containing the geotechnical investigation report is available for sale at Contracts and Specifications. The cost of each CD is \$5.00, payable at time of order by cash, check or money order.

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

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

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

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

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

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

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

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

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Supervisor:	Mindy Teague	(520) 549-8808

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section