

# ARIZONA STATE TRANSPORTATION BOARD

**Douglas A. Ducey**, Governor

**Kelly Anderson**, Chair  
**Joseph E. La Rue**, Vice Chair  
**Deanna Beaver**, Member  
**William Cuthbertson**, Member  
**Jack W. Sellers**, Member  
**Michael S. Hammond**, Member  
**Vacant**, 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 or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

## CITIZEN INPUT

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

## MEETINGS

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

## BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

## BOARD CONTACT

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

## **NOTICE OF 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, October 16, 2015 at 9:00 a.m. at the Wickenburg Town Hall Council Chambers, 155 N. Tegner Street, Suite A, Wickenburg, AZ 85390. 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. The Board may modify the agenda order, if necessary.

### **EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, October 16, 2015, 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) 712-8946 or [civilrightsoffice@azdot.gov](mailto: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) 712-8946 or [civilrightsoffice@azdot.gov](mailto: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 9th day of October, 2015**

**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 80 Miles

**ARIZONA STATE TRANSPORTATION BOARD****STATE TRANSPORTATION BOARD MEETING****9:00 a.m., Friday, October 16, 2015****Town of Wickenburg****Council Chambers****155 N. Tegner Street, Suite A****Wickenburg, AZ 85390**

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**EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, October 16, 2015. 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 Kelly Anderson

**CALL TO THE AUDIENCE (Information and discussion)**

An opportunity for citizens to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

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

Staff will provide a development and construction activities update for the US 93 corridor, an 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 — Alvin Stump, Northwest 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 Roehrich, Jr. Executive Officer)

**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
- 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 issues.  
(For information and discussion only — Kevin Biesty, Deputy Director for Policy)

**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
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations
- Contingency Report

**ITEM 6: Multimodal Planning Division Report**

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506.  
(For information and discussion only — Michael Kies, Assistant Director, Multimodal Planning Division)

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

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2016 - 2020 Statewide Transportation Facilities Construction Program.  
(For discussion and possible action — Michael Kies, Assistant Director, Multimodal Planning Division)

**Page 128****ITEM 8: State Engineer's Report**

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

**Page 165****\*ITEM 9: Construction Contracts**

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

**Page 173****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

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- 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.

**MINUTES APPROVAL**

- Special Board Meeting Minutes of August 25, 2015
- Study Session Meeting Minutes of August 25, 2015

**RIGHT OF WAY RESOLUTIONS (action as noted)**

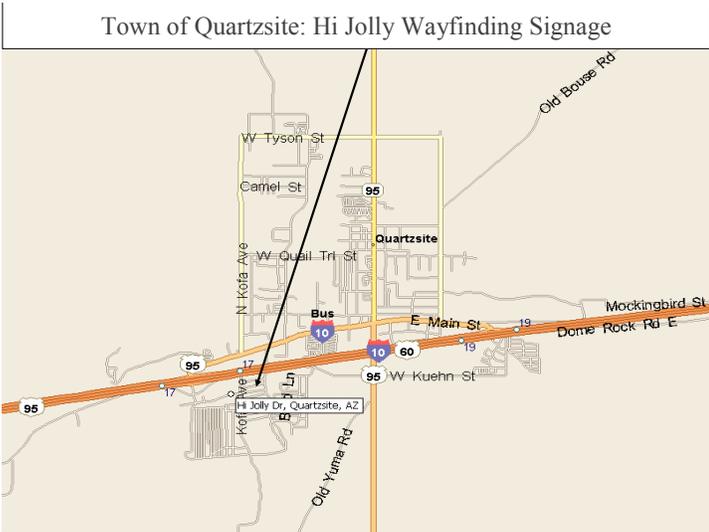
ITEM 3a:	RES. NO.	2015-10-A-044
	PROJECT:	077 PM 069 H6159 01R
	HIGHWAY:	TUCSON – ORACLE JCT – GLOBE
	SECTION:	Miracle Mile Rd. – Prince Rd. (Oracle Road QuikTrip)
	ROUTE NO.:	State Route 77
	ENG. DIST.:	Tucson
	COUNTY:	Pima
	PARCEL:	10-1933
	RECOMMENDATION:	Establish as a state route and state highway donated easement right of way encompassing recently completed roadway, bus stop, utility and maintenance facilities constructed under Permit by a local developer to enhance convenience and safety for the traveling public.
ITEM 3b:	RES. NO.	2015-10-A-045
	PROJECT:	089 YV 309 H7553 01R
	HIGHWAY:	WICKENBURG – PRESCOTT
	SECTION:	Forest Boundary – Copper Basin Road
	ROUTE:	State Route 89
	ENG. DIST.:	Prescott
	COUNTY:	Yavapai
	RECOMMENDATION:	Establish new right of way as a state route and state highway to accommodate design changes necessary to enhance convenience and safety for the traveling public.

ITEM 3c: RES. NO. 2015-10-A-046  
 PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
 HIGHWAY: SANTAN FREEWAY  
 SECTION: 40th Street – 56th Street (I-10 T. I.) (Old Maricopa Road)  
 ROUTE NO.: State Route 202 Loop  
 ENG. DIST.: Phoenix  
 COUNTY: Maricopa  
 DISPOSAL: D-M-463  
 RECOMMENDATION: Extinguish and relinquish to the Gila River Indian Community all interest in certain easement right of way that is no longer needed for the State Transportation System, pursuant to the provisions of that certain Gila River Indian Community Council Resolution GR-03-03, dated January 15, 2003.

**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 3d: BOARD DISTRICT NO.: 6 Page 177  
 BIDS OPENED: September 25, 2015  
 HIGHWAY: TOWN OF QUARTZSITE  
 SECTION: HI JOLLY WAYFINDING SIGNAGE  
 COUNTY: LA PAZ  
 ROUTE NO.: LOCAL  
 PROJECT : TRACS: TEA-QTZ-0(203)T : 0000 LA QTZ SL71801C  
 FUNDING: 94% FEDS 6% STATE  
 LOW BIDDER: M. ANDERSON CONSTRUCTION, CORP.  
 LOW BID AMOUNT: \$ 366,478.55  
 STATE ESTIMATE: \$ 392,854.20  
 \$ UNDER ESTIMATE: (\$ 26,375.65)  
 % UNDER ESTIMATE: ( 6.70%)  
 PROJECT DBE GOAL: 9.08%  
 BIDDER DBE PLEDGE: 9.09%  
 NO. BIDDERS: 5  
 RECOMMENDATION: AWARD



\*ITEM 3e: BOARD DISTRICT NO.: SW

BIDS OPENED: September 25, 2015

HIGHWAY: STATEWIDE

SECTION: VARIOUS LOCATIONS

COUNTY: STATEWIDE

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-NAC-0(201)T : 0000 SW NAC SH63001C

FUNDING: 100% FEDS

LOW BIDDER: ABBCO SIGN GROUP, INC.

LOW BID AMOUNT: \$ 417,283.00

STATE ESTIMATE: \$ 490,330.00

\$ UNDER ESTIMATE: (\$ 73,047.00)

% UNDER ESTIMATE: ( 14.90%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: AWARD

Statewide: Various Locations



\*ITEM 3f: BOARD DISTRICT NO.: 3

BIDS OPENED: September 25, 2015

HIGHWAY: BENSON-STEINS PASS HIGHWAY (I-10)

SECTION: TEXAS CANYON REST AREA

COUNTY: COCHISE

ROUTE NO.: I-10

PROJECT : TRACS: NHPP-010-F(208)T : 010 CH 320 H821101C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: K E & G CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,451,600.00

STATE ESTIMATE: \$ 2,871,772.90

\$ UNDER ESTIMATE: (\$ 420,172.90)

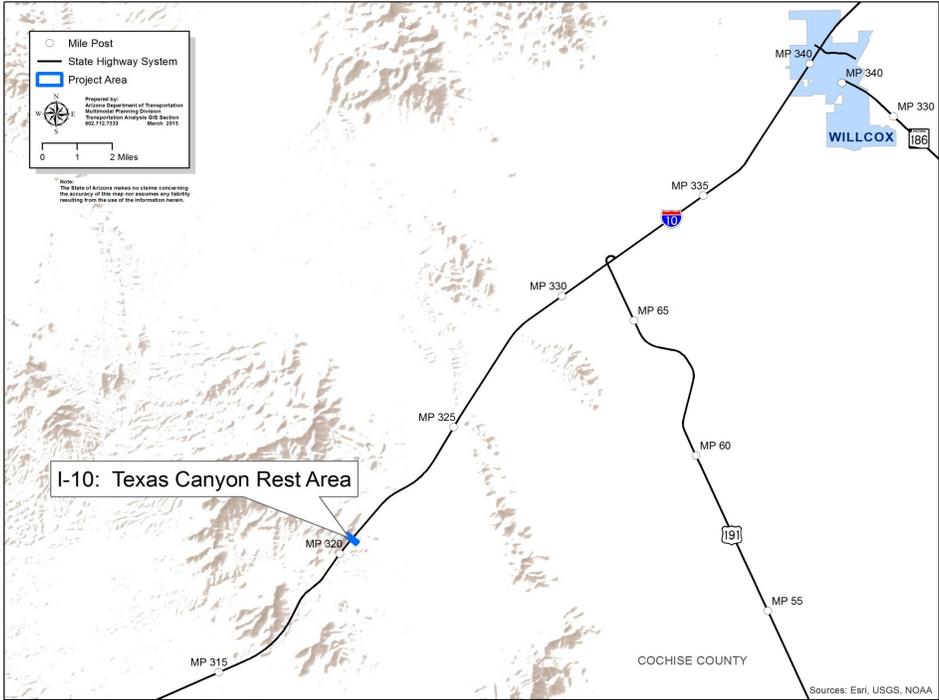
% UNDER ESTIMATE: (14.60%)

PROJECT DBE GOAL: 9.38%

BIDDER DBE PLEDGE: 9.38%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



\*ITEM 3g: BOARD DISTRICT NO.: 2

BIDS OPENED: September 25, 2015

HIGHWAY: NOGALES-TUCSON HIGHWAY, (I 19)

SECTION: AJO WAY TI

COUNTY: PIMA

ROUTE NO.: I-19

PROJECT : TRACS: NH-019 A(220)S : 019 PM 061 H846701C

FUNDING: 83% FEDS 9% STATE 7% LOCAL (PAG) 1% OTHER

LOW BIDDER: AMES CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 39,973,369.91

STATE ESTIMATE: \$ 40,534,980.00

\$ UNDER ESTIMATE: (\$ 561,610.09)

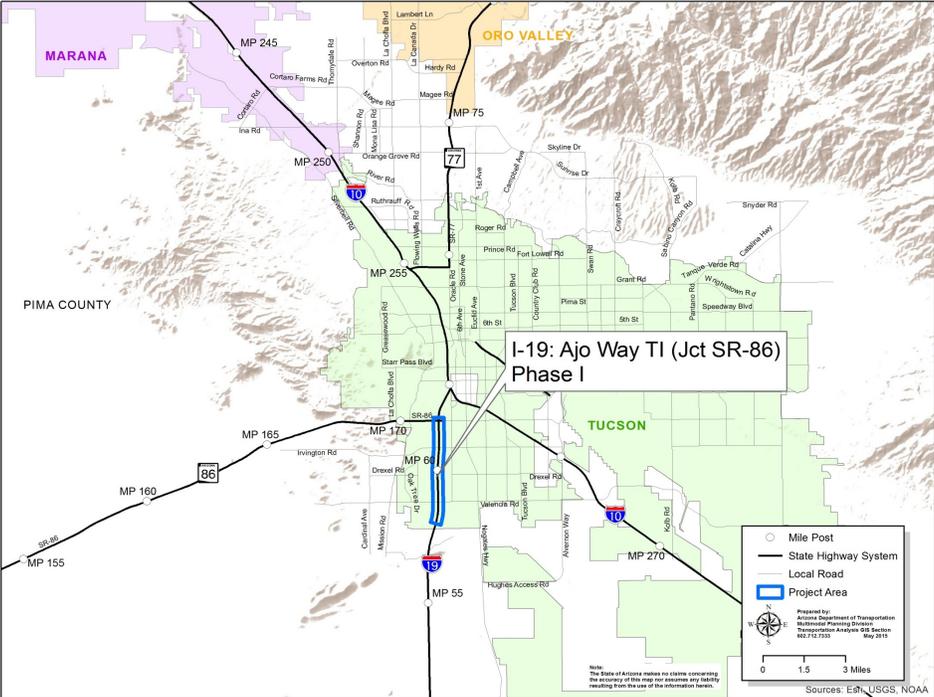
% UNDER ESTIMATE: ( 1.4%)

PROJECT DBE GOAL: 10.98%

BIDDER DBE PLEDGE: 11.05%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



**MINUTES**  
**STATE TRANSPORTATION BOARD**  
**SPECIAL MEETING**  
**9:00 a.m., Tuesday, August 25, 2015**  
**Human Resource Development Center (HRDC)**  
**Grand Canyon Room**  
**1130 N. 22nd Ave.**  
**Phoenix, Arizona 85009**

**Pledge**

The Pledge of Allegiance was led by ADOT Director John Halikowski.

**Roll call by Board Secretary Mary Beckley**

**In attendance:** Joe La Rue, Deanna Beaver, William Cuthbertson (telephonically), Jack Sellers, Michael Hammond and Pliny Draper.

**Absent:** Kelly Anderson

**Opening Remarks** – Vice Chairman La Rue welcomed everyone to the meeting and mentioned Chairman Anderson has had a sports injury and will not be in attendance for today's meeting.

**Call to the Audience**

1. Bruce Bracker, Chairman Greater Nogales Santa Cruz County Port Authority, re: support for SR189/Mariposa Road in Nogales, Option D; requests Board stay committed to funding and place into the five year plan as soon as possible; improvements should address bottlenecks generated n/b traffic merging onto I-19, create grade separation at SR189 and Frank Reed Road, at entrance to high school and backups generated s/b on exiting I-19 merging onto SR 189 toward the port of entry.

STATE TRANSPORTATION BOARD SPECIAL MEETING –AUGUST 25, 2015

I N D E X

PAGE

**ITEM 1: MARICOPA ASSOCIATION OF GOVERNMENTS RECONCILIATION AGREEMENT**  
**(Kristine Ward).....3**

**ACTION TAKEN**  
**Motion to Approve MAG Reconciliation Agreement.....8**

**ITEM 2: CONSENT AGENDA.....13**  
**ACTION TAKEN**  
**MOTION TO APPROVE CONSENT AGENDA.....13**

**ITEM 3: PRIORITY PLANNING ADVISORY COMMITTEE (PPAC) (Dallas Hammit).....13**

**ACTION TAKEN**  
**MOTION TO APPROVE PROJECT MODIFICATIONS ITEMS 3a through 3j.....14**  
**MOTION TO APPROVE NEW PROJECTS ITEMS 3k through 3n.....14**  
**MOTION TO APPROVE AIRPORT PROJECT ITEM 3o.....15**

**ITEM 4: CONSTRUCTION CONTRACTS (Dallas Hammit) .....15**

**ACTION TAKEN**  
**MOTION TO APPROVE ITEM 4a .....16**  
**MOTION TO POSTPONE ITEM 4b .....18**  
**MOTION TO APPROVE ITEM 4c.....19**  
**MOTION TO APPROVE ITEM 4d .....20**  
**MOTION TO POSTPONE ITEM 4e .....21**  
**MOTION TO APPROVE ITEM 4f .....22**  
**MOTION TO APPROVE ITEM 4g.....23**  
**MOTION TO APPROVE ITEM 4h .....24**  
**MOTION TO APPROVE ITEM 4i .....25**  
**MOTION TO POSTPONE ITEM 4j .....26**

1 (Beginning of excerpt.)

2  
3 VICE CHAIR LA RUE: So I guess that takes us to  
4 Item Number 1, the Maricopa Association of Governments  
5 Reconciliation Agreement. Kristine.

6 MS. WARD: So I have a little bit of a  
7 housekeeping issue here. About a year-and-a-half, MAG  
8 approached me, and they said that the Regional Transportation  
9 Freeway Program owed money to the Arterial Life Cycle Program to  
10 the tune of \$16.1 million, and this agreement -- this agreement  
11 was entered in -- they asserted this agreement was entered into  
12 with the Department. However, I asked for documentation, and  
13 there appears to be no documentation of this agreement.

14 The agreement dates back to 2006, and the reason  
15 that I -- my understanding for the reason of this agreement is  
16 that there were projects that would utilize federal dollars.  
17 They were projects that within the ALCP, Arterial Life Cycle  
18 Program, that were not yet ready to go. So they couldn't use  
19 the money yet, and so they loaned them to -- what they're saying  
20 is that they loaned those dollars to the Regional Transportation  
21 System.

22 Well, I have a fondness for documentation. We  
23 went back and started researching the living bejesus out of this  
24 thing, and what we found is that we didn't -- FMS went back and  
25 researched, and we came up with a number of \$12 million, give or

1 -- plus some change. (Inaudible.) I won't get into the  
2 details.

3 And in that, what we found is that the 12 million  
4 that was owed was comprised of two issues. One, we had some  
5 accounting errors that we found, approximately 3 million worth  
6 of accounting errors. If that had just been made up, if that  
7 was the only part of this issue, I wouldn't be coming before  
8 you. If we find accounting errors, we're going to make those  
9 corrections, and that's not an issue I would bring before the  
10 Board.

11 However, the second component was that there were  
12 projects, ADOT projects, that were charged against the MAG  
13 federal ledgers. So we found projects that were paid for from  
14 MAG dollars, from MAG federal dollars for the RTP program, the  
15 Regional Transportation Freeway Program. So when we found that  
16 combined with the accounting errors, it came to \$12.1 million.

17 Both parties agree that we do not -- that these  
18 things should be absolutely documented in the future. The  
19 reason I am here is I do not -- those projects did not go  
20 through an approval process. Accounting errors I won't bring to  
21 you, but when projects don't go through the appropriate approval  
22 process, that's why I'm here before you today. Those projects  
23 did not go before regional council. They did not come to this  
24 body, and therefore, what we're asking for is, given the  
25 circumstances, I want to bring this before you. I want to make

1 you aware of it. I want to commit to you that we will not have  
 2 any undocumented agreements in the future. But I would like --  
 3 we would like your support in getting those dollars properly  
 4 transferred and accounted for.

5 I will be happy to take any questions.

6 VICE CHAIR LA RUE: Any questions of board  
 7 members?

8 MR. HAMMOND: Mr. Chairman, just a simple  
 9 question on kind of how it happened, you think. I mean, what's  
 10 the take home as far as learning?

11 MS. WARD: Well, the take home as far as learning  
 12 is you do not enter into agreements without getting them  
 13 properly documented. I think the things that we've really  
 14 learned, and the agency has evolved in since 2006, is there is a  
 15 much better accounting of and monitoring of the ledgers for each  
 16 of the COGs and the NPOs. We have a much better system for  
 17 that. But, you know, I -- we just have a much more formal  
 18 structure now than we once did, and when I brought this to the  
 19 leadership within ADOT, you know, this is just not something  
 20 that we feel comfortable not putting before you and letting you  
 21 know in the air of transparency.

22 MR. HAMMOND: But there was no accounting of it.  
 23 We found on it the federal side, or where did we find the  
 24 mistake?

25 MS. WARD: We found the mistake on their ledgers.

1 MR. HAMMOND: Okay. On their ledgers. So there  
 2 was an accounting, just not in our system.

3 MS. WARD: It's our ledgers that we account for  
 4 their dollars.

5 MR. HAMMOND: Okay. All right.

6 MR. ROEHRICH: And Mr. Chair, Mr. Hammond, that's  
 7 what I was going to say. This wasn't internal to the agency as  
 8 far as how we are managing not just the federal dollars, but the  
 9 moneys that get collected. No -- we work with the MAG, PAG and  
 10 then the local governments, the COGs, NPOs who get money  
 11 distributed. We maintain ledgers, but we work with them on  
 12 this. So this is (inaudible) problem with our ledgers.

13 And to go back with that, if you -- a little bit  
 14 more history, back in 2006 was probably the -- we were a  
 15 full-blown program constructing freeways, the local program, the  
 16 transit program, all the different funding programs that the  
 17 PROP 400 funded within MAG. We had a very robust, a  
 18 billion-and-a-half program at that time. A lot of things were  
 19 going on.

20 So it wasn't that the money was used  
 21 inappropriately or it wasn't that we didn't have good control of  
 22 the money, and it did go into appropriate projects, it's things  
 23 were going very fast. Usually at the end of the fed -- state  
 24 and federal fiscal year, Kristine's group or the finance group  
 25 at that time -- though we had a different CFO obviously -- doing

1 some things. You know, were they a little lax in making sure  
2 that every balance was corrected? They had all agreed that they  
3 were doing things properly. They just didn't have the  
4 documentation, because things were just moving much quicker.

5 Well, we can't take that as an excuse moving  
6 forward, as Kristine said. She's putting them -- the mechanisms  
7 that -- that no matter how fast we're moving, no matter how much  
8 is coming, we're still getting the stuff done, just to get it  
9 corrected. And all this thing does is make sure that between  
10 our balancing of our books, along with MAG's balancing of the  
11 books, we're all starting at the same baseline moving forward,  
12 and everybody knows we're reconciling it under one agreement,  
13 and then from there we're able to move forward, and jointly,  
14 because we do -- as we've always done, jointly, fully  
15 understanding what the balances are and where the funding is  
16 going.

17 MR. SELLERS: Vice Chairman.

18 VICE CHAIR LA RUE: Board Member Sellers.

19 MR. SELLERS: Yeah. From what I've learned  
20 through this with the discussions we've had with you, I'm very  
21 impressed with the way the two agencies have worked together to  
22 clean this up and to made sure that we don't allow this to  
23 happen in the future. That being said, I move for approval.

24 MS. BEAVER: I would like to -- I do have a  
25 question.

1 VICE CHAIR LA RUE: (Inaudible.)

2 MR. ROEHRICH: Mr. Chair, we've had a motion  
3 identified. Could we either --

4 MR. HAMMOND: I'll second.

5 MR. ROEHRICH: Get a second to it or --  
6 (Speaking simultaneously.)

7 VICE CHAIR LA RUE: Well, and so let's clarify  
8 the motion. I mean, the motion is to accept and approve, you  
9 know, the -- this reconciliation agreement --

10 MR. SELLERS: Correct.

11 VICE CHAIR LA RUE: -- and authorize ADOT's  
12 director to execute it on behalf. Okay. We have a motion. We  
13 have a second by Mr. Hammond. Let's take further discussion.

14 MS. BEAVER: The question I would like to ask is  
15 because this is just, like, one figure, and if, in fact, MAG and  
16 ADOT has recognized what the projects were, I would like to see  
17 actually the projects identified, because that way there will be  
18 no question about did we or didn't we. We will know that if we  
19 were to approve this, that these projects were the ones that  
20 were identified. So there won't be any coming back later type  
21 of thing. So I would like somehow to have those projects  
22 identified.

23 And the other thing is, is this the type of  
24 document that would need to be approved through the AG's office?  
25 I know usually contracts we get approved through the AG's, and I

1 don't see that it's gone that route yet.

2 MR. ROEHRICH: Mr. Chair, Ms. Beaver, it's been  
3 reviewed by the AG's office, both the Board's attorney and the  
4 ADOT's attorney as to form and function, and they've finalized it.  
5 But they would not -- this isn't (inaudible) of agreement that  
6 necessarily needs (inaudible) to sign off on it, because it's an  
7 administrative between the agencies. But we had a review and  
8 went through the steps to make sure that we felt comfortable.

9 MS. BEAVER: Well, I -- Vice Chair --

10 MR. ROEHRICH: Now, as far as the request to have  
11 individual items, I think -- Kristine, I guess, I don't want to  
12 assume, you tell me -- you have that information.

13 MS. WARD: I do.

14 MR. ROEHRICH: Without making it all lengthy  
15 within the agreement, it wasn't included within the agreement,  
16 but that could be provided, one, if you want to see it, or if  
17 any -- from the public, whoever asks, we have that information.

18 MS. BEAVER: Well, Vice Chair La Rue, I -- my  
19 question has to do with if we're going to approve this and  
20 recognize this figure as specific projects, then we need to  
21 identify what those projects were that make up this total  
22 amount, where five or ten years down the road there won't be  
23 this thing about, well, such and such project, it was never  
24 taken care of. We will have those projects identified so that  
25 we know that it was resolved.

1 VICE CHAIR LA RUE: So Ms. Ward, could you  
2 address that, because that's also my concern is, is this  
3 document strong enough, as Ms. Beaver is pointing out, that this  
4 is finality and those issues can't be raised again. I mean...

5 MS. WARD: So two things. We are aware of the  
6 projects. There are five projects in question. And with  
7 regards to the finality of it, the way the agreement is  
8 documented is we -- both MAG -- and they've already signed and  
9 agreed on this -- both MAG and the Department agree that as of  
10 the end of fiscal year '14, these are the agreed-upon lender  
11 balances, and they're not to be revisited. They are -- we agree  
12 that these are the beginning balances as of this point. So  
13 going back, they've now said, okay, we agree that this is --  
14 these are the correct balance.

15 VICE CHAIR LA RUE: And Ms. Ward, I think that's  
16 in paragraph three of the agreement, and I guess I would point  
17 out that is it -- based on that language, isn't it really a  
18 stronger document than maybe what Ms. Beaver's looking for,  
19 because it basically stops MAG and ADOT from going back all  
20 projects, not just the five in question? I mean, is that -- is  
21 that the way we should read the document?

22 MS. WARD: Mr. Chair, you are correct, and we  
23 discussed this with the AG. This was a very -- this was a very  
24 pointed part of the discussion. We do not want to find  
25 ourselves trying to dig through records back to, in this case,

1 2006. We don't want to go through this again. It took a long  
2 time.

3 MR. HAMMOND: I read it the same way as you did,  
4 Joe, Mr. Chairman. So this is a broader (inaudible) really puts  
5 everything to rest, but to Ms. Beaver's point, maybe we should  
6 just get an e-mail list or something or even attach --

7 MS. BEAVER: Well, in an attachment, it would be  
8 sufficient for me that there's an attachment to this identifying  
9 the projects.

10 VICE CHAIR LA RUE: Yeah. What I would suggest  
11 is a board communique to the members of -- identification of  
12 the projects, just says FYI. But, you know, we have a motion  
13 pending and stuff that really brings us --

14 UNIDENTIFIED SPEAKER: (Inaudible.)

15 VICE CHAIR LA RUE: -- (inaudible), and it's  
16 broader than those five projects. So I would ask you,  
17 Ms. Beaver, are you wanting that information before you would  
18 vote on this matter, or can it come post-vote?

19 MS. BEAVER: No. I have trust in the process --

20 VICE CHAIR LA RUE: Okay.

21 MS. BEAVER: -- that's happened so far. I would  
22 just like to see it added as an attachment where there's no --  
23 there's no confusion about what the projects are.

24 VICE CHAIR LA RUE: But I think your request by  
25 adding it as an attachment is actually amending the agreement,

1 and it would have to go back to MAG.

2 MS. WARD: Yeah.

3 VICE CHAIR LA RUE: Then that means this is  
4 probably carried over -- I think -- I'm at least -- I'm  
5 comfortable enough to say or look to the Board in the motion to  
6 say that this brings finality, but we would have a distribution  
7 post -- post --

8 MS. WARD: Vice Chair, if I may, this is public  
9 record. I could read those projections off. I know the names  
10 of them right now. I could read them in the public record.

11 MS. BEAVER: That would be sufficient.

12 VICE CHAIR LA RUE: Okay. Thank you.

13 MS. WARD: They're in small font, so give me a  
14 second.

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 MS. WARD: Okay. The projects in question, that  
17 would be being resolved are: Ray Road TI improvements, Project  
18 Number H662701C; project Higley to Gilbert, H529901C; Power to  
19 University, H578201C; University to Southern, H58301C; and 64th  
20 Street TI, H624001C. Does that address your needs?

21 VICE CHAIR LA RUE: We have a motion and a  
22 second.

23 Bill Cuthbertson, do you have any comments,  
24 questions, concerns?

25 MR. CUTHBERTSON: No, I don't.

1 VICE CHAIR LA RUE: All right. Would -- if  
2 there's no further discussion, all those in favor signify by  
3 saying aye.

4 BOARD MEMBERS: Aye.

5 VICE CHAIR LA RUE: Any opposed? It's  
6 unanimously passed.

7 Thank you, Kristine.

8 UNIDENTIFIED SPEAKER: Thank you, board members.

9 VICE CHAIR LA RUE: Let's go on to Item Number 2  
10 is the consent agenda. Is there any board member wishing to  
11 pull any item off the consent agenda? Seeing none, I would  
12 entertain a motion.

13 MR. HAMMOND: So moved.

14 VICE CHAIR LA RUE: We have a motion to approve  
15 the consent agenda as presented by Board Member Hammond.

16 MR. SELLERS: Second.

17 VICE CHAIR LA RUE: Seconded by Board Member  
18 Sellers. Any discussion?

19 Seeing none, all in those favor signify by aye.

20 BOARD MEMBERS: Aye.

21 VICE CHAIR LA RUE: Any opposed? It passes.

22 That takes us to Item 3.

23 MR. HAMMIT: Mr. Chairman, I'm sitting in for  
24 Mr. Kies. As we've done in the past, if it be the Board's  
25 pleasure, I'd like to take Items 3A through 3I as one motion.

1 These are project modifications. 3J. Thank you. I can't read  
2 my own writing.

3 VICE CHAIR LA RUE: Okay. Do any board members  
4 want to pull any Items 3A through 3J? If not, we would  
5 entertain a motion.

6 MR. SELLERS: Move for approval.

7 VICE CHAIR LA RUE: We have a motion to accept  
8 the project modifications 3A through 3J by Board Member Sellers.

9 MS. BEAVER: Second.

10 VICE CHAIR LA RUE: Seconded by Board Member  
11 Beaver. Any discussion?

12 All those in favor signify by saying aye.

13 BOARD MEMBERS: Aye.

14 VICE CHAIR LA RUE: Any opposed?

15 MR. HAMMIT: Mr. Chairman, (inaudible) Board, I'd  
16 like to take items 3K through 3N (inaudible) projects as one  
17 item.

18 VICE CHAIR LA RUE: Would any board member wish  
19 to pull any of the items 3K through 3N? No? We'd entertain a  
20 motion then.

21 MS. BEAVER: I make a motion to approve items 3K  
22 through 3N.

23 VICE CHAIR LA RUE: We have a motion.

24 MR. SELLERS: Second.

25 VICE CHAIR LA RUE: Second by Board Member

1 Sellers. Any discussion?

2 All those in favor signify by saying aye.

3 BOARD MEMBERS: Aye.

4 VICE CHAIR LA RUE: Any opposed? Nope.

5 MR. HAMMIT: Mr. Chairman, and there is one Item

6 30 (inaudible).

7 VICE CHAIR LA RUE: All right. What is the

8 Board's pleasure on 30?

9 MS. BEAVER: I make a motion to approve Item 30.

10 VICE CHAIR LA RUE: We have a motion. Do we have

11 a second?

12 MR. HAMMOND: Second.

13 UNIDENTIFIED SPEAKER: Second.

14 VICE CHAIR LA RUE: We have a second by Board

15 Member Hammond. All those in favor signify by saying aye.

16 BOARD MEMBERS: Aye.

17 VICE CHAIR LA RUE: Any opposed? Thank you.

18 That takes us to Item Number 4. I guess you're

19 still up.

20 MR. HAMMIT: Mr. Chairman, (inaudible) the state

21 engineer's report, ADOT has 124 projects under construction

22 totaling \$332.8 million. We've finalized 17 projects in July

23 totaling \$17.4 million. And since July was our first month in

24 this fiscal year, we total 17 projects (inaudible).

25 Any questions? (Inaudible.) Construction

1 contracts (inaudible).

2 (Speaking simultaneously.)

3 VICE CHAIR LA RUE: Hey, you were throwing us a

4 curve to see if we were awake, so at least Floyd is. The rest

5 of us were befuddled saying where are we at?

6 MR. HAMMIT: They gave me a report, so I had

7 (inaudible).

8 We're looking for approval of Items 2A through

9 2F, and the consent agenda, we do have ten items, A -- 4A

10 through 4J (inaudible). 4A, this is a pavement preservation

11 project in the (inaudible). The local bid was \$406,146. The

12 State's estimate was 368,994 (inaudible) being over the State's

13 estimate by \$41,150 (inaudible) cents or 11.2 percent.

14 What we saw was we saw higher-than-expected

15 prices in mobilization, in the concrete items and the aggregate

16 base. We have reviewed the bids and find them responsible and

17 would recommend approval to Gray Mountain Construction, LLC.

18 VICE CHAIR LA RUE: Do we have any questions of

19 our Board members? What's the Board's pleasure?

20 MS. BEAVER: I make a motion that we approve Item

21 4A.

22 VICE CHAIR LA RUE: We have a motion by Board

23 Member Beaver.

24 MR. SELLERS: Second.

25 VICE CHAIR LA RUE: Second by Jack Sellers.

1 UNIDENTIFIED SPEAKER: (Inaudible.)

2 VICE CHAIR LA RUE: Oh, thank you. Yeah. So the  
3 motion that we have and a second is a motion to accept and  
4 approve staff's recommendation to award the contract for Item 4A  
5 to Gray Mountain Construction.

6 Any further discussion?

7 All those in favor signify by saying aye.

8 BOARD MEMBERS: Aye.

9 VICE CHAIR LA RUE: Any opposed? Passes.

10 4B.

11 MR. HAMMIT: Thank you, Mr. Chairman.

12 Item 4B is a project in (inaudible) Show Low.  
13 It's the sidewalk and lighting under our enhancement program.  
14 The low bid was \$775,000. The State's estimate was 516,507.50,  
15 being over the State's estimate by \$258,492.50, basically 50  
16 percent.

17 Where we found some differences on here is mainly  
18 in the lighting items and in the unique area. We have talked to  
19 City of Show Low, because they are responsible for this -- the  
20 difference. They think they have some funding through NACOG,  
21 and they would like us to postpone this -- the action on this.  
22 I believe your agenda said that we would reject all bids with  
23 the new information from the Town, that they think they have the  
24 funding through NACOG. They need a little bit of time to  
25 arrange that, but our anticipation is to bring it back with the

1 additional funding. So our request is to postpone this item.

2 VICE CHAIR LA RUE: Thank you. Board's pleasure  
3 on this one?

4 MS. BEAVER: I make a motion that we postpone  
5 Item 4B.

6 VICE CHAIR LA RUE: All right. We have a motion  
7 to accept and approve staff's recommendation to postpone 4B to a  
8 future meeting. Do we have a second?

9 MR. SELLERS: Second.

10 VICE CHAIR LA RUE: We have a second by Board  
11 Member Sellers. Any further discussion?

12 All those in favor signify by saying aye.0

13 BOARD MEMBERS: Aye.

14 VICE CHAIR LA RUE: Any opposed? It passed.

15 4C.

16 MR. HAMMIT: Mr. Chairman, 4C is a restructuring  
17 project to add five lanes and ADA improvements along the  
18 frontage of I-19. The low bid was \$263,362, and the State's  
19 estimate was 312,371, which is under the State's estimate  
20 (inaudible) by \$49,009 or 15.7 percent.

21 We saw better prices in both the removal and in  
22 the concrete items. The contractor's close and gave us better-  
23 than-expected bids. We do believe that the bids are responsible  
24 and reasonable and would recommend award to KE&G Construction,  
25 Inc.

1 VICE CHAIR LA RUE: Thank you, Dallas.

2 Board's pleasure?

3 MR. HAMMOND: I'll move approval of Item 4C.

4 VICE CHAIR LA RUE: We have a motion by Board  
5 Member Hammond to accept and approve staff's recommendation to  
6 award the contract for Items 4C to KE&G Construction.

7 MS. BEAVER: Second.

8 VICE CHAIR LA RUE: And we have a second by Board  
9 Member Beaver. Any further discussion?

10 All those in favor signify by saying aye.

11 BOARD MEMBERS: Aye.

12 VICE CHAIR LA RUE: Any opposed? No.

13 Go on to 4D.

14 MR. HAMMIT: Mr. Chairman, Item 4D is (inaudible)  
15 upgrade on State Route 69 between Prescott and Prescott Valley.  
16 The low bid \$298,555.15. The State's estimate was \$271,242.30.  
17 The low bid was over the State's estimate by \$27,312.85 or  
18 10.1 percent.

19 This job is signal -- or upgrades at four  
20 locations would require quite a bit of flagging, uniformed  
21 flaggers, so basically police officers. We had estimated a  
22 lower than expected -- lower than what they bid. Pretty much  
23 all of that difference is in the police officer flagging.  
24 27,000. So we have reviewed it and believe it is a reasonable  
25 and responsible bid and would recommend approval to Runway

1 Electric, LLC.

2 VICE CHAIR LA RUE: Thank you, Dallas.

3 Board's pleasure?

4 MS. BEAVER: I make a motion that we approve Item  
5 4D to Roadway Electric, LLC.

6 VICE CHAIR LA RUE: All right. We got a motion  
7 by Board Member Beaver.

8 MR. SELLERS: Second.

9 VICE CHAIR LA RUE: Second by Board Member  
10 Sellers. Any further discussion?

11 All those in favor signify by saying aye.

12 BOARD MEMBERS: Aye.

13 VICE CHAIR LA RUE: Any opposed? Passed.

14 4E.

15 MR. HAMMIT: Thank you, Mr. Chairman.

16 Item 4E, it's an intersection improvement along  
17 US-93. The low bid was \$457,457. The State's estimate is  
18 390,640, or over the State's estimate by 600 -- 66,817 or 17.1  
19 percent.

20 On this project we did receive a protest, and so  
21 staff is recommending it -- being -- requesting that the Board  
22 postpone action on this so that we can review the protest and  
23 the response (inaudible).

24 MR. SELLERS: Question.

25 VICE CHAIR LA RUE: Yeah.

1 MR. SELLERS: Whose district is number nine?

2 VICE CHAIR LA RUE: Yeah. I think it's inverted,  
3 I would expect. It's probably Ms. Beaver's.

4 UNIDENTIFIED SPEAKER: (Inaudible) district six.

5 VICE CHAIR LA RUE: Yeah. I think in Ms. Beaver,  
6 she's got district six and all others as assigned.

7 UNIDENTIFIED SPEAKER: (Inaudible.)

8 VICE CHAIR LA RUE: Board's pleasure?

9 MS. BEAVER: I make a motion that we postpone  
10 Item 4E.

11 VICE CHAIR LA RUE: To a future meeting.

12 MS. BEAVER: To a future meeting.

13 VICE CHAIR LA RUE: We have a motion to accept  
14 staff's recommendation to postpone to a future meeting.

15 MR. SELLERS: Second.

16 VICE CHAIR LA RUE: We have a second by Board  
17 Member Sellers. All those -- any further discussion?

18 All those in favor signify by saying aye.

19 BOARD MEMBERS: Aye.

20 VICE CHAIR LA RUE: Any opposed? Passed.

21 MR. HAMMIT: Thank you, Mr. Chair.

22 Item 4F, and you'll see on the next one, too,  
23 both of these are cattle guard and fencing projects on US-191.  
24 (Inaudible) low bid of \$741,031, and the State's estimate was  
25 596,317 or over the State estimate by 144,714 or 24.3 percent.

1 What we found is (inaudible) we got  
2 higher-than-expected pricing on cattle guard and the  
3 mobilization. It's a very remote area, much higher expenses for  
4 lodging to put up your crews and that sort of thing. We have  
5 reviewed that and believe the bids are responsible and  
6 reasonable and would recommend award to Show Low Construction,  
7 Inc.

8 VICE CHAIR LA RUE: Board's pleasure?

9 MS. BEAVER: I make a motion that we approve Item  
10 4F to Show Low Construction.

11 VICE CHAIR LA RUE: We have a motion to accept  
12 and approve staff's recommendation of 4F. Do we have a second?

13 MR. HAMMOND: Second.

14 VICE CHAIR LA RUE: We have a second by Board  
15 Member Hammond. Any further discussion?

16 All those in favor signify by saying aye.

17 BOARD MEMBERS: Aye.

18 VICE CHAIR LA RUE: Any opposed? Carried.

19 MR. HAMMIT: Thank you, Mr. Chair.

20 Item 4G, another fencing and guard rail project  
21 on US-191. (Inaudible.) The project low bid was \$2,584,444.18.  
22 The State's estimate, \$1,872,077, the low being over the State's  
23 estimate by \$712,367.18 or 38 percent.

24 Very similar to the last project, it's just  
25 bigger quantities like we saw differences in fencing, cattle

1 guard and (inaudible) what we're told because it's a remote  
2 area, just their prices went up because of that. (Inaudible)  
3 lodging to put up their crews. After reviewing the bids, the  
4 department believes that it is a responsible and responsive bid  
5 and would recommend approval to Show Low Construction.

6 VICE CHAIR LA RUE: Board's pleasure?

7 MS. BEAVER: I make the motion that we approve  
8 Item 4G to Show Low Construction, Inc.

9 VICE CHAIR LA RUE: We have a motion. Do we have  
10 a second?

11 MR. HAMMOND: Second.

12 VICE CHAIR LA RUE: Second by Board Member  
13 Hammond to accept and approve staff's recommendation to award  
14 the contract for -- to Show Low Construction for Item 4G. Any  
15 further discussion?

16 All those in favor signify by saying aye.

17 BOARD MEMBERS: Aye.

18 VICE CHAIR LA RUE: Any opposed? It passed.

19 MR. HAMMIT: Thank you, Mr. Chair.

20 Item 4H is a (inaudible) project on State Route  
21 195. The low bid was \$544,205. The State's estimate was  
22 \$448,008.70, being over State's estimate by \$96,124.30 or 21.5  
23 percent.

24 This project is putting a (inaudible), 17  
25 different types of (inaudible) they're test sections along this

1 corridor. Because of the different test sections, the pavement  
2 marking will be -- require multiple mobilizations. That's where  
3 we saw the difference in pricing, the paving marking, the  
4 mobilization for that. After talking to the contractors, we  
5 believe this is a reasonable and responsive bid with would  
6 recommend award to Gray Mountain Construction, LLC.

7 VICE CHAIR LA RUE: Board's pleasure?

8 MS. BEAVER: I make a motion that we approve Item  
9 4H to Gray Mountain Construction, LLC as recommended.

10 VICE CHAIR LA RUE: We have a motion.

11 MR. HAMMOND: Second.

12 VICE CHAIR LA RUE: We have a second by Board  
13 Member Hammond. Any further discussion?

14 All those in favor signify by saying aye.

15 BOARD MEMBERS: Aye.

16 VICE CHAIR LA RUE: Any opposed? Passed.

17 Okay, guys. We're -- we've go to keep up the  
18 energy for two more.

19 MR. HAMMIT: Two more (inaudible).

20 VICE CHAIR LA RUE: Two more.

21 MR. HAMMIT: The next project (inaudible) is on  
22 State Route 260. It's a multi-use path sponsored by the Town of  
23 (inaudible). The low bid was \$257,716.75. The State's estimate  
24 was 204,721.50, being over the State's estimate by \$52,995.25 or  
25 25.9 percent.

1 We saw the differences in the excavation of  
2 concrete (inaudible) and in talking to the contractor, really  
3 it's a very confined area, and that's why their prices were  
4 higher. In reviewing that, we do believe it's a reasonable and  
5 responsible bid, and we would recommend award to Intermountain  
6 West Civil Contractors, Inc.

7 VICE CHAIR LA RUE: Board's pleasure?

8 MS. BEAVER: I make a motion that we approve Item  
9 4 -- it's 4J, right?

10 UNIDENTIFIED SPEAKER: I.

11 MS. BEAVER: Okay. 4I -- put my glasses on -- to  
12 Intermountain West Civil Contractors, Inc. as recommended.

13 VICE CHAIR LA RUE: We have a motion.

14 MR. SELLERS: Second.

15 VICE CHAIR LA RUE: And a second by Mr. Sellers.  
16 Any further discussion?

17 All those in favor signify by saying aye.

18 BOARD MEMBERS: Aye.

19 VICE CHAIR LA RUE: Any opposed? We've  
20 unanimously passed.

21 MR. HAMMIT: Thank you, Mr. Chairman.

22 And the last one. This is Item 4J, (inaudible)  
23 reflective marking, it's the little markings on the raised  
24 pavement or recessed pavement markers. The low bid was  
25 \$853,850.63. The State's estimate was \$1,093,209.65 or under

1 the State's estimate by 239,394.02 or 21.9 percent under.

2 On this one there was a protest, and we would  
3 request that the Board postpone action so we can fully evaluate  
4 the protest and respond.

5 VICE CHAIR LA RUE: Thank you.

6 Board's pleasure?

7 MR. SELLERS: I'll move to postpone Item 4J as  
8 recommended by staff.

9 MR. HAMMOND: Second.

10 VICE CHAIR LA RUE: We have a motion by Board  
11 Member Sellers, a second by Board Member Hammond. Any further  
12 discussion?

13 Then all those in favor signify by saying aye.

14 BOARD MEMBERS: Aye.

15 VICE CHAIR LA RUE: Any opposed?

16 MR. HAMMOND: I'm not opposed I have a general  
17 question.

18 VICE CHAIR LA RUE: Okay.

19 MR. HAMMOND: Mr. Chairman, just a general  
20 question. The contractors seem to be looking for work, and you  
21 -- when you only get two bidders and there's a huge discrepancy,  
22 I'm just curious how staff mitigates or investigates to their  
23 satisfaction when there's so few bidders on, like, a \$2 million  
24 contract. (Inaudible.) You would think you would get  
25 (inaudible.) Is there a better job we can do to get more, more

1 bidders?

2 MR. HAMMIT: Mr. Chairman, Mr. Hammond, this  
3 project is a unique (inaudible) traffic control project,  
4 basically adding traffic devices. There's basically three  
5 people in the state that do that type of work. Most of the time  
6 they're subs. So the primes, since they have to self-perform 40  
7 percent of the work, couldn't have bid this. Our normal primes  
8 wouldn't have the opportunity to bid it because it would be all  
9 sub work for them. So that's why (inaudible) there's only two  
10 bidders.

11 MR. HAMMOND: Well, this was a general question  
12 on getting the maximum number of bidders.

13 MR. SELLERS: You know, Mr. Chairman, if I could  
14 follow up on that, you know, going back to Item 4G even, almost  
15 40 percent over -- over the estimate, and we had two bidders.  
16 Is that because it's a remote area? I guess those kinds of  
17 things bother me as well.

18 MR. HAMMIT: Again, that 4G as well was a  
19 specialty item with the fencing, and I'm sure our main highway  
20 contractors aren't going to bid on a fencing job in (inaudible),  
21 mainly because it's sub work. So it would be just those  
22 specialty subcontractors to do that type of work, but we can  
23 also look at on these types of jobs, can we get the word out,  
24 though the one challenge that we would have is being a federally  
25 funded -- they do have to be pre-qualified. So your normal

1 contractors that don't do work with ADOT are with --  
2 understanding that the federal process don't usually bid these  
3 type of projection for a state project.

4 We have worked with -- pursuant to our DBE  
5 program to educate these smaller contractors. They don't enter  
6 into this field, but it is a lot more work than a normal  
7 (inaudible) doing the developer's fencing job, putting in cattle  
8 guards (inaudible) extra requirements federal aid project.

9 MR. ROEHRICH: And Mr. Chair, members of the  
10 board, the DBE, as Dallas said, Disadvantaged Business  
11 Enterprise, as well as SBE, Small Business Enterprise, those are  
12 programs that are run out of our Civil Rights office, business  
13 engagement (inaudible) that, and they hold workshops that go out  
14 and meet with small companies trying to get them prepared to go  
15 through our pre-qualification process and understand how the bid  
16 and work (inaudible) federal aid, and sometimes it doesn't --  
17 these smaller companies don't bid on their own. They want to  
18 sub to a big company to do smaller work as they get familiar  
19 with the process.

20 So I think that does limit on some of these  
21 specialty projects when we're doing specific to fencing  
22 projects, specific to cattle guards, specific to, you know,  
23 traffic technology, things like the signals, lightings or  
24 specialty striping, things like that. It's all the unique  
25 glitch that certain people provide on their own and will only

1 bid that, as Dallas said. Usually if it's in a bigger highway  
2 project, they're going to do some component of some of that  
3 work, and then you usually don't see that on a much larger  
4 project where a (inaudible) contractor has bid and done the  
5 work.

6                   So it's our program as we try to develop a  
7 program that has big projects, smaller projects, specialty  
8 projects that give the greater opportunity for people to bid on  
9 it, and if you will, open it up to as many companies as  
10 possible, you'll see various levels of people responding  
11 depending upon the type of work.

12                   VICE CHAIR LA RUE: Good questions. Any other  
13 discussion?

14                   (End of excerpt.)  
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## Maricopa Association of Governments Reconciliation Agreement

**THIS AGREEMENT** is entered into this date June 18th, 2015, between the STATE OF ARIZONA, acting by and through its DEPARTMENT OF TRANSPORTATION (“ADOT”) and the MARICOPA ASSOCIATION OF GOVERNMENTS, acting by and through its appropriate authority.

### I. RECITALS

1. The State is empowered by Arizona Revised Statute § 28-401, to enter into this Agreement and has delegated to the undersigned the authority to execute this Agreement on behalf of the State.
2. MAG is empowered by the Arizona Revised Statutes §§ 28-6308 and 28-6353 to enter into this Agreement, and is authorized to execute this Agreement on behalf of MAG.
3. MAG has requested, and ADOT has prepared, a reconciliation for the periods FFY 2006 to FFY 2014. A determination has been made that the MAG sub-allocated ledgers are due \$12,090,163 in obligation authority.
4. The parties wish to resolve all the past ledgers through FFY 2014.

### II. AGREEMENTS:

NOW THEREFORE, ADOT and MAG agree as follows:

1. A transfer will be prepared in the amount of \$8,709,362 of federal obligation authority from the Regional Transportation Plan Freeway Program to the MAG Arterial Life Cycle Program. Attached to this agreement as Exhibit 1 is the COG/MPO Federal-Aid Transfer or Loan Request Form evidencing the transfer of \$8,709,362 which will be executed by both ADOT and MAG upon the approval and execution of this Agreement.
2. ADOT will process error corrections totaling \$3,380,801 in FFY16 on the MAG ledger.
3. The transfer and error corrections resolve all past, present and future actual or potential disputes or questions regarding the status of funds up to September 30, 2014. Neither party will assert any further disagreement.

4. This agreement will be effective upon approval and execution by the MAG Executive Director and the State Transportation Board.

IN WITNESS WHEREOF, the Parties have executed this Agreement the day and year first above written.

**MARICOPA ASSOCIATION OF GOVERNMENTS**

By   
Dennis Smith,  
Executive Director, MAG

**STATE OF ARIZONA**  
Department of Transportation

By   
John S. Halikowski,  
Director, ADOT

***A motion to adjourn was made by Jack Sellers and seconded by Deanna Beaver. In a voice vote, the motion carries.***

**Meeting adjourned at 9:45 a.m. MST**

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Joseph E. La Rue, Vice Chairman  
State Transportation Board

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John S. Halikowski, Director  
Arizona Department of Transportation

DRAFT

**MINUTES**  
**STATE TRANSPORTATION BOARD STUDY SESSION**  
**IMMEDIATELY FOLLOWING THE SPECIAL MEETING**  
**9:45 a.m., Tuesday, August 25, 2015**  
**Human Resource Development Center (HRDC)**  
**Grand Canyon Room**  
**1130 N. 22nd Ave.**  
**Phoenix, Arizona 85009**

**Pledge**

The Pledge of Allegiance was led by ADOT Director John Halikowski.

**Roll call by Board Secretary Mary Beckley**

**In attendance:** Joe La Rue, Deanna Beaver, William Cuthbertson (telephonically), Jack Sellers, Michael Hammond and Pliny Draper.

**Absent:** Kelly Anderson

**Opening Remarks – None**

**Call to the Audience – None**

DRAFT

**STATE TRANSPORTATION BOARD STUDY SESSION – AUGUST 25, 2015**

**I N D E X**

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**ITEM 1: WILDLIFE PRESENTATION FROM ARIZONA GAME AND FISH DEPARTMENT**  
**(Jeff Gagnon AZG&F).....3**

**ITEM 2: CONTINGENCY FUND DISCUSSION (Kristine Ward).....32**

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**ITEM 4: STATE TRANSPORTATION BOARD UPDATE ON ENVOY SYSTEM FOR BOARD EMAIL**  
**(Floyd P. Roehrich, Jr.) .....73**

1 (Beginning of excerpt.)

2  
3 VICE CHAIR LA RUE: And that takes us to the --

4 UNIDENTIFIED SPEAKER: Board study session.

5 VICE CHAIR LA RUE: -- Board study session, and  
6 roll call we can dispense with. That's already noted.

7 Opening remarks, we'll dispense with.

8 Call to the audience. We received no call to the  
9 audience in this study session, so we're ready for Item 1.

10 MR. ROEHRICH: Thank you, Mr. Chairman, members  
11 of the Board.

12 Ms. Beaver had asked for us to look at  
13 presenting -- reporting with Arizona Game and Fish. We give a  
14 lot of presentation on (inaudible) and I guess (inaudible.) So  
15 thank you, Ms. Beaver, for (inaudible) contacting Game and Fish,  
16 and they're more than happy to come in here and continue with  
17 the discussion (inaudible).

18 (Inaudible) introduce Mr. Jeff Gagnon from  
19 Arizona Game and Fish. I know he has some additional members  
20 from their team here that he will introduce, but I'm going to  
21 turn it over to Jeff and let him go ahead and present, and then  
22 ask any questions from the Board.

23 VICE CHAIR LA RUE: Thank you.

24 MR. GAGNON: Good morning, Vice Chair, members of  
25 the Board. I appreciate you giving us the opportunity to speak

1 today. Board Member Beaver, thanks for setting up this  
2 presentation for us.

3 And I want to introduce some of the folks from  
4 our staff. We've got Joyce Frances, (inaudible), Cheri Boucher  
5 from our Project Evaluation Program, (inaudible) Scott Sprague,  
6 who's a research (inaudible) Game and fish, and Kevin Kinsall's  
7 hiding back there somewhere. That's our research coordinator.  
8 They'll be around for questions when we're done if we need to.  
9 So I've got quite a bit to present, so I'll go ahead and move on  
10 with the presentation.

11 The objectives of the presentation are to talk  
12 about the effects of highways on wildlife, and they give  
13 examples of how ADOT, Game and Fish can collaborate together and  
14 overcome these effects and some of the future opportunities on  
15 collaboration that we'll have with Game and Fish and ADOT.

16 A lot of what we do, again, with Fish and ADOT  
17 requires both missions to come together. If we look at ADOT's  
18 mission, to provide a safe, efficient, cost effective  
19 transportation system, and then Game and Fish's mission to have  
20 wildlife around for our grandchildren and their grandchildren,  
21 you see as we save people's lives and wildlife lives, we also  
22 save money, and you'll see a lot of examples of this as I go  
23 through this presentation.

24 As we know, the population's growing. This is a  
25 slightly outdated map on the population growth, but we

1 (inaudible) idea that the population's growing, and ADOT needs  
 2 to accommodate that through their transportation systems. We  
 3 see that Arizona is one of the major ports or one of the major  
 4 roadway support cities, and this map doesn't include the new  
 5 I-11 that will go in there somewhere, and you can see major  
 6 growth's coming through this area.

7 If we look at Arizona as a whole, there's lots of  
 8 roads going in, lots of planning and lots of opportunities  
 9 coming up for these that are planned for properly.

10 Wildlife/vehicle collisions, they've increased over 100 percent  
 11 over the last decade. They account for about 200 fatalities a  
 12 year nationwide. The national average of accidents with  
 13 wildlife, of all accidents with wildlife, the average is 5  
 14 percent for -- per stretch of highway. There are stretches here  
 15 in Arizona where accidents with wildlife account for 20 to 50  
 16 percent of all accidents along the stretch of roadway. An  
 17 example of that is I-17, (inaudible) Flagstaff, right around 20  
 18 percent northbound and southbound, all accidents with wildlife.  
 19 So we can see that there's some issues there.

20 As we know, here in Arizona we have the elk  
 21 (inaudible). Elk are some of the bigger issues that we have  
 22 versus some of the states, and this is a -- one of those  
 23 captured, you know, pretty -- pretty severe collisions, and you  
 24 kind of see it. This is State Route 260 before we completed all  
 25 the fencing and underpasses near Christopher Creek. This was a

1 minivan that hit, I believe, seven elk in one shot, and luckily  
 2 that person walked away, but I mean, that's basically what we  
 3 see when the elk wins.

4 Now, this graph is the cost of elk and deer  
 5 collisions to society. This is a report to Congress that was  
 6 put out a few years back. 2008, I believe. And this monetary  
 7 value that I use here will be used throughout the presentation,  
 8 so keep this in mind.

9 So if you use Interstate 17, the same 30-mile  
 10 stretch as I mentioned, there are roughly 85 elk/vehicle  
 11 collisions per year along that stretch, and 18 deer/vehicle  
 12 collisions per year along that stretch. And you look at costs  
 13 of elk and deer collisions to society, see elk is about \$18,000  
 14 per collision and 8,000 for deer. And you look at the -- it's  
 15 vehicle cost, human injuries, maintenance folks having to go out  
 16 and scrape the animal off the road. There's a lot of stuff that  
 17 goes into this. That's where that report to Congress came up  
 18 with. So the cost to society for that stretch of I-17 is 1.73  
 19 million per year.

20 That's if the State is not sued. Those of you  
 21 that have been around can remember Booth versus the State of  
 22 Arizona, which was a \$4 million case. That one was completed in  
 23 about 2004, and they said the State was negligent and not doing  
 24 enough for wildlife. So this is kind of a baseline for where we  
 25 started several years ago.

1 Another thing we see with roads and wildlife is  
 2 we see habitat fragmentation or roads and developments cutting  
 3 through wildlife habitats. So they can't migrate, can't move to  
 4 get water, no genetic interchange, and we have a lot of examples  
 5 of that here in this state. Just I'll start with some of the  
 6 smaller ones, like the, you know, desert tortoise along Highway  
 7 87. Their home range won't -- basically don't cross the road.  
 8 If you try and cross the road, obviously they're a tortoise.  
 9 They can't get across the road very easily. They're slow.

10 But you look at an animal like whitetail deer.  
 11 You think they wouldn't have much of a problem. Here's an  
 12 example on State Route 260. The deer on the right there -- and  
 13 those are GPS coordinates, those dots, and each color is an  
 14 individual animal. The deer on the right was going along a  
 15 two-lane stretch of road before improvements and didn't cross  
 16 the road. The deer on the left, that's basically near Tunnel  
 17 Creek and Indian Gardens, it crossed -- its ability to cross the  
 18 road increased dramatically once the underpass and four-lane  
 19 highway went in. So even though now it's a four-lane highway,  
 20 because it has a wildlife underpass, their ability to cross  
 21 increases, and this is a common -- among all those animals,  
 22 those whitetail deer (inaudible).

23 Mule deer, you see the same things with mule  
 24 deer. This is down on North Sun Valley Parkway. Field deer  
 25 aren't crossing the road, and basically, they do get hit or they

1 avoid traffic. You'll see that with surprisingly even elk.  
 2 Again, this is -- that map is individual elk on -- each color is  
 3 an individual elk, and each dot is a location every two hours.  
 4 If you look at I-17 (inaudible) elk, and over a two-year period  
 5 we only had 900 crossings of I-17 because -- the highway was  
 6 pretty much a barrier at 17,000 (inaudible).

7 If you look at State Route 260 near Christopher  
 8 Creek (inaudible) studies, they crossed the highway 11,000  
 9 times. So we have 11,000 crossings versus 900 crossings of  
 10 those two highways, and both of them have a lot of elk, and the  
 11 biggest difference there was -- one of the biggest differences  
 12 was traffic volume.

13 (Inaudible) mountain lions, and they were having  
 14 problems getting across the road. Basically, of all mountain  
 15 lion studies we've done, the highways pretty much segregate  
 16 their movements, and when they do try and get across (inaudible)  
 17 roadkill. So we can see how highways have these impacts on the  
 18 wildlife's ability to cross the road.

19 The pronghorn faces one of the -- probably one of  
 20 the bigger challenges in our state. If you look at all the  
 21 pronghorn studies, in this case, all the dots, each color is a  
 22 different pronghorn study that we've done, and pretty much are  
 23 all separated by highways, and you can see kind of that  
 24 fragmentation going on.

25 There's an example of State Route -- US-89 near

1 (inaudible), north of Flagstaff, (inaudible) 37 pronghorn, and  
 2 you can see the animals (inaudible) on the east side of the  
 3 road, put colors on. None of them crossed the road. And this  
 4 is only a two-lane road for the most part. Runs about, I  
 5 believe, 8,000 vehicles a day, 7,000, somewhere around there, or  
 6 did at the time.

7           And the collared (inaudible) the animals west  
 8 side of the road, west side, same thing. (Inaudible) go across  
 9 and get back over. In fact, we found when we did genetic  
 10 samples of these animals, it's genetically different populations  
 11 across this road. So -- and across State Route 64. So you can  
 12 see when you start inbreeding animals, you start seeing declines  
 13 in the population. So opportunities to offset this are a good  
 14 way to go.

15           So that gets us to, you know, some of the ways  
 16 that we could collaborate to get this done. So we know what to  
 17 do or we know what the problems are now when we do. This is a  
 18 quick spiel on why (inaudible). You know we've got problems  
 19 with what animals you need to deal with, and if you leave it to  
 20 the biologists, this is what you end up with, so this is why the  
 21 biologists need engineers to help get it done right instead of  
 22 (inaudible).

23           So Arizona State Route 260 project is kind of  
 24 where a lot of what we learned started. This project was in the  
 25 planning stages in the 1990s and started construction in --

1 around '99, 2000, and completed construction just about 2013,  
 2 and it was a two-lane road being upgraded to a four-lane divided  
 3 highway. This process has been going on for a long time and  
 4 included 11 wildlife underpasses and six bridges that could pass  
 5 wildlife. And (inaudible) Canyon section was the last one  
 6 completed in 2013.

7           Game and Fish had the opportunity to evaluate  
 8 these wildlife crossings, and we used video cameras to see how  
 9 the animals reacted, how many animals went through. Ultimately,  
 10 during that study we had 15,000 animals use those underpasses.  
 11 We had a pretty good sample size to see how those animals  
 12 reacted. One of our first studies was in a little --  
 13 (inaudible) Canyon section at Little Green Valley. You see  
 14 those two underpasses. They're side -- they're within about  
 15 maybe 200 yards of each other, which is interesting, and you see  
 16 the one with walls and the one without walls (inaudible). We  
 17 actually found some major differences in how the elk react to  
 18 those. What you normally would see was that culvert up there in  
 19 the upper right-hand corner and also -- so this allows to pass  
 20 water and wildlife at the same time, and (inaudible) fencing.  
 21 So this was some of our earlier -- (inaudible). Some of -- this  
 22 is VCR stuff. This is going back a ways.

23           So these elk would come in, look up on the walls  
 24 of these structures looking for predators, and they would turn  
 25 around, basically would run off and wouldn't use the structures.

1 UNIDENTIFIED SPEAKER: (Inaudible.)

2 MR. GAGNON: And so it went on to (inaudible)  
3 Ranch section, this structure had basically a (inaudible). We  
4 were able to work with ADOT and the forest to make this a  
5 structure that immediately was accessible by wildlife. So just  
6 that (inaudible) management process (inaudible) to give us a  
7 successful structure off the bat. So we were learning as we  
8 were going through there.

9 We also found that if the bridges were offset,  
10 animals then look and see all the way through, wasn't -- wasn't  
11 very large. So they wouldn't go through as often as if they had  
12 -- the bridges lined up. So we learned that even those  
13 structures were then about two miles of each other, the one on  
14 the right started out with a lot more use than the one on the  
15 left. Now, what we did see, once all the fencing went in, we  
16 started to see more of an equalization of some of these.  
17 Fencing was a key to that.

18 During the project we also collared 110 elk, and  
19 we wanted to see how it affected the ability of elk to cross the  
20 road. So we captured them in clover traps like this, go out and  
21 rope them, and for those of you who have been around awhile,  
22 that's former district engineer Tom Foster helping us rope that  
23 elk, bring it down, put a collar on it, and basically sent it on  
24 its way to collect two GPS locations -- or a GPS location every  
25 two hours for approximately two years.

1 This is what our map looked like. Half a million  
2 GPS (inaudible), 11,000 highway crossings, and you can see the  
3 yellow stripe through there. That's State Route 260 basically  
4 from Star Valley or from Payson all the way up to the rim. So  
5 you can see how they lived right along that highway. So a great  
6 opportunity to learn as this was going on.

7 So how many (inaudible) animals cross was we  
8 break the highway up into ten-mile segments, take a GPS location  
9 on one side and then the other side of the road, and we tally  
10 that as a crossing, and then we start to see these patterns form  
11 these crossings are tallied. And you get data that looks like  
12 this. So if you're an engineer and you want to know where to  
13 put your wildlife crossings, a graph like this, this is  
14 basically the number of crossings by tenth-mile segment. So if  
15 you wanted to pick where am I going to put my wildlife crossing  
16 or fencing, it pretty much speaks for itself with this data  
17 driven approach. And so we were able to take -- we started  
18 using these types of methods as we moved on from what we learned  
19 in 260 to other projects (inaudible).

20 One stretch is along Christopher Creek. You see  
21 this is a blown-up version of (inaudible) show you. You can see  
22 the black boxes and striped boxes are bridges with wildlife  
23 underpasses. Well, the original fencing that went in is in  
24 yellow here, and basically we saw -- we were seeing accents and  
25 crossings to those. So we used that data to tie bridges --

1 bridge and underpasses together. We used GPS data to save us  
2 (inaudible) with the fencing.

3 And so we put in fencing there with ADOT. ADOT  
4 came in and put in fencing there, and we were able to intercept  
5 that peak right there. This is what we found basically. When  
6 the structure is in, it kind of wasn't a build it and they will  
7 come. They actually pretty well avoided them until the fencing  
8 went in. So prior to the fencing and after fencing, we looked  
9 at the elk/vehicle collision -- number of elk/vehicle  
10 collisions, wildlife underpass use and the ability of elk to  
11 cross the road.

12 So what we saw in 2004, once Christopher Creek  
13 was done, the underpasses are in, which are those black boxes,  
14 the outlined boxes, no fencing, we found that 51 collisions with  
15 elk in about a five-mile stretch. So you can see the red is  
16 where the highest collisions were, and the green is, you know,  
17 just one collision. And so using that GPS data and -- we were  
18 able to come in and fence a small stretch of that area, and we  
19 went down to eight collisions, or an 84 percent reduction in  
20 collisions.

21 If you look at the costs of collisions I showed  
22 you earlier, that was about a \$798,000 benefit we saw based on  
23 the cost of the elk/vehicle collision. We estimated --  
24 basically estimated costs of that stretch of fencing was about  
25 660,000 at the time, but those fencing costs jumped up and down

1 quite a bit throughout the construction periods.

2 The completion of fencing -- with the completion  
3 of fencing, we saw obviously an increase in the number of  
4 animals using the underpasses. You can see as a few of them  
5 went through, most of them went over, they would come up to the  
6 -- in the video camera, they'd come up to the structure and then  
7 just cross over, or some would go underneath and cross under one  
8 set of land and go up into the median. Eventually, once the  
9 fencing went in, they were all forced to go through and we saw  
10 an increase in use.

11 Giving you just quickly without getting into too  
12 much detail, basically, when there's a two-lane road, about 88  
13 percent of the elk that would approach the highway would cross.  
14 Once it went to a four-lane road with underpasses and no  
15 fencing, you cut it in half. So their ability to cross was cut  
16 down. But when fencing came in, then it went back to almost  
17 preconstruction level. So even though it went from a two-lane  
18 to a four-lane divided highway, the ability of those elks to  
19 cross was pretty much maintained with fencing and those  
20 underpasses in place.

21 What this -- one of the key factors we saw is  
22 when animals try and cross the highways like this, what you saw  
23 is this lower graph here, when an animal tries to cross a  
24 (inaudible) -- this is based off our GPS data and the traffic  
25 counter we had ADOT help us put in during the project -- as the

1 traffic lines increased, the ability of elk to cross the highway  
 2 decreases significantly, but when you look at that same -- the  
 3 same crossings at the underpasses, you don't see that reduction  
 4 in the ability of animals to cross the road. So the traffic is  
 5 going overhead in this case and not affecting them.

6           So what we've learned from 260, to carry it  
 7 forward, was the placement, design and -- placement and design  
 8 was pretty important. Fencing was one of the most important  
 9 things we found to make these things work properly. This has to  
 10 do with the funnel concept, we call it. Basically, wildlife, as  
 11 they come through the hidden fencing, which in this case is the  
 12 wall of the funnel, and then use the crossing structure, which  
 13 is the spout of the funnel, to get through the barrier, which is  
 14 the highway in this case. So if you have (inaudible) underpass  
 15 there, you have the animals coming down the road, trying to  
 16 cross, a few go through, a few don't, but kind of (inaudible),  
 17 and you still end up with these animals that don't quite make it  
 18 across, versus when you have the funnel properly in place, they  
 19 come down, they're forced through, and it allows them to get  
 20 across safely. So motorists and the elk, there's no  
 21 interactions there.

22           So we took a lot of what we learned from this  
 23 project that was going (inaudible), but about 2004 really  
 24 starting to work on some more of Highway 93. So we know  
 25 placement and design and fencing was most important. So we

1 carried this forward. Highway 93 being upgraded from a two-lane  
 2 to a four-lane divided highway. Again, bisecting Black  
 3 Mountain, desert bighorn sheep. The population, you see I-40,  
 4 State Route 68, US-93 going through the Black Mountain -- Black  
 5 Mountains where those desert bighorn sheep live.

6           And so we saw that this was the state's largest  
 7 bighorn sheep population, accounting for 30 percent of the  
 8 State's total bighorn sheep, and there was a concern of sheep  
 9 fragmentation and sheet getting killed on the road. Had  
 10 approximately 11 sheep/vehicle collisions per year. That goes  
 11 back into the '90s before, actually, they have the shutdown of  
 12 the dam. And so how we ran -- how we did this project, we went  
 13 out and captured animals. We used our fixed wing to out and  
 14 find animals, and then we'll go out and catch them with a  
 15 helicopter, with ground spotters. (Inaudible), also catch them  
 16 with a helicopter, put collars on them, and again, send them on  
 17 their way, collect the location every two hours.

18           What we found is 82 percent of those animals  
 19 either crossed the road or tried and cross the road at --  
 20 actually, it was five main locations, but there were three -- 82  
 21 percent, there were three of those locations. (Inaudible) 3.3,  
 22 5.1 and 12.2. And those are the locations based on the GPS  
 23 data. So we had another data-driven approach to moving forward  
 24 with Highway 93.

25           In the meantime, State Route 68 had some bighorn

1 sheep underpasses that were being monitored, and overall, they  
 2 only had 30 -- about 32 sheep crossed under those three  
 3 underpasses. So based on that information and the number that  
 4 didn't cross there (inaudible), overpasses were selected for  
 5 this project. So construction wasn't -- you know, completed in  
 6 2010, 2011. There's a bird's eye view of one of the overpasses  
 7 there, a sheep's eye view of one of the overpasses. And so,  
 8 again, we brought in our video camera systems to monitor this  
 9 stuff to see how well this worked. So --

10 UNIDENTIFIED SPEAKER: (Inaudible.)

11 MR. GAGNON: So this is our first -- first  
 12 bighorn sheep crossing we got -- crossing we documented.  
 13 February 1st, 2011 over US-93. So it was a ram, one of our --  
 14 actually, one of our collared rams came through February 1st,  
 15 2011. So actually was able to sleep again after that.

16 And so -- and here's a good one that we like to  
 17 show. This is a newly-born lamb, basically. A little lamb born  
 18 probably an hour ago. So one of the things we saw on State  
 19 Route 68 was we had no (inaudible) or lambs cross those  
 20 underpasses, but on 93 they were adapting to it pretty quickly.

21 So what we saw since then, 5,000 sheep crossings  
 22 versus 32 on State Route 68. Collisions reduced by 85 percent.  
 23 Based on some of the costs, we estimate about \$470,000 cost  
 24 savings, and the permeability and the ability of the animals to  
 25 move where they need to go is solved, and we have safe motorists

1 in that area as well.

2 UNIDENTIFIED SPEAKER: Quick question. Is the  
 3 \$470,000 an annual savings or --

4 MR. GAGNON: That's -- that 470 we estimate is  
 5 since the completion --

6 UNIDENTIFIED SPEAKER: Okay.

7 MR. GAGNON: -- we've gotten (inaudible).

8 Wildlife crossings and fencing work, you know, we  
 9 know they work, and so why even consider another option? What  
 10 brings us to, you know, sometimes highways aren't going to be  
 11 rebuilt for a long time or sometimes the budgets just aren't  
 12 there. This was a safety (inaudible) project that we did with  
 13 the Flagstaff district up along I-17. As I mentioned, I-17,  
 14 they have a lot of collisions there, pretty severe collisions.  
 15 People are driving fast, and they're hitting elk at high rates  
 16 of speed, and so (inaudible) 85 elk a year killed on I-17  
 17 (inaudible) Flagstaff, basically right there kind of tells a  
 18 story.

19 We worked with -- Game and Finish worked with  
 20 ADOT and with Stanley Consulting on (inaudible) and production  
 21 report. We had worked on the design concept report (inaudible).  
 22 I know this project had been -- processes have changed, but this  
 23 is out there, so you're aware of it. We actually have  
 24 identified where (inaudible) crossings and fencing. These are  
 25 potential not necessarily, you know -- I mean, this is some of

1 the options we have based on, you know, land, land use and  
2 topography and where the animals are moving and wildlife/vehicle  
3 collision rates.

4 But anyway, in the meantime, since that project  
5 wasn't moving forward anytime soon, we decided to focus on one  
6 of the higher (inaudible) of collisions in 2007, 2008 from here  
7 (inaudible) park area. In this case, we were focused  
8 specifically on elk. There was (inaudible) transportation  
9 enhancement funds, and Flag district kicked in a fair amount,  
10 too, to help support this, and so we just heightened this  
11 existing cattle fence to see if we could keep the elk off the  
12 roads. (Inaudible) Canyon Bridge (inaudible) an opportunity to  
13 cross. (inaudible) Canyon Bridge, also.

14 What we saw for that stretch of road was 20,3  
15 collisions per year for that stretch of road. We had one  
16 collision in two years following that fencing, tying in the  
17 structures. That gave us a 98 percent reduction of elk/vehicle  
18 collisions, and so the cost of the project was 1.67 million.  
19 That included design and construction. And the savings from  
20 this basically paid for itself based on the costs I showed you  
21 in less than five years. So that's a very successful project  
22 (inaudible).

23 We also saw increases in the uses of the bridges  
24 on all I-17. Would be included elk, deer, coyote, bobcat,  
25 mountain lion. We saw some bear and some javelina, raccoon, you

1 name it. A lot of different animals.

2 Another opportunity to have -- this is going way  
3 back to the T21 days, working with Prescott district, and  
4 putting an elk crosswalk and fencing in. Again, we put a  
5 retrofit fencing like I showed you. We also put an elk  
6 crosswalk at the end. So as the animals came to the end of the  
7 fence, they would turn on signs to alert the motorists if there  
8 were elk near here. And what we saw to that (inaudible) speed  
9 test, we about an 11-mile-per-hour reduction, and we saw that  
10 vehicles were starting to brake a lot more. About 70 percent of  
11 the time, they would brake, versus only about 8 percent of the  
12 time when the signs were off. So it was slowing people down.

13 And more importantly, collisions with elk dropped  
14 dramatically in that stretch. Basically, the original grant  
15 through transportation enhancement was three-quarters of a  
16 million. We figured that that basically has paid for itself  
17 already. We were expecting 1.7 million by the end of 2014 based  
18 on those collision reductions.

19 We still get deer, deer and bear and other  
20 animals killed, because that kind of fence that I showed you is  
21 just the height and right-of-way fence that they can still get  
22 through. But we are keeping the elk/vehicle collisions down  
23 pretty good in that area.

24 A lot of the -- what I'm seeing, a lot of the  
25 maintenance folks are starting to really buy in in districts

1 that are working. They don't have to clean the elk off the road  
2 anymore, and they're starting to build teams (inaudible) a lot  
3 of buy in on that.

4 I want mention cost savings. I mentioned the  
5 Booth versus State of Arizona, \$4 million case. 2012, you guys  
6 are probably familiar with the Sayer versus State of Arizona,  
7 (inaudible) \$8 million case. So that case was pretty much  
8 tossed out, and the trial highlighted the collaboration between  
9 Game and Fish and ADOT throughout Arizona. Even other states  
10 came in and said, you know, Arizona is -- leads in this stuff.  
11 So they're doing more than anybody else, so you really can't  
12 fault them for what -- what happened here.

13 So another proactive compliance with Fish and  
14 Wildlife helped save money basically through mitigation for  
15 species that are threatened and endangered. It helps -- in the  
16 case of the desert horse, for example, helps -- if they -- if  
17 they're not listed (inaudible), it helps keep them from getting  
18 listed. If they do get listed, it helps you from slowing down  
19 projects later when issues come up. So Game and Fish is working  
20 with you guys to help -- help these things move forward  
21 properly.

22 Some of the things that we've worked on with ADOT  
23 include this (inaudible) won a system initiative, a couple other  
24 awards for being one of the first states to look at (inaudible)  
25 statewide, and ADOT was a leader for this, along with several

1 other agencies, including Game and Fish. We started to break  
2 those down. The reason we do these is you can't collar every  
3 animal. So this helps you look at other animals, other wildlife  
4 species throughout, look at their corridors and how to mitigate  
5 for them. (Inaudible) some levels of individual corridors, and  
6 so basically what I'm getting at is you have projects in -- you  
7 have concerns with wildlife, Game and Fish has the resources and  
8 knowledge to help resolve some of these issues.

9 Some of the upcoming coordination opportunities,  
10 (inaudible), ADOT (inaudible) on -- in October --

11 UNIDENTIFIED SPEAKER: October 15th.

12 THE WITNESS: October 15th we've got a meeting to  
13 discuss some individual issues. We're involved with your  
14 Strategic Highway Safety Plan, helping, you know, consider  
15 wildlife and those issues. We're working with you on South  
16 Mountain. Loop 202 addresses wildlife concerns. Future I-11  
17 corridor, we're working with you now, and we hope to continue to  
18 work with you to address the wildlife concerns as I-11 goes  
19 forward. Right-of-way fencing guidelines or wildlife  
20 (inaudible) also more motorist-friendly wildlife guidelines are  
21 being worked on for use, and we've got -- this is just touching  
22 on -- we've got a lot going on where we're helping out on  
23 projects that -- statewide through either coordination or  
24 (inaudible) weekly meetings or whatever is needed there.

25 One of things we see is -- lately, especially, is

1 we're starting to see funding for wildlife be an issue. It's  
 2 harder to get funding, and even though it's written well in the  
 3 MAP-21, projects that mitigate (inaudible) wildlife (inaudible)  
 4 to eliminate or reduce crashes involving vehicles and wildlife,  
 5 (inaudible) public safety, et cetera, et cetera.

6           What happens is it generally falls low on the --  
 7 on the priority list, and so having funding tied to these -- to  
 8 the wildlife issues could help us in the future. Right now the  
 9 wording's there and the ability's there. It's just harder to  
 10 get done. So some of these wildlife (inaudible) funding, too,  
 11 like if you do a geotech survey, that's one thing. But you also  
 12 need to consider wildlife when you go forward with projects in  
 13 some of these things.

14           As I mentioned, Arizona (inaudible) we have  
 15 several exemplary system initiative awards. We've got partner  
 16 excellence rewards. We (inaudible) 2013 (inaudible) conference,  
 17 21 countries came to Arizona to look at what was going on in  
 18 Arizona. In fact, Nevada and other -- in Nevada, they've  
 19 (inaudible) and wildlife crossings, and (inaudible) bypass, when  
 20 you cross the river, you might even see (inaudible) overpasses.  
 21 In the future you'll see overpasses that are being put in with  
 22 our involvement.

23           And basically, that's what I've got for you, and  
 24 again, I thank you for your time. I'll have to check with my  
 25 crew to see if I've -- if they wanted to add anything to this.

1           UNIDENTIFIED SPEAKER: The only thing I might  
 2 mention if there is -- if the board members not be familiar with  
 3 the Booth or Sayer cases, you may give just a couple of details  
 4 on what those are.

5           MR. GAGNON: Okay. The Booth case was on I-40,  
 6 east of Flagstaff. A gentleman hit an elk that had already been  
 7 hit, was laying in the road. He had hit that elk, rolled his  
 8 vehicle, was injured, sued the State for \$4 million, and like I  
 9 said, the State said that -- they said the State was negligent.

10           This was at the time 260 was already happening.  
 11 So it wasn't like State Route 260 happened because of the Booth  
 12 case, but its time wasn't far enough along. And so this was  
 13 about the time when they started saying putting up silhouette  
 14 signs is not enough, because there were signs up in that case.  
 15 And so -- so that was where things started moving forward.

16           And then the Sayer case, again, was an elk that  
 17 was already -- that was already dead. A gentleman hit it on a  
 18 motorcycle and had some injuries, and they sued the State, and  
 19 in this case, like I said, it was -- it was thrown out based on  
 20 all the work that Arizona was doing with wildlife.

21           VICE CHAIR LA RUE: Well, thank you. Any  
 22 questions? Board members? Follow-up?

23           MS. BEAVER: I just -- I appreciate you coming  
 24 and --

25           MR. GAGNON: Thank you very much.

1 MS. BEAVER: -- making a presentation.

2 MR. SELLERS: Yeah. Great -- great presentation.

3 Thank you.

4 VICE CHAIR LA RUE: Yeah. Very nice. And I --  
5 myself, I can speak for myself, was not really aware. I knew we  
6 had some of this deployed, but this was a great overview of how  
7 extensively you're (inaudible) it, you're innovative, you're on  
8 -- you know, you're leading the way, and that's -- that's very  
9 nice. That's very nice. The -- as I think about unintended  
10 consequences, you're probably going to have to hand out more  
11 hunting permits now, because the vehicle predator is no longer  
12 around, but I guess that's a positive, so...

13 UNIDENTIFIED SPEAKER: (Inaudible.)

14 VICE CHAIR LA RUE: (Inaudible.)

15 UNIDENTIFIED SPEAKER: Mr. Chair --

16 VICE CHAIR LA RUE: Please.

17 UNIDENTIFIED SPEAKER: Sorry, Mr. Hammond.

18 MR. HAMMOND: (Inaudible) they're building one in  
19 -- we're building one in Oro Valley right now. These aren't  
20 cheap. It's a \$9 million overpass, and my guess is it's for the  
21 bighorn sheep. But a lot of folks are wondering what that  
22 structure is, because it kind of starts and goes, but it's quite  
23 impressive, and these are expensive structures, but I'm glad  
24 we're doing it. It's an overpass but --

25 MR. GAGNON: Yeah. Yeah. So the overpass was

1 paid for by RTA, Regional Transportation Authority.

2 MR. HAMMOND: Right.

3 MR. GAGNON: And that one was put in based on  
4 some -- several species. Mountain lion was one of the key  
5 species. There were sheep, deer, tortoise, et cetera, et  
6 cetera. And that particular one (inaudible) more expensive  
7 structure. I have seen structures of the same width in the  
8 valley. Just put one in for about \$3 million. So it depends on  
9 the structure that you go with. The arch structures, the  
10 (inaudible) structures go for a lot less than the bridged one  
11 that look like, basically, a transportation interchange. So the  
12 cost can vary greatly, but they're not all as expensive as that.  
13 But we hope to see good things out of that, too.

14 MR. HAMMOND: Well, knowing Tucson, it's probably  
15 the biplanes we're putting in (inaudible).

16 VICE CHAIR LA RUE: Be careful. Yeah. Careful.

17 MR. SELLERS: I appreciate this so much, because  
18 I suspect that most of the comments we get from people who talk  
19 to us are somewhat cynical about what's -- what we're doing and  
20 why we're spending money on that. So it's very beneficial to us  
21 to be able to explain to them the cost benefit of this and the  
22 safety benefit as well.

23 MR. HAMMOND: Very helpful.

24 VICE CHAIR LA RUE: You know, kind of a divergent  
25 question. I noticed ADOT sends us out the press release

1 connections every day or so, and it's very, very nice, and about  
 2 six weeks ago there was an article that came out on that list  
 3 that said there were five strikes in Flagstaff area, and I don't  
 4 remember if deer, elk or combination, in one day and that just  
 5 struck me as wow. So is there something causing that movement?  
 6 Was that just one of those days to stay alert and stay out of  
 7 Flag that --

8 MR. GAGNON: Certain times of the year are worse  
 9 than others, and obviously Flagstaff isn't as bad in the winter,  
 10 because a lot of those animals migrate down south. So you  
 11 notice, if you drive I-17 a lot, as you get north of Stoneman  
 12 Lake and you just start hitting the top of rim, particularly in  
 13 the winter, you start seeing dead elk all over that place. And  
 14 you get in the summer and spring, they start moving more up  
 15 towards Flagstaff, and it's really dry. They're moving to get  
 16 water, across the road to get water. And in that particular  
 17 day, you know, five strikes in a day is relatively high, but  
 18 it's not that uncommon for that stretch of road up there.

19 VICE CHAIR LA RUE: Wow. Yeah. Being a flat  
 20 lander down here, that kind of caught my attention and said,  
 21 wow, luckily I wasn't...

22 MR. GAGNON: And those were all elk.

23 VICE CHAIR LA RUE: All elk that day.

24 MR. GAGNON: A person was hospitalized in that  
 25 one, yeah.

1 VICE CHAIR LA RUE: Wow.

2 MS. BEAVER: Well, and Vice Chair La Rue, I think  
 3 also what I didn't notice in here was on the west side of the  
 4 state, we have issues with wild burros, and they seem to  
 5 reproduce like rabbits over there. I don't know if that -- that  
 6 falls maybe under BLM as opposed to the Arizona Game and Fish  
 7 but --

8 MR. GAGNON: Well, we're working on it, but as we  
 9 deal with the burro issue, we also have concerns with sheep,  
 10 making sure things (inaudible). Burrows are definitely an  
 11 issue. It's more -- it is more of a BLM.

12 MS. BEAVER: Well, and I think there was fencing  
 13 put up. ADOT assisted with fencing just above Lake Havasu City.

14 MR. GAGNON: Right.

15 MS. BEAVER: A stretch over there where burros  
 16 were an issue, so...

17 MR. ROEHRICH: Well, Mr. Chair and board members,  
 18 that was going to be kind of my comment. We don't normally  
 19 bring individual projects or individual improvements we're doing  
 20 to the board. They get wrapped up into other projects to move  
 21 them forward.

22 I was going to point out that that -- I know at  
 23 least in my experience, at least for the past decade, the  
 24 improved relationship not only with Arizona Game and Fish, but  
 25 U.S. Fish and Wildlife and (inaudible), as we all addressed

1 these issues, I think it's greatly improved. You're seeing the  
2 benefit from that here at one level that's at with the Arizona  
3 Game and Fish, because our relationship with them is just -- I  
4 think has just been fantastic and continues to grow as we  
5 address these.

6 But that's something we're having to deal all our  
7 partners out there, stakeholders who have a -- this type of an  
8 interest as we look on our projects. So we don't necessarily  
9 break individual improvements to you. They get brought in  
10 collectively within the projects, but staff is addressing those,  
11 and we're working with great teams like Arizona Game and Fish to  
12 address those so we could make them safer, more efficient, more  
13 (inaudible), but then the wildlife as well and the other  
14 inhabitants, all the inhabitants of the state.

15 VICE CHAIR LA RUE: All right. (Inaudible)  
16 Draper.

17 MR. DRAPER: I think part of the problem, at  
18 least up where I'm from, the fences aren't high enough. It's so  
19 easy for them to just one after another, going right over,  
20 (Inaudible) water up there.

21 MR. GAGNON: There's a couple things there.  
22 We've found that what stops an elk and deer is they put  
23 (inaudible). When you ease the -- there was the standard  
24 right-of-way fence, the cattle fence. They can cross that no  
25 problem. What we're finding is if you have a fence and a road

1 and a fence, you actually can get those animals -- they don't  
2 have a (inaudible) they'll pile up, and then they don't get over  
3 the other one before a car gets there.

4 So what we're trying to promote with the fencing  
5 guidelines is making it so animals can get over it easier and  
6 get across rather than get stuck in there. Also, the deer and  
7 the pronghorn, they'll get underneath. They go underneath and  
8 they get stuck. So we're working with ADOT to make it so those  
9 animals can get through there as quickly as possible versus  
10 getting stuck on the road and being hit. But the only way to  
11 completely keep them out -- even adding another strand won't  
12 keep the deer out. For example, they'll still go under. The  
13 elk will still try to go over, but we know (inaudible), but you  
14 can't put that in without wildlife crossings, because then  
15 you're completely blocking the movements.

16 MR. DRAPER: Yeah. Another thing I'm seeing is  
17 that when the wind blows debris and sand and stuff eventually  
18 starts burying the fence. So you look for the low (inaudible).

19 MR. GAGNON: Yeah, I think -- I think that the  
20 animals wouldn't have a problem crossing it anyway until you put  
21 in a high enough fence.

22 MS. BEAVER: Well, Vice Chairman, I just  
23 appreciate the fact that you kind of spotlighted an issue that I  
24 think -- and as Mr. Roehrich said, you know, the relationship  
25 with ADOT and Arizona Game and Fish and other agencies included,

1 you know, are trying to work to resolve some of these, and I  
2 think the general public sometimes doesn't realize these things  
3 are happening until we do presentations like this from time to  
4 time.

5 MR. GAGNON: Well, and I think there's certain  
6 levels in ADOT that don't realize we're available. A lot of  
7 times we're seeing projects come out, and they'll be almost done  
8 before we -- you know, certain ones go to our project evaluation  
9 program, but some of the maintenance projects we don't see, and  
10 by the -- by that time it's too late for us to help. So we'd  
11 like to send a message down that we're there to collaborate on  
12 any of this stuff.

13 VICE CHAIR LA RUE: Great. Thank you so much.  
14 Thank you for your time.

15 MR. GAGNON: Thank you.

16 VICE CHAIR LA RUE: Deanna, thank you for  
17 bringing this forward. This is great, great item.

18 So guess we'll head to Item Number 2, but maybe  
19 Mary -- I don't know if you have to make sure the minutes  
20 reflect that Director Halikowski joined us and is here. But I  
21 noticed that we don't have a director's report agendized, so we  
22 can't hear from him, so... Maybe he can --

23 MS. BEAVER: He probably did that on purpose.

24 VICE CHAIR LA RUE: Maybe he can insert himself  
25 somewhere in the program.

1 Item Number 2.

2 MS. WARD: This is not going to be as fascinating  
3 as wildlife. This is a -- that's a tough act to follow.

4 UNIDENTIFIED SPEAKER: You may need to use the  
5 mic so they can hear you in the back.

6 VICE CHAIR LA RUE: Just as long as we don't end  
7 up roadkill, you know.

8 MS. WARD: What's that?

9 MS. BEAVER: Splat.

10 MS. WARD: You as a board requested that I give  
11 an update and kind of a review of the process of what's involved  
12 with the contingency subprogram, often referred to as the  
13 contingency fund. So that's the -- that's the purpose of this  
14 update.

15 I wanted to first let you know that every time  
16 you vote on the program, built into the five-year program each  
17 year are contingency funds or contingency subprograms. One is  
18 construction and one is development. Two -- two contingency  
19 funds. I'm going to focus -- because the process is the same  
20 for both, I'm going to focus on the construction, construction  
21 subprogram.

22 So each year \$5 million is built in to that  
23 construction one and designed, 4.2, and then it's going down to  
24 2.5 -- are built in so -- for issues that are encountered  
25 throughout the program year. So let's take a look at what the

1 -- where the money comes from that flows into the subprograms  
2 and where it goes -- where that money then goes.

3           You start out with that -- those beginning  
4 balances that I just told you about, but where the -- where's  
5 the money come from? Well, money flows into the contingency  
6 subprogram from these things I've listed here on the right.  
7 We're going to go into each of those items as well as where the  
8 money goes. I want to emphasize here that all of the  
9 expenditures from the contingency subprogram are approved by the  
10 Board except for construction change orders and overruns. And  
11 that's because you've got a project that's in progress at the  
12 time, and we can't really wait to -- to -- for the Board to  
13 reconvene to keep the project going on schedule. So let's go  
14 into these one by one.

15           I will say that I found -- I apologize -- an  
16 error on this. We are missing one listing, construction budget  
17 changes, on this list.

18           So some of the money that flows into the  
19 contingency subprograms are from canceled projects. If a  
20 project is canceled either due to new -- there's a new priority,  
21 take, for instance, the I-11 study. There were projects that  
22 were canceled in order to fund that study. Also, if a project  
23 is not ready to deliver, it's not ready to move forward, it will  
24 end up canceled, and the funds associated with that project will  
25 flow into the program. Typically, cancellation, we should also

1 kind of use the word "delay," because in most cases what  
2 happens, it's canceled, it's moved out to a time period -- a  
3 future time period when the project can actually go.

4           Construction awards, over and under, those --  
5 those dollars flow into and out of the contingency subprogram.  
6 You just voted today on a series of construction awards that  
7 came in both under and over, and this is, you know, the actual  
8 award is actually -- the actual awarded amount is more or less  
9 than what was built into the program due to either changes in  
10 prices or additional items that were discovered in the bidding  
11 process identified by the contractor.

12           Also, project closeouts. Now, this is something  
13 that you -- that is more accounting in nature. It happens in my  
14 shop, in the Financial Management Services division, and what  
15 this is is as a project is completed, that project will  
16 typically have some leftover dollars on it. As we do that final  
17 closeout, those dollars that are left over flow into the  
18 contingency fund. I will let you know you will doubt that you  
19 have ever -- you'll ever remember it, but when I present the  
20 five-year program to you, I actually build in an estimate, and  
21 this last year I built in an \$10 million estimate of dollars  
22 that I actually expect to come in from project closeouts. So  
23 the result of that is that you get to program -- those dollars  
24 get built into the program. Now, what actually we receive in  
25 project closeouts may be different, but that 10 million is what

1 I built in -- had built in this last year. I'll be specific.

2           So budget transfers. Budget transfers are a  
3 process of when we get to around the April time frame, we start  
4 what we kind of call the shakedown process. FMS and ITD work  
5 together to look at all of the projects. Where have we got  
6 unused dollars? Where have we got projects where we think  
7 there's a few more dollars sitting on them than we actually  
8 need? Or are there dollars sitting in subprograms that are  
9 extra dollars that they do not think that they will expend at --  
10 in this fiscal year? Those dollars, once we kind of do that  
11 shakedown, we do a transfer, a budget transfer into the  
12 contingency fund of those dollars.

13           Now, new projects, new projects are a little --  
14 oh, that is a little bit of a misrepresentation or a  
15 communication with regards to new projects. What this --  
16 they're not actually new projects. They're more advanced  
17 projects, and we have a separate category for advanced projects  
18 I'll be going on to, but this reason this is there is when we  
19 finish that shakeout process, we take all of those dollars  
20 and -- in the April time frame, and we take all those extra  
21 dollars from those subprograms and we throw them into the  
22 contingency fund, as I just said, through a budget transfer.

23           But guess what, the subprograms are still working  
24 away, and they are pooling. So when those subprograms have  
25 moved those dollars into the contingency fund, any projects, any

1 new projects, subprogram projects are coming out of the  
2 contingency fund where they previously would have come out of  
3 their individual subprograms.

4           Does that -- are you following? Because -- any  
5 questions on that?

6           VICE CHAIR LA RUE: You guys follow? Questions?

7           MS. WARD: All right. I'll just trust that  
8 you're going to stop me if you...

9           All right. Advanced projects. This is -- this  
10 is by far one of the items that we'll see most often when we get  
11 to the end of this, and I'll show you the numbers associated.  
12 This is where we take dollars that have flown into the  
13 contingency fund, and if there are excess dollars there, we will  
14 advance projects that you have already approved in the five-year  
15 program into the current year. And sometimes we will also  
16 switch programs -- switch projects. If a project is not ready  
17 the current year, we'll switch it to a future year or -- and  
18 bring another project into that year.

19           Another category, construction change orders and  
20 overruns. So decreases, increases to construction project costs  
21 after award, this is the one that I said does not come before  
22 you, because the projects are underway. So if we get change  
23 orders or other overruns during construction, those come out of  
24 the contingency fund or go into it if we have decreases.

25           There we go.

1 Design budget changes. At the end of the year,  
 2 the same way we do the shakeout process of the subprograms, we  
 3 take the other design budget -- the other design contingency  
 4 fund, and we start putting all of our contingency funds  
 5 together. So there is a component in April where we actually  
 6 will be spending -- if a design budget comes in over or under,  
 7 it will be flowing through the construction contingency fund,  
 8 because at the end of the year, we're just trying to get  
 9 everything into a singular place so we can make sure that we use  
 10 every dollar available to us. And then we have, of course, an  
 11 all other category, because we can't fit it into the other ones.

12 MS. BEAVER: I have a question.

13 VICE CHAIR LA RUE: Sure. Ms. Beaver.

14 MS. BEAVER: With regard to the change orders --  
 15 I know this has got a couple of slides, the slide before -- but  
 16 anyway, with regard to the change orders, when -- when you have  
 17 those, is there a dollar amount that you don't exceed? You  
 18 know, how do you rationalize making the change orders if it's  
 19 something that doesn't come from Board approval, those dollars?  
 20 Is there, like, an amount that's kind of just built in that you  
 21 can -- that, you know, the finance department can just do it  
 22 independently of bringing it forward.

23 MR. ROEHRICH: Mr. Chair, Ms. Beaver, when we  
 24 award the project, the dollar amount you work with in the  
 25 project is not only to pay the contractor, but it pays a

1 contingency -- small contingency fund, as well as construction  
 2 administration. It's kind of all wrapped -- wrapped into that.

3 But during the course of a project, as you start  
 4 seeing that there's changes that they identify, we'll do change  
 5 orders. And as long as we stay within the contingency fund that  
 6 was set for that project, then we're good to go. Sometimes,  
 7 though, we encounter something that's much larger than that, and  
 8 it exceeds that amount, and that's where through the state  
 9 engineer's office, and I guess I don't know if necessarily --  
 10 Dallas is here to speak to that -- through the state engineer's  
 11 office, his team will evaluate and determine if that -- it's  
 12 important that this gets done, for the character of the project,  
 13 for the safety of the project to move forward. If it is, then  
 14 they work with Kristine to say, okay, I'm going to need X amount  
 15 of money. It wasn't in the original amount. It's good to go.

16 How our relationship has been with the Board is  
 17 since you approved that project, you've kind of given us the  
 18 authority to go out there and get that project done to the level  
 19 of what the project is. We don't change the scope. We don't  
 20 change the limits of the project, but as long as we stay within  
 21 that, we necessarily address issues, because things happen  
 22 during construction that are probably not identified at the  
 23 time, because we don't have the whole project opened up like a  
 24 contractor does.

25 So we don't bring those back, because it's

1 already been approved by the Board, and I guess the relationship  
2 has been ADOT, you go out there and you do it as cheaply and as  
3 economical but at safely and as completely as possible. As long  
4 as we have the financial wherewithal to continue to do that,  
5 that's done administratively so the Board doesn't come back and  
6 then see where those changes are made.

7 MS. BEAVER: Vice Chair La Rue, I think the  
8 reason I was asking is I -- when we talked, generally speaking  
9 in other areas, not necessarily with ADOT, but procurement law,  
10 and that's where I was wondering if those dollars there --  
11 you're saying that there are some contingency built in, but then  
12 if it's something that exceeds that. I was just wondering --  
13 but it all falls within the confines of -- ADOT would have to  
14 follow procurement as well, right? So but then it prompts --

15 MR. ROEHRICH: Mr. Chair, Ms. Beaver, correct,  
16 but our procurement is not the same as Arizona procurement, like  
17 the Title 32 or some other title. As a Title 28 agency, we have  
18 examinations in how we procure our construction work, and we  
19 have the laws that are associated with that as well as the  
20 rules, and yes, we do follow those and we stay within those  
21 conditions. So if you're familiar with the state procurement  
22 rules and you think it -- it's a little different for  
23 construction projects.

24 MS. BEAVER: Okay. Thank you.

25 MR. LA RUE: Any other questions, comments?

1 UNIDENTIFIED SPEAKER: (Inaudible.)

2 MS. WARD: (Inaudible.) I'll do a total recap of  
3 FY '15.

4 So ultimately, when we do our end of the year  
5 closeout, because ultimately we have to make sure that that fund  
6 is cleared out to zero, we need to make sure that all of those  
7 dollars are utilized. So in April and -- in April, FMS and ITD  
8 do that whole shakeout.

9 VICE CHAIR LA RUE: And FMS is Financial  
10 Management --

11 MS. WARD: Financial Management Services. I'm  
12 sorry. That's home to me.

13 VICE CHAIR LA RUE: And ITD is?

14 MS. WARD: Intermodal Transportation Division.  
15 It says FMS tell -- we just let them know, this  
16 is the amount of dollars that are available in the contingency  
17 (inaudible). We're over here bossing Dallas around.

18 And then that volume of dollars, ITD --  
19 Intermodal Transportation Division programs projects, subject to  
20 Board approval, to absorb those -- to utilize those dollars. I  
21 will tell you this is an ongoing collaborative relationship that  
22 we are in -- we were working with ITD and NPD continuously  
23 through the closeout process in the last three months of the  
24 fiscal year to make sure all the dollars are utilized.

25 So this is FY 2015. Remember the program is on a

1 state fiscal year. So this -- what this shows, it starts out,  
 2 you'll see that beginning balance of \$5 million. You'll see  
 3 advanced construction projects that we discussed, budget  
 4 transfers. That's that end-of-year shakeout out of the  
 5 subprograms, and any dollars that are from projects.

6           And I should also let you know that these are net  
 7 numbers. So in other words, you'll have dollars within a  
 8 category, some coming in, some going out type of thing. You  
 9 understand? So if you've got a construction budget change,  
 10 could be positive. You could have a series of positive changes.  
 11 You could have a series of negative changes.

12           Construction awards, construction change orders  
 13 and overruns, the design budget -- excuse me -- the design  
 14 budget changes, I reference, and then the new projects, which I  
 15 told you were not actually new projects. Those are projects in  
 16 which subprogram dollars are being spent -- expended. They've  
 17 been swept into the contingency fund, and now we're doing new  
 18 subprograms projects. And then other funding revisions.

19           And then the final closeout -- remember, I told  
 20 you this is a projection that we do at the beginning of the  
 21 year. We build it into the five-year program. We estimated 10  
 22 million. We actually received 12 million. 22 million. \$12  
 23 million more.

24           So what happens to the overall positives? If we  
 25 come out ahead, we advance projects, projects that you have

1 already approved in the five-year program. And then from there,  
 2 that frees up dollars in the future years from which they were  
 3 advanced. And then you get to re -- those projects get --  
 4 projects get to be -- additional projects get to be programmed  
 5 in the next budget cycle.

6           That -- I think I go into --

7           VICE CHAIR LA RUE: Kristine, before you leave  
 8 that page --

9           MS. WARD: Sure.

10           VICE CHAIR LA RUE: -- and I don't know if you  
 11 can tie this directly, but as you go down through there, where  
 12 does the Board vote on that stuff? So some of that looks like  
 13 PPAC, some of it's --

14           MS. WARD: It is.

15           VICE CHAIR LA RUE: -- this, some of it's that,  
 16 so...

17           MS. WARD: It is. PPAC -- PRB, PPAC and board  
 18 process, you're -- so we had the -- you've got the consent  
 19 agenda.

20           VICE CHAIR LA RUE: Right, on the contract,  
 21 Correct.

22           MS. WARD: You've got PPAC changes. You've got  
 23 the contract awards. All of those are mixed up in there.

24           VICE CHAIR LA RUE: Right. So other than the  
 25 construction change orders, which you said we may or may not be

1 involved in --

2 MS. WARD: Uh-huh.

3 VICE CHAIR LA RUE: -- virtually everything else,  
4 we're involved in in some capacity.

5 MS. WARD: Everything else, you're involved in  
6 so...

7 Yes, sir.

8 MR. HAMMOND: Please explain to the -- didn't I  
9 hear we were holding contingency funds for budgetary issues in  
10 Washington? I mean, is that a different bucket, or am I just  
11 not remembering what I heard correctly?

12 MS. WARD: Mr. Chair, Mr. Hammond, are you  
13 referencing the fact that we are trying to get to where we have  
14 adequate operating cash balances?

15 MR. HAMMOND: Yeah. Wasn't there once a  
16 discussion that we had to be careful because if the funding  
17 stops in Washington, we need to keep our project going  
18 (inaudible) money back for that contingency (inaudible)?

19 MS. WARD: Mr. Chair, Mr. Hammond, you are  
20 essentially correct. There's a -- we are -- if you'll recall,  
21 back when the fiscal crisis hit, when the Great Recession, the  
22 department -- department's cash balances went down to in some  
23 cases negative levels. We were dipping into reserve funds. In  
24 the last few years, we have spent and made a conscious effort to  
25 build an adequate cash research back up.

1 One of the items that that cash reserve is  
2 necessary for is to prepare for or be prepared for issues when  
3 the -- our (inaudible) fund source, the federal aid, if we had  
4 any brakes in the distribution of those dollars. So yes, it is  
5 -- among other things. Those reserves are also -- I mean, to  
6 deal with the fact that we are putting out contractor payments  
7 on a monthly basis, running anywhere from \$35 to \$75, million.  
8 We have \$10 million worth of payroll every two weeks. You know,  
9 it's -- you know, the basics.

10 MR. HALIKOWSKI: So, Mr. Chairman, last year, I  
11 think it was, when we were facing yet another precipice with the  
12 feds threatening not to continue funding, the question came up,  
13 well, if funding gets cut off, is Arizona going to stop all of  
14 its projects. In that particular case, we were able to say that  
15 based on the phasing of the projects and the contingency fund,  
16 we could hold out, I think, for about six months to a year,  
17 depending on the rate of burn at that time.

18 It happened again this year. I think it was our  
19 32nd or 33rd extension on federal highway fund. So it becomes  
20 very important to have this contingency fund to ensure that we  
21 don't have to incur significant cost by making contractors  
22 demobilize their equipment and shutting down those jobs because  
23 of lack of funding. So this fund has played some very strategic  
24 roles for us in the past.

25 VICE CHAIR LA RUE: So that's separate from these

1 (inaudible).

2 MR. HALIKOWSKI: That -- Mr. Chair, Mr. Hammond,  
3 yes, that is correct.

4 So why do we need the subprogram? Well, of  
5 course, you guys have heard me repeatedly do the fiscal  
6 constraint song. We are required to be fiscally constrained by  
7 program year, and the difficulty is, is you'll see -- you've  
8 seen -- that contingency fund serves as an (inaudible). If we  
9 didn't have the contingency fund, what would end up happening is  
10 we would have a series of, okay, every time something came over,  
11 we've got to cut the program. Every time something comes under,  
12 okay, you could potentially spend it all. What you end up with  
13 is a program that is -- that is just not stable.

14 Keep in mind that at any time we have under way  
15 projects, a number -- projects totaling 650 to \$700 million that  
16 are underway and moving, you know, 1,000 plus -- plus projects  
17 in that number, and just in the -- the numbers I just showed  
18 you -- actually, that should be 860 -- there are 860  
19 transactions that took place in the contingency fund last year.  
20 There's a lot of activity going on to account for there. These  
21 contingency -- the contingency as well as is looked upon by GFOA  
22 in their financing policies as a best practice, as well as it is  
23 looked upon favorably by our rating agencies to see stability  
24 and risk management, basically financial risk management  
25 accounted for.

1 So that concludes my presentation. If you have  
2 any questions, I'd be happy to answer.

3 VICE CHAIR LA RUE: Questions, comments,  
4 concerns?

5 MS. BEAVER: We're all still awake.

6 VICE CHAIR LA RUE: Yeah. All right. You know,  
7 I'd like to probably meet the person that has to stay up every  
8 night and figure out for those movements in and out of that --  
9 and I knew it was a busy account, but I didn't realize it was  
10 that busy --

11 MS. WARD: Yes.

12 VICE CHAIR LA RUE: -- (inaudible). That's a  
13 pretty busy -- pretty busy exercise going on there, so...

14 MR. HALIKOWSKI: Well, Mr. Chair, kudos to  
15 Kristine, because I think she relayed that 2009, '10, we were in  
16 negative balances, and so that's not a good position for a  
17 department with this amount of projects to be in. We really  
18 have struggled keeping all of the different needs that have been  
19 expressed to ensure that we have an adequate contingency fund.  
20 So kudos to you and your staff.

21 VICE CHAIR LA RUE: Agreed.

22 All right. Item Number 3. If there's no other  
23 questions on 2, let's move to 3, and that would be Dallas.

24 MR. HAMMIT: Mr. Chairman, members of the Board,  
25 the Intermodal Transportation Division, basically, the group

1 that does -- they do the planning and operation. We're looking  
 2 at a restructuring, and Mr. Sellers, Ms. Beaver just heard this  
 3 presentation last week, but we would -- felt it important to  
 4 bring it in front of the Board and at least use it interactively  
 5 so that if there's a question during slides, don't wait until  
 6 the end. Go ahead and interrupt me.

7           What does ITD do? The Intermodal Transportation  
 8 Division. We develop transportation projects. We oversee  
 9 construction of those transportation projects, and we operate  
 10 and maintain the state highway system.

11           What does it mean to develop those projects?  
 12 Part of it, we compile crash data. We develop (inaudible)  
 13 project assessments. We issue clearances, right-of-ways  
 14 utilities, environmental. We create (inaudible) engineering  
 15 projects. Those are (inaudible) projects. We manage those  
 16 projects. We acquire right-of-way and (inaudible). You act  
 17 upon that regularly at your board meetings (inaudible). We do  
 18 project review. We work with our local public agencies that  
 19 they need to design (inaudible). We create construction  
 20 contracts. We respond to multiple people's requests for  
 21 information. And then after we're going -- and throughout  
 22 projects we monitor our environmental compliance.

23           In our construction projects, we administer those  
 24 projects, and that's a big word, a lot going on for that, but we  
 25 do project documentation as our partners at federal highways.

1 If we didn't write it down, it really didn't happen. We have to  
 2 document. We do inspection. We do testing. We pay our  
 3 contractors.

4           Operation of our system, that includes  
 5 maintaining our infrastructure and managing the traffic. We use  
 6 that through our traffic operations center, but it goes  
 7 throughout the state, not just in Phoenix. When we have a crash  
 8 on I-17, we're getting the word out and managing that traffic  
 9 flow. Last Friday I had a decision when I got up to State Route  
 10 74. Do I need to keep going on 17 to get home, or do I go  
 11 around because there's a closure? I opted to go around, but I  
 12 had a choice, and because of the Board, we're managing the flow  
 13 so people aren't parked on the interstate.

14           We manage the (inaudible) process. Anyone who  
 15 wants to encroach into our right-of-way through a driveway for a  
 16 sign, for anything, has to get a permit. Then the department  
 17 (inaudible) that process. And we perform operational  
 18 engineering. Any improvements, traffic control devices, signs,  
 19 striping, all of those things. That's the high level of things  
 20 that we do.

21           So a question came up with some of our  
 22 challenges. With the current challenges, our current program,  
 23 advances, how many engineering districts does ADOT need, and how  
 24 many engineering districts can ADOT support? And so you've  
 25 heard ADOT and all state agencies have been challenged that when

1 we have people retire, leave the agency, we fill those  
 2 (inaudible). So if someone leaves, we fill back six out of  
 3 every ten positions. So with that requirement, we ask the  
 4 question: How can we continue to move forward with our current  
 5 structure?

6 Areas that we considered, (inaudible) definitely  
 7 an operational (inaudible). We have our maintenance crews  
 8 throughout the state that respond to crashes, plow snow, repair  
 9 guardrails, (inaudible) strategically (inaudible). That is one  
 10 of our controls in this consideration.

11 We looked at our construction program. How much  
 12 is in one area versus how much is another area? That will  
 13 determine how many people and (inaudible).

14 We looked at political. You know, would it help  
 15 if we (inaudible) all the county or the majority of the county  
 16 in one place so that they could go to one district to get  
 17 information versus having to go to multiple ones. And then, of  
 18 course, we get input from our staff multiple times.

19 So in -- 2000 -- January of this year, we had --  
 20 and we do today -- ten engineering districts. We had three  
 21 operational groups, and that was our construction group, our  
 22 maintenance group and our traffic operations center, and then  
 23 our development group. So that would be our design (inaudible)  
 24 bridge group, traffic design, roadway design, our contract areas  
 25 with our engineering contracts and our consultant contracts, our

1 contractors, and the major projects branch. That is basically  
 2 South Mountain today.

3 The last time we redistricted was 1993. So if  
 4 you remember 1993, if you had a cell phone, it was one of those  
 5 bricks. If we had a computer in the district, we had one. We  
 6 did not have one on every desk. My cell phone sitting on the  
 7 chair over there does more than my computer did in 1993.

8 So as we looked at it, with these advances, can  
 9 we cover more area, because we've increased our communication.  
 10 We've increased a lot of our opportunities to manage larger  
 11 areas. So last September, so even before the governor came into  
 12 office, a group of us met and looked at, hey, what is the  
 13 structure of our division, and can we do it better?

14 We also saw that in our materials group, we had a  
 15 retirement coming up. Our state materials engineer was  
 16 retiring, and do we need to fill that position, knowing some of  
 17 the challenges facing the department? And we made a decision  
 18 not to fill that position. But we can still manage all of those  
 19 activities in multiple areas.

20 Part of those activities were to do quality  
 21 assurance on construction projects. Our construction group did  
 22 the inspection quality assurance. Our materials did the  
 23 testing. We could combine those into the same area and be more  
 24 efficient.

25 We looked at our bridge group. We have a

1 geotechnical group that does geotechnical design, which leads  
 2 right into a bridge design project. We need that information.  
 3 We can move those folks, those designers from geotech into the  
 4 bridge group, and they'd work side by side with the people on an  
 5 earlier phase.

6 The same way with our roadway. Our pavement  
 7 designers were in a different section than our roadway  
 8 designers. They are a different function, but they get a lot of  
 9 synergy working together. So we made that decision and made  
 10 that change starting in January -- shortly after this year.

11 The other area that we looked at was in our  
 12 project management. We had two project management teams, one  
 13 for the urban area -- basically, it handled the Phoenix, Tucson  
 14 projects -- and one that did statewide.

15 Again, we had a retirement. We had the  
 16 opportunity to look at, hey, one of them retired. Is this the  
 17 time to combine those groups? We have a smaller program that we  
 18 did a few years ago. Does it make sense? And we made the  
 19 decision it does. So those two groups have been combined into  
 20 one project management area.

21 So as we move forward, again, we had the ten  
 22 districts, three operational groups, 13 development groups and a  
 23 major project. What we're going to look forward to, and we're  
 24 announcing this to (inaudible) later this week, is to a system  
 25 that has eight engineering districts, three operational groups,

1 11 development groups, major projects and a TSM&O, and I'll  
 2 explain that here in just a second.

3 Now, let me go over what we're looking at with  
 4 our engineering districts. Go back one. So you can see the  
 5 areas of the ten districts. Go on there. So the yellow lines  
 6 is the boundaries of the old district.

7 So I'll start around in the Kingman/Prescott  
 8 area. We're combining the whole Kingman district with  
 9 three-fifths of the Prescott district. How did I get  
 10 three-fifths? We have five maintenance (inaudible). One of the  
 11 things I could do was a -- a key area is our operational  
 12 control, where our maintenance yards are really control where  
 13 we're at. But we saw some -- efficiencies if we could find a  
 14 Verde Valley -- half of it's (inaudible) in Flagstaff, half of  
 15 it's in Prescott. We put the whole Verde Valley and the  
 16 maintenance wards in one district.

17 Also in the Payson area, having that (inaudible)  
 18 there, it made sense to move that to the Flagstaff district. We  
 19 combined a number of our snow resources in one area, and they  
 20 can share those. Because most of the time when we have a snow  
 21 event, it doesn't hit the whole state. You'll have -- you know,  
 22 we have some of those major storms that do, but many of them are  
 23 isolated. This will allow us to share resources very quickly  
 24 with the other district.

25 The district office will be in Prescott, but the

1 Kingman office will remain open. All the services you can do  
 2 today, you can go -- today you can go get a permit, you can talk  
 3 with a senior staff member, you can ask about a project. All of  
 4 that will remain in the Kingman office, and those services will  
 5 be there.

6 We'll just have one district engineer, and it  
 7 will be housed in Prescott, but he will make regular trips to  
 8 the Kingman area. The Flagstaff area, as I said, added the two  
 9 maintenance units from Prescott as well as the Winslow  
 10 maintenance area from the Holbrook area.

11 Now you have the whole I-40. The major part of  
 12 the snow areas on I-40 are in the Flagstaff district, and we  
 13 could have the synergy of having those maintenance forces  
 14 working together.

15 The Holbrook district, with the exception of the  
 16 Winslow maintenance work, (inaudible) and added three areas from  
 17 the Globe district, from the Springerville, Saint Johns and  
 18 Show Low. Now, pretty much all of Apache and Navajo County are  
 19 in one district. There's a little bit in here by Winslow, but  
 20 for the most part, all of Apache and Navajo County are one  
 21 district. So if you're -- there -- anywhere within the  
 22 district, you could go get a permit from one office. You could  
 23 hear a consistent voice from the district engineer. And the  
 24 remaining part of the Globe district, there was two main  
 25 (inaudible) near Globe and then the Roosevelt area. They

1 combine with the Safford district.

2 Safford district remains intact other than around  
 3 Benson, Sierra Vista, because with the NPO, a lot of their  
 4 operational control ties very closely with Tucson. They've  
 5 combined into the Tucson district. That's the only change to  
 6 the Tucson district for the most part. There's a boundary  
 7 change that I'll point out here in a minute as well.

8 The Yuma district is unchanged except for in a  
 9 responsibility of maintaining State Route 85, you know the area  
 10 just north of the Gila River, right at the bridge, you go to the  
 11 Phoenix district. It made sense to keep that (inaudible) Yuma,  
 12 because the same group that maintains up to this point also  
 13 maintain I-10 up to the county line. So now they will have that  
 14 whole area. They drove through it to get to other parts of the  
 15 district. It just made sense.

16 Other areas in the Phoenix district will be still  
 17 two districts, a construction district and a maintenance  
 18 district. We are looking at, does it make sense to (inaudible),  
 19 those and today it does not. In the future it may. But one of  
 20 the things we looked at today, this area of 303, just west of  
 21 the 303 and (inaudible) Avenue, you're in the Prescott district.  
 22 So if you're in Surprise and you needed an access permit, if you  
 23 went to Prescott and dealt with Prescott -- and that made sense  
 24 in 1993. There was nothing there, but today it does not. So  
 25 we're adjusting those boundaries, and that will be within the

1 Phoenix district.

2 We are also adjusting around the Town of  
3 Maricopa. It is (inaudible) the nearest maintenance unit is in  
4 the Phoenix area. (Inaudible) just as quick or quicker. So  
5 we're proposing to move that line just for efficiencies and  
6 still provide the same service.

7 So what is -- I mentioned TSMO, Transportation  
8 Systems Management and Operation, and this is -- Brent King is  
9 going to be our leader in this, and this (inaudible) an  
10 integrated program to optimize the performance of the existing  
11 infrastructure through the implementation of systems, services,  
12 projects, to preserve capacity and approve the liability and  
13 safety of our transportation system.

14 I want to emphasize we're preserving our existing  
15 structure. We're not -- we don't have the funds to expand, to  
16 add new lanes every time we have a capacity issue, nor do we  
17 have room, nor does it make sense in today's world. Can we use  
18 technology to be smarter as we advance?

19 So if we could use technology to alert drivers  
20 when there's a crash on I-17, and like me taking the alternate  
21 route, it took me the same amount of time. (Inaudible) moving  
22 the whole time going through Wickenburg, had a nice drive,  
23 versus sitting on I-17. We could use that management to move  
24 people. And as soon as I stop people on I-17, that backup  
25 continues to grow (inaudible). If I'm in the Valley, I can let

1 you know this exit and give you choices. One I like today is  
2 when I come in, I have a choice. If I have to go the airport, I  
3 know how long it takes me to get to the airport if I go on I-10  
4 or if I take the loop around I-17 to I-10. We put that message  
5 out, and we had a chance to make a decision, not after you're  
6 already stuck. So those are some TSMO-type activities. You're  
7 going to see --

8 MR. HALIKOWSKI: Chairman, if I could expand on  
9 that, when Dallas is talking about system services and projects  
10 in this area, we're heavily looking at vehicle and  
11 infrastructure communications, vehicle-to-vehicle  
12 communications, other technology you've heard of like active  
13 traffic management. This would include the use of technologies  
14 for wrong-way drivers.

15 Were you going to go over some of those? Okay.  
16 Sorry if I jumped (inaudible) here.

17 MR. HALIKOWSKI: You laid it out perfectly.

18 As the director said, active traffic management  
19 through our TOC. Signal control, we manage our signals better  
20 and move people along faster. Vehicle (inaudible) structure,  
21 and our vehicles move (inaudible) talk to our signals and our  
22 infrastructure, and they come in and talk to each other.

23 We've introduced -- for wrong way drivers we've  
24 put up two types of detection. So if someone's going down the  
25 ramp the wrong way, we have a radar and microwave detections

1 that will alert a traffic operations center who has a DPS  
 2 officer in it 20 hours a day. They can go out and chase this  
 3 person down. And our newest ones actually put a (inaudible)  
 4 when the car goes the wrong way down these -- in a place where  
 5 he can respond, hasn't had too much to drink, it will alert them  
 6 that it's -- they're going the wrong way.

7           We are looking to expand (inaudible) over 100  
 8 interchanges just in the Phoenix area, but we have wrong way  
 9 (inaudible) last Saturday had one at Black Canyon City, went up  
 10 towards (inaudible), and a DPS officer had to crash into that  
 11 vehicle to stop it, and luckily there was no fatality. Our  
 12 officer was hurt and had to have medical treatment. But those  
 13 types of innovations and technologies is what this group is  
 14 going to take us to the next level. I know John's been very --  
 15 our director -- very heavily involved and connected (inaudible),  
 16 and I don't know if you want to speak a little more to that?

17           **MR. HALIKOWSKI:** Well, just that the way it's  
 18 happening, I mean, some of our manufactures are developing  
 19 different platforms for two vehicles as they're coming out, and  
 20 you're reading that (inaudible) partnering with them, whether  
 21 it's in the Silicon Valley, whether it's in Detroit, whether  
 22 it's in Pittsburgh with Carnegie Mellon. There's all sorts of  
 23 testing going on.

24           So what we're trying to do at the department is  
 25 to get ourselves properly structured in order to not only

1 address these, but try to see how -- into the future about where  
 2 we should be going with our partners between infrastructure, the  
 3 transportation system, how drivers will have to be trained in  
 4 the future, what will be available in the vehicles to them, what  
 5 services we should provide, what we could contract out, let's  
 6 say, companies perhaps like Waze to provide -- Waze, W-a-z-e --  
 7 to provide information to travelers.

8           We're heavily invested, as you know, in truck  
 9 prescreening right now at our ports of entry, and this isn't  
 10 just about collecting revenue. We now are looking at technology  
 11 that will help us identify if brakes aren't working through  
 12 infrared, but also the weight detection, because that becomes  
 13 very important on the pavement preservation side to keep truck  
 14 weights appropriate.

15           So the latest one that came out is President  
 16 Obama, I think, is announcing a partnership with the USDOT and  
 17 the states on truck parking as a result of Jason's Law, and so  
 18 states will be doing an assessment. But how do we automate  
 19 truck parking? Do we have adequate space? And if a driver  
 20 needs to stop at the eleventh hour, will a facility be available  
 21 in that range?

22           So there's a big umbrella called intelligent  
 23 transportation technologies, and that will fit under the TSMO.  
 24 And that becomes especially important today, because as I was  
 25 sitting here -- I would like to pass this out, Mr. Chairman.

1 It's an executive order that was just posted by the governor on  
 2 self-driving vehicle testing (inaudible) in the State of Arizona  
 3 and establishment of an oversight committee, which it looks like  
 4 ADOT will be a part of this. So I'm just going to hand those  
 5 out. These are -- this maybe happened 30 minutes ago at the U  
 6 of A. The governor did a joint presentation with Uber and  
 7 (inaudible), and so I just wanted to make you aware of why TSMO  
 8 in the department will become an extremely important division.

9 MR. SELLERS: And I might mention we have one of  
 10 General Motors' IT innovation centers right here in Chandler.

11 MR. HALIKOWSKI: So it's now us having to look at  
 12 our organizational structure and realizing the traditional type  
 13 of professional training that we hired, we may have to be  
 14 looking at (inaudible) engineers to computer programmers, data  
 15 statisticians, a whole different range of talents that are going  
 16 to go into operation of the system versus our traditional pool  
 17 of employees.

18 MS. BECKLEY: I -- just this morning, in fact,  
 19 but I wasn't visually watching it, but I was listening to it, on  
 20 the news, and I -- so I don't know what state it was in, but DPS  
 21 now are going to be using, instead of chasing vehicles on  
 22 highways, where they can actually shoot, like, a GPS at the  
 23 vehicle.

24 MR. HALIKOWSKI: Right.

25 MS. BEAVER: And follow them on a computer rather

1 than chasing them on freeways and that, they can --

2 MR. HALIKOWSKI: Right.

3 MS. BEAVER: -- watch them on a computer and then  
 4 know where they stop and direct officers there, so it's  
 5 interesting.

6 MR. HALIKOWSKI: It's very James Bond,  
 7 Mr. Chairman, Board members, but it's happening out there.  
 8 They're using and testing that technology right now.

9 On the wrong-way drivers, we were going to use a  
 10 machine gun application and just coat the car with those so we  
 11 can follow it anywhere. But in all seriousness, those are the  
 12 kind of things that we're looking for.

13 The issue is which technology will be successful,  
 14 which will not? And if you go back in -- just in a microcosm,  
 15 look at the Betamax versus VHS fight. There were a lot of  
 16 people betting on Betamax, and it was actually in some ways a  
 17 better technology, but it did not survive, whereas VHS did. So  
 18 before we go invest a lot of the taxpayers' hard earned money  
 19 into a technology, we want to be sure that we're betting on the  
 20 right course, because we don't want to wind up owning the  
 21 Betamax system when everybody else has VHS.

22 MR. HAMMIT: So with that, one of the things  
 23 that's very important is to pool our resources where we have  
 24 them and give them (inaudible) even more so. And I want to  
 25 stress, this structure isn't -- you know, you're not (inaudible)

1 but you're growing here. We're not growing. We're aligning  
 2 more efficiently. So we're taking people from our traffic  
 3 group, our transportation technology group, our maintenance  
 4 group and our central maintenance as well as Phoenix and  
 5 building this team, because not growing the operation, but it's  
 6 taking these specialty resources and putting them in one area  
 7 and they'll work together.

8           We'll have a system of traffic maintenance that  
 9 works as a system throughout the state, and more so, this is in  
 10 the traffic area which (inaudible) and signals. How can we do  
 11 this more efficiently? Our system maintenance, that's  
 12 (inaudible) mainly a Phoenix area, but that's our lighting, our  
 13 pump stations and those type of operations. Our traffic  
 14 management, this is a traffic operation center, but now we're  
 15 (inaudible). We will be stationed at the traffic operation  
 16 center. So when there's a (inaudible), or a few weeks ago we  
 17 had State Route 89A with the flooding and we closed that, it --  
 18 that person would be co-located and coordinate those activities  
 19 from our operation center statewide.

20           MR. HALIKOWSKI: And let me just add to the TOC.  
 21 In partnership with MAG, because they helped us bear the cost,  
 22 we have DPS located now, and we are finding out that we're able  
 23 to respond more quickly and more efficiently to incidents.

24           And it's not just getting emergency responders  
 25 out there. It's moving the crash off as quickly as possible to

1 avoid secondary crashes, and that's one of our leading causes of  
 2 further backups is when you have a secondary crash that's  
 3 following the initial one because you have that big queue of  
 4 traffic behind it.

5           So in this area, there is a lot that we're going  
 6 to be doing on the operations side, and it's as simple as  
 7 officers being able to computer populate a crash form and all  
 8 using the same codes, because that data feeds into us, and then  
 9 we analyze it and can analyze it to determine where we have  
 10 trouble spots, whether it's with an engineering issue, whether  
 11 it's with a features issue on that particular facility, driver  
 12 education issue.

13           So this becomes information, data that we can all  
 14 begin to share if we're on the same computer (inaudible) and  
 15 working with the crash reports. Plus, just imagine the DPS  
 16 officer who's got three vehicles involved, and he has to fill  
 17 out the driver's license information by hand on three different  
 18 reports. Then he's got to fill out the tow slips, and then he's  
 19 got to fill out the exchange of information cards for the  
 20 drivers involved.

21           We're now working on a system called TraCS with  
 22 DPS where all of that is computer populated onto forms based on  
 23 the machine bar code on the back of your driver's license. It  
 24 will greatly reduce time that we have to have out there per  
 25 officer. So just another example of what we're loading in under

1 this division.

2 MR. HAMMIT: And, in fact, today one of the PPAC  
3 agenda items that you approved was bringing in another city into  
4 the TraCS program. So that's just -- we're getting more and  
5 more of those cities into that program, and that will give us  
6 better information throughout the state.

7 The last one on here I wanted to emphasize was  
8 the traffic safety, our engineering safety. We're looking at  
9 that as that operational. We may change the name. But we have  
10 our design group, but we also need to do -- have that  
11 opportunity to look at the operational safety. Can we do more  
12 of our road safety assessments? Can we coordinate our  
13 operational safety more than we have in the past? Not just  
14 designing it. How do we incorporate the operations safety  
15 (inaudible)?

16 So our structure moving forward, and again, this  
17 will be announced to our staff on Thursday, specifically in my  
18 area, the influence -- Mike Kies' area, the multimodal planning  
19 will be there, our environmental planning. The orange in the  
20 middle used to be the core function of ITD. Now it's going to  
21 be basically the project delivery and district operations. The  
22 South Mountain, the major projects, we get into I-11, that would  
23 -- project, that would be a major project under our south -- one  
24 of those projects will be there, and then our transportation  
25 systems and operation -- management and operations.

1 Moving forward, we're going to continue to look  
2 for opportunities to be more efficient. I don't see one next  
3 week, but we're not going to stop for 16 years, say, hey, we're  
4 good where we're at. That's going to be a continuing process of  
5 improvement as we go forward. I want to emphasize that we will  
6 maintain the offices in Kingman and Globe, and all the services  
7 that people could get today, they will tomorrow and the day  
8 after in those areas.

9 On our project delivery, we're going to continue  
10 our performance. We measure ourselves, and one of our goals and  
11 my goals personally is you awarded a number of projects today,  
12 and next month you're going to award a lot more. I want those  
13 spread out throughout the year much better. Kristine's shaking  
14 her head. She wants to allocate those throughout the year. So  
15 our goal is that 20 percent of them are delivered in the first  
16 quarter, 30 in the second, and 30, and 20 percent the fourth.  
17 It's going to take us a little bit to get there, but that's how  
18 we're measuring ourselves on our performance on the project  
19 delivery.

20 We're going to keep using the technology as --  
21 and look at our -- if we can do it more efficiently and use  
22 technology, we're going to do that.

23 And then as we moved into a transportation system  
24 management and operations, how can that help us with emergency  
25 response, on our maintenance, traffic safety and embracing all

1 these new technologies that (inaudible).

2 Any questions?

3 MR. HALIKOWSKI: I just want to, Mr. Chairman, if  
4 I could, point out, Dallas as had a bullet up there on lean  
5 process management. Lean does not mean that we're going to go  
6 and start cutting employees. This is not a personnel reduction  
7 exercise. What we're calling lean, and this will be done  
8 throughout the agency as we're launching this, is daily process  
9 improvement. And it asks questions of what are we doing? Do we  
10 need to be doing this? Why are we doing it? Could somebody  
11 else do it? Or how do we do it more efficiently? And it starts  
12 to look at where you have wasted your processes and cutting out  
13 that waste.

14 So it doesn't necessarily mean that we're going  
15 to go -- we'll be speaking to over 600 of our managers and  
16 supervisors tomorrow at our yearly leadership conference, and we  
17 will be talking about pushing this lean process throughout the  
18 agency. And the message to employees is we will never go back  
19 prior to the recession and have lots of money to just hire  
20 people and spend money without keeping an extremely close eye on  
21 it. In the future, and this is what we should be doing, is we  
22 need to become as sufficient an organization as possible.

23 VICE CHAIR LA RUE: Yes, sir.

24 MR. HAMMOND: John, a question. The -- just how  
25 many employees does ADOT have total (inaudible).

1 MR. HALIKOWSKI: When I came on board, we had  
2 4,700 positions, and through personnel reform and now the lean  
3 process that we're wanting, I want to say you're --

4 UNIDENTIFIED SPEAKER: (Inaudible.)

5 MR. HALIKOWSKI: We're up to 4,000.

6 MR. HAMMOND: My question is at one time I think  
7 there was a conscious effort to outsource 40 percent of the  
8 design and do 80 in house (inaudible) all of it's done in house  
9 now, for the most part. How -- do you see any return to that  
10 policy, and how do you -- how do you kind of ebb and flow with  
11 the workload when you're trying to do it all in house? I'm just  
12 kind of curious.

13 MR. HALIKOWSKI: So I'm going to turn to Dallas,  
14 because depending on what part of the process you're looking at,  
15 in some areas we're up to 80 percent outsourced. In some areas  
16 we're not. But why don't you...

17 MR. HAMMIT: We'll measure (inaudible) another  
18 one of our measurements. If you look at our total development  
19 from start to finish, all of our design, what we (inaudible)  
20 contract, we contracted approximately just a little bit more  
21 than 70 percent, and we did 30 percent of it in house. Almost  
22 every one of your major projects are done by a consultant. Our  
23 team does some of the smaller (inaudible).

24 So if you look at project by project, it was  
25 almost 50/50 last year. The dollars amount, we did 70/30 or --

1 it was a little more than that, actually, that the (inaudible)  
 2 community did about a little over 70 percent and we kept -- just  
 3 stayed under 30 percent in house. (Inaudible) to 75/25 and move  
 4 towards that.

5 MS. BEAVER: A question. I have a question. I  
 6 don't know. Well, sort of two. So am I understanding correctly  
 7 that the -- when we look at this reduction, that it's going to  
 8 be more like attrition, like people retiring or...

9 MR. HALIKOWSKI: Yes, ma'am.

10 MS. BEAVER: You know, going somewhere else --

11 MR. HALIKOWSKI: Right.

12 MS. BEAVER: -- or something as opposed to  
 13 actually looking to -- okay, we're going to cut that position.

14 MR. HALIKOWSKI: Exactly.

15 MS. BEAVER: So -- so then at that point, this  
 16 lean process is going to be whenever someone through attrition  
 17 leaves, should we fill that position or --

18 MR. HALIKOWSKI: So in answer to your question,  
 19 Board Member Beaver and Mr. Chairman, right now we have an  
 20 executive group. It's Dallas and myself, Scott Omer, Kristine.  
 21 We meet once a month. All the division positions right now,  
 22 because of the hiring freeze coming to us, and as Dallas said,  
 23 as we lose ten, we're only able to refill six under that model.  
 24 So what we're doing is very closely examining those positions  
 25 that become open and making decisions. In order to meet our

1 goals, what are we going to fill this month? What will we carry  
 2 over? Is that position truly critical, or can we accomplish  
 3 that function in some other way without refilling it as an  
 4 (inaudible).

5 MS. BEAVER: And then the other question, I just  
 6 wanted to ask with regard to the district realignment, is that  
 7 -- is there a fixed date that that goes online or is it  
 8 something that is just going to be kind of phased in, sort of?

9 MR. HAMMIT: Good question. Mr. Chairman,  
 10 Ms. Beaver, (inaudible).

11 And I want to follow up a little bit on what John  
 12 said. One of the things that we're telling our folks and we're  
 13 moving towards, used to be in state government a need to fill  
 14 position (inaudible) a vacancy rating. We don't have any  
 15 vacancies. We have needs, just like in business. So if you  
 16 have a need, you ask for a position. You don't ask to fill a  
 17 position because you have a number and it's vacant today. We  
 18 were pushing, you need to explain I have this need, and then  
 19 (inaudible) person not that -- you know, I used to have 20  
 20 people, and now I only have 15, and so I'm 20 percent down. We  
 21 can't work in that area anymore.

22 And the other thing, on the lean -- and then I  
 23 want to stress this because we use this -- the lean is to look  
 24 at our processes (inaudible) people. So if we can do more  
 25 efficiently (inaudible) people, the lean process review isn't to

1 do with less people. It's to look at our process and how can we  
2 do it efficiently.

3                   And we're sensitive with our (inaudible), because  
4 when we explain that to them, we're not looking to get rid of  
5 people through this. We're looking at doing things more  
6 efficiently. We're very fortunate -- I don't know if we're  
7 fortunate -- position wise we had two district engineer  
8 openings. So as I go down to district, I'm not displacing  
9 anybody or moving people. So that worked out well for us. One  
10 got a promotion, so that's (inaudible). The other one's  
11 retiring, and he (inaudible) that he enjoys his retirement.  
12 We're going to miss him a lot, because he was a great resource,  
13 but no one's losing their job through (inaudible).

14                   VICE CHAIR LA RUE: Question: Does ADOT do  
15 employee surveys or satisfaction surveys? Do they measure  
16 employee engagement, those things?

17                   MR. HALIKOWSKI: We do an annual employee  
18 engagement survey through the Department of Administration, and  
19 we get scores on that based on division and agency overall, and  
20 then we're ranked with other state agencies. We've also done  
21 internal surveys through consultants and others to draw -- try  
22 and gauge our employees' levels of satisfaction. So it's one of  
23 the metrics we keep relying on, and as you can imagine, there  
24 are a whole lot of things that go to measures of employee  
25 engagement and satisfaction. I think on our last DOA, and I

1 can't -- what was the number, do you remember?

2                   MR. HAMMIT: Basic generally was six -- around  
3 60 --

4                   MR. HALIKOWSKI: 60 percent were.

5                   MR. HAMMIT: -- were either agreed or strongly  
6 agreed that they were fully engaged, and a lot of neutrals. It  
7 was a small number that disagreed with that, but a lot  
8 (inaudible).

9                   VICE CHAIR LA RUE: Small disengage, a lot of  
10 neutral. So the -- you know, the positive is you can move them  
11 to engaged employees and (inaudible) you have a core engaged.  
12 And so, I mean, ADOT, just listening in the years of all this, I  
13 mean, your key asset that you have is your employee base, and so  
14 your engaged employee base is what's going to make or break all  
15 of these initiatives, this new technology, accepting all of that  
16 is just really -- it's really that engaged employee base.

17                   MR. HALIKOWSKI: So communications people feeling  
18 like they're making a difference, having (inaudible) work. At  
19 some point, you know, pay rate comes into their -- but if you  
20 look at, you know, the State since 2009, it's been probably one  
21 of the most tumultuous eras the State's been through. So we're  
22 trying to figure out, you know, what the golden key is on  
23 employee engagement. It's not necessarily one thing. It's  
24 really having a committed leadership team that is promoting  
25 engagement stability and the fact they can make a difference

1 throughout the organization.

2           The other big thing is going to be metrics. How  
3 do you know you're winning? How do you know you're being  
4 (inaudible)? And I firmly believe the employees want to see  
5 scorecards. Are we making a difference? Are we doing better?  
6 You know, are we reducing fatality rates, making other positive  
7 differences in the world?

8           VICE CHAIR LA RUE: Good. Excellent. Any other  
9 questions? I think this is phenomenal. I applaud the effort,  
10 applaud the -- I love the innovative leadership approach and  
11 this new technology. I think that sets us apart, creates a  
12 differentiation, and I think it's one that engaged employees get  
13 very excited about.

14           MR. HAMMIT: (Inaudible) this week for sure, and  
15 so we wanted you to know in case you get a question from  
16 (inaudible).

17           VICE CHAIR LA RUE: No, we appreciate it. With  
18 any little bit of change, there's anxiety, there's fear. It's  
19 nice that if we do get those calls, we'll kind of know what's  
20 happening, and then we just need to message up and message the  
21 positive aspects of what's happening here, so -- and then so any  
22 Board members that get those questions, feel free to feed it  
23 back to Dallas or to the director on some support.

24           MS. BEAVER: (Inaudible.) I did want to ask you,  
25 Dallas, those new districts and that, because, you know, after

1 you made the presentation at the league, evidently kind of some  
2 them of went back and the information was already getting out  
3 there, but the new district boundaries and that, is this  
4 presentation going to be on our web site so --

5           THE WITNESS: Probably not until they make their  
6 announcement to staff.

7           MR. HAMMIT: Yeah. And we're doing that Thursday  
8 morning. So by the end of the week --

9           MS. BEAVER: Okay.

10           MR. HAMMIT: -- we can do that.

11           MS. BEAVER: Because it's already out there.

12           MR. HAMMIT: Okay.

13           MS. BEAVER: I know --

14           MR. HAMMIT: People were taking pictures, I know.

15           MS. BEAVER: Yeah.

16           MR. HAMMIT: And, you know, it's hard to  
17 (inaudible) one thing we're very fortunate, you know, you talk  
18 about engagement. You know, John, this will be the third year  
19 he's brought in every supervisor and they get to be heard. They  
20 get to come together, hear directly from the leadership team,  
21 and then they have time to express as a group their concerns,  
22 and that's helped with the engagement quite a bit. This also  
23 (inaudible) a chance to reach every supervisor within the  
24 department at once to let them know these changes.

25           VICE CHAIR LA RUE: Good. Thank you. If there's

1 nothing further, we'll move on to item four.

2 MR. ROEHRICH: Mr. Chairman, members of the  
3 Board, we've been on this now for two hours and 20 minutes.  
4 Want to take a short break, or you just want to finish up?  
5 (Inaudible) the Board members, so I'm not going to say it's  
6 going to be long, but I hope that it's a very engaging with a  
7 lot of questions back and forth, so...

8 VICE CHAIR LA RUE: I leave that up to the Board,  
9 Board's pleasure, small break or keep on going?

10 MS. BEAVER: Sure. Why don't we go for a  
11 five-minute break?

12 VICE CHAIR LA RUE: Five to ten minute break.  
13 It's -- let's try 11:30-ish.

14 (Short break taken.)

15 VICE CHAIR LA RUE: Let's get started so we can  
16 finish up. We're on Agenda Item Number 4 on -- Floyd, you want  
17 to introduce this one?

18 MR. ROEHRICH: Yes, I would. Thank you  
19 Mr. Chair, members of the Board.

20 For a number of years now, we've had various  
21 Board members talk about the communications, how the  
22 communication's not just internally between Board members or ADOT  
23 staff, but with outside the general public (inaudible) or  
24 general public who have a desire to contact the Board with  
25 issues. Previously there was a Board e-mail set up that was

1 boardinfo.gov, which came through the director's office. Mary  
2 kind of manages that. The phone number for the Board, that's  
3 Mary's phone number. So a lot of communication would flow  
4 through her, out to Board members and back.

5 And I know that at various times of the year,  
6 especially during the five-year program and other times, we get  
7 bombarded -- Board members would get bombarded with e-mails.  
8 And to -- for the most part, the e-mails that we have set up for  
9 the Board members (inaudible) own personal e-mails. You give it  
10 to us and we (inaudible). We never give it out to anybody.

11 But as issues come through Mary and myself, we  
12 send them on (inaudible) to those -- your personal e-mails. I  
13 imagine over time things fill up your servers, and as well, if  
14 there's ever a public records request, and as representative of  
15 a public body in this State Transportation Board, you're -- you  
16 know, the stuff you keep on your personal servers or your  
17 computers at home are subject to public record requests. And  
18 then -- and so one of the issues that we started looking at  
19 was --

20 UNIDENTIFIED SPEAKER: (Inaudible.)

21 MR. ROEHRICH: You can make your own legal  
22 interpretations. Michelle is here to advise you as well. So  
23 don't take me as your legal advisor.

24 So one of the things that we started to do was to  
25 look at not just improving the communication, but also, you

1 know, better access between Board and constituents and the  
2 public, but also we're modernizing as we move forward here in  
3 the 21st century.

4           So last year we developed a new Board web site,  
5 and I think all of you have probably either seen it or been on  
6 it. I think there was a short discussion, the  
7 aztransportationboard.gov. So it's got a new web site and we  
8 keep populating, pointing the public to that. We keep  
9 populating with information that comes through. One of the  
10 things we've been developing with, and I'm going to introduce --  
11 or turn it over to Cyndi Striegler here in just a little bit.  
12 Cyndi's from our IT team. She's one of the managers that kind  
13 of oversees this web data as well as development of e-mail  
14 accesses and things for the executive team.

15           But one of things that we were looking at is  
16 individual e-mail addresses for the Board members each that come  
17 through the Transportation Board web site. Constituents can go  
18 on there and send stuff to you that come directly to you through  
19 this server, but again, it protects you from having it come to  
20 your own, personal e-mail address. It could go through this  
21 Transportation Board e-mail address, and (inaudible) is through  
22 process it can inform -- I know the e-mail can come to you.  
23 Mary and I get copied on it so we can follow up, and from there,  
24 once again, you can decide, I'm going to respond to this person,  
25 or this is an issue that I'd like, you know, Mary, you or Floyd

1 or somebody to respond to on my behalf, take care of it, and  
2 then we go through the process of how we plan to do that.

3           One of them is to make it a little bit easier for  
4 people to contact you, but also to be set up under the separate  
5 e-mail addresses with a separate server that Cyndi will show you  
6 how to access. That keeps them out of your personal system,  
7 unless that's how you would prefer to have them. Then we'll do  
8 that. But we're setting this up as a way that it's held on  
9 State Transportation Board, ADOT's server, through the State  
10 Transportation Board web site as a way for people to contact  
11 you, and then from there, there's a process, and it's just the  
12 same as, you know, replying or forwarding like you do -- handled  
13 e-mail before.

14           But it can be managed in way that hopefully  
15 doesn't impact your personal e-mails at home, as well as gives  
16 you that opportunity to see a better direct communication and  
17 response to constituents or to communications that come from the  
18 public, as well as from the Board members and staff. You can  
19 use this if you want. It's also a way to make sure that, you  
20 know, we -- recorded those opportunities and the (inaudible) as  
21 well.

22           So one of the issues that we're looking at is  
23 just e-mail communication processes. The Board web site is up.  
24 We're continuing to refine it, and Cyndi's helping us with that,  
25 but for now what I'd like is Cyndi to kind of talk through the

1 e-mail program and the communication program, Envoy, which is  
 2 (inaudible) internal within ADOT. You don't need to get  
 3 (inaudible) right now, and it's really the e-mail process. And  
 4 Cyndi's planning on walking through how the program is set up  
 5 and how it would function, and from there we'll talk about when  
 6 we may go live and then how we'd continue to support you as you  
 7 get used to doing this, if you choose to go ahead and use this  
 8 process.

9 VICE CHAIR LA RUE: Okay.

10 MS. STRIEGLER: Thank you, Floyd. Thank you for  
 11 having me.

12 We have put up, as Floyd mentioned, it's a State  
 13 Transportation Board web site a year, year-and-a-half ago, and  
 14 we have been maintaining that since. The next improvement we  
 15 would like to make to it is to provide the means for someone to  
 16 contact you and for you to be able to manage your e-mail. We  
 17 will as we have -- there's two handouts that Mary distributed  
 18 that you can take home with you to use as reference.

19 The first thing we will be doing is issuing or --  
 20 and activating e-mail addresses for each of you under the  
 21 aztransportationboard.gov domain. So your e-mail addresses that  
 22 we will be sending you with the -- for instance,  
 23 dbeaver@azstatetransportationboard.gov -- or  
 24 aztransportationboard.gov.

25 So you will be receiving that along with your

1 ADOT log-in to get into the web mail to access to your site. So  
 2 from the bottom of the Board web site, you go -- and down here  
 3 at the bottom, you will now see -- it's a little hard to see  
 4 right now with the projector, but it says remote access. If you  
 5 click on that remote access button, it will take you to the  
 6 Outlook web interface.

7 And this is -- you -- many of you may already use  
 8 this. This is regular Outlook mail for their web mail. So it  
 9 is the same -- same thing you will see here with mailboxes, and  
 10 it's very similar to GMail and some of the others. So you will  
 11 be able to get into your mail here.

12 What it will do, and I'm already logged in here,  
 13 but it will provide you with a log-in. So let's get out and go  
 14 and try that again. So (inaudible) it will be on every page.  
 15 Here. If I click on it now, it should not have a problem  
 16 because it's already logged in. But it comes up and asks you  
 17 for your credentials, and you will use DOT slash, and whatever  
 18 your (inaudible) you were assigned is, which most likely -- I  
 19 think at this time, I'm not sure if they're starting with a C or  
 20 a D, but we will send you that with a password. Once you --

21 MR. ROEHRICH: So I'd like to see that step just  
 22 so that they can see what it looks like.

23 MS. STRIEGLER: So let me see if I can get out  
 24 and start (inaudible).

25 VICE CHAIR LA RUE: If you've got your

1 smartphone, you can pull it up on your smartphone and just go to  
2 the web site and then hit load access.

3 MS. STRIEGLER: Yeah. You can get them.

4 VICE CHAIR LA RUE: If you guys want to see what  
5 it looks like, there it is.

6 MS. BEAVER: Oh, here. It's on the second page  
7 (inaudible).

8 VICE CHAIR LA RUE: Yeah.

9 MS. BEAVER: (Inaudible.)

10 VICE CHAIR LA RUE: There it is.

11 MS. STRIEGLER: And here is the log-in. All you  
12 (inaudible) indicate if you're on a (inaudible), and then your  
13 log-in will be a DOT log-in, DOTOT with a backslash, whatever  
14 your (inaudible) is and your password, and it will go ahead and  
15 bring up the mail.

16 MR. ROEHRICH: So they have this that says e-mail  
17 account that has the (inaudible) follow.

18 VICE CHAIR LA RUE: Yeah.

19 MR. ROEHRICH: Follow that along.

20 VICE CHAIR LA RUE: Okay.

21 MR. ROEHRICH: So like Mary said, that's on page  
22 2 of the notes.

23 MS. STRIEGLER: Yes. There are screen shots,  
24 step-by-step screen shots for logging in, samples and doing your  
25 mail.

1 MR. ROEHRICH: So then Cyndi, if I understand  
2 that, we will provide you with that user name.

3 MS. STRIEGLER: Yes.

4 MR. ROEHRICH: DOT slash whatever it is, like  
5 every employee has one. Mine's (inaudible.) So every  
6 employee's going to get one. You'll get one as well that you  
7 log in. Originally, they'll send in, you'll say your password,  
8 the log-in is going to be whatever, Arizonal or password or  
9 1234, whatever. But then when you get that, the first thing  
10 it's going to ask you to do is change a password to the password  
11 you know. So it's secure for you to use once you do that  
12 log-in.

13 MS. STRIEGLER: Then once you log in, you would  
14 -- you'll be on the screen like you see up here at the top.  
15 There is here under options -- you can change your password  
16 right here in the corner. Under the options link, you can  
17 change your password. Now, if your password is expired, because  
18 it will require to be changed every month, you will see a yellow  
19 bar, and it's -- an example of it is in the handout here.  
20 You'll see a bar at the top of this that just says your password  
21 is expired. Click here to change it, and it will ask you then  
22 to -- it will prompt you to put in your old password and  
23 whatever your new password is, and that will happen monthly.

24 We do need to use this e-mail at least once --  
25 you know, at least, say, once a month or more to keep it active

1 or you might get notes from the system saying you're not  
 2 using -- you know, there's no (inaudible), but there should be  
 3 no other issue other than using it at least once a month.  
 4 (Inaudible.)

5 VICE CHAIR LA RUE: And if I forget my password,  
 6 there's a step to?

7 UNIDENTIFIED SPEAKER: Well, only you.

8 MS. STRIEGLER: There is always --

9 UNIDENTIFIED SPEAKER: (Inaudible) help desk.

10 MS. STRIEGLER: That is not -- the help desk  
 11 number is not something I put on this write-up, but I will  
 12 include it in what we send you just in case.

13 VICE CHAIR LA RUE: Oh, so there's not an  
 14 automatic recovery built into the system?

15 MS. STRIEGLER: No, there is on here. You can  
 16 change the password, and I -- I'm not sure about -- I forgot my  
 17 password.

18 VICE CHAIR LA RUE: Okay.

19 MS. STRIEGLER: But if there's not, you can call  
 20 the support desk and they can reset it for you.

21 VICE CHAIR LA RUE: Okay.

22 MR. HALIKOWSKI: I've been there many times.  
 23 (Inaudible.)

24 MS. STRIEGLER: Now, so that's --

25 VICE CHAIR LA RUE: Frequent flier.

1 MS. STRIEGLER: That's the alternate to your  
 2 e-mail, new e-mail account. And -- oh, and if you haven't  
 3 already had an ADOT e-mail account, which I believe Board Member  
 4 Beaver has one that she has used, anything you had will be  
 5 transferred over. So you're not going to lose anything that's  
 6 currently in your account.

7 MS. BEAVER: You know what, I used -- because I  
 8 thought we had one. I have -- I have no clue how to get into  
 9 it.

10 MS. STRIEGLER: Well, that makes it easier.

11 MR. ROEHRICH: You'll get into it the same way  
 12 but --

13 MS. BEAVER: You all have access to mine.

14 MR. ROEHRICH: (Inaudible.)

15 MS. STRIEGLER: So your -- anything that was  
 16 there before will go -- as far as an ADOT e-mail address will go  
 17 away, and it will be combined now to this new one that we're  
 18 going to send you that's specific for (inaudible).

19 MS. BEAVER: Okay.

20 MS. STRIEGLER: So that's how you get into e-mail  
 21 to read what comes to you.

22 But the biggest change we have is we're going to  
 23 be changing over. Instead of having just this Board integral  
 24 e-mail address that's up here in the corner, (inaudible) we are  
 25 going to be changing that over to have a (inaudible) we are

1 going to be changing that over to have a link to a contact form,  
 2 and the contact form comes up like this. And you can submit --  
 3 and I forward you one just to test and kind of show you, and  
 4 this -- this is my granddaughter's name, so...

5 MR. ROEHRICH: Now, Cyndi, this is what's there  
 6 today. So if somebody goes on to the web site and says --

7 MS. STRIEGLER: No. This is the new one.

8 MR. ROEHRICH: This is the new one.

9 MS. STRIEGLER: This is the new form, It is --  
 10 the other handout, the second handout --

11 MR. ROEHRICH: So your second handout says  
 12 Contacting the Board and E-Mail Processing.

13 MS. STRIEGLER: Right. And on the front page it  
 14 shows you what the button will look like to launch the form, and  
 15 on page 2 shows you the form itself.

16 MS. BEAVER: So we're currently -- excuse me.

17 VICE CHAIR LA RUE: No, no, this is what this is  
 18 for is a lot of questions.

19 MS. BEAVER: So where currently, if someone was  
 20 to hit that button, Board info, whatever, it would bring up an  
 21 e-mail thing, and then they could type an e-mail and send it to  
 22 you.

23 MS. STRIEGLER: Right.

24 MS. BEAVER: Okay. Now, instead of that process  
 25 happening, this is what's going to happen?

1 MS. STRIEGLER: Right. Is that will change and  
 2 you'll now -- they'll now see this form, and then they will  
 3 complete that -- you'll get the various information about  
 4 whatever information you could gather from (inaudible) contact.  
 5 If they choose not to, the only things that are truly required  
 6 are the e-mail. So you -- so we can contact them. So if they  
 7 don't want to give up their address, they do not have to. We  
 8 are asking for it, but they do not have to. And we do ask they  
 9 put in the e-mail address twice just to make sure they got it  
 10 right.

11 Now, in this drop-down box, they can choose to  
 12 submit this e-mail to any one of you, and the -- for the two  
 13 gentlemen who are not here now, it's just because we haven't  
 14 added you to the system yet. You will be here listed, and these  
 15 last four will -- these three will go away. That's our testing,  
 16 so that I can do testing. So they could choose to send this  
 17 directly to the chairman or any Board member, or they could  
 18 choose to say all Board members if they wanted to do so.

19 General Board questions go to Mary and Floyd, and  
 20 from there, they'll review them, answer them, and/or pass them  
 21 along as whatever's appropriate.

22 MS. BEAVER: Where currently Mary will get --  
 23 because of the Board info, she'll get that information and kind  
 24 of disburse it to where it needs to go.

25 MS. STRIEGLER: Correct.

1 MS. BEAVER: That will go away. That -- like if  
2 it comes to us individually, there isn't going to also be one  
3 that's going to --

4 MS. STRIEGLER: No, there is. Behind the system  
5 and you'll see a picture of it at the end of this same handout,  
6 there is a system, a dashboard where if they have -- they use it  
7 to track all the tickets that come in. Everything that somebody  
8 sends in, all the responses to those are recorded. So we have a  
9 history. We can go back at any time and see what came in, what  
10 the responses were.

11 This goes a long way toward that public  
12 information response. It also goes a long way to saying, oh,  
13 well, we started getting comments a long time ago for I-11.  
14 What were those questions? They can be categorized in groups,  
15 and that information will be maintained. So they do get a  
16 question -- or a copy in that form.

17 MR. ROEHRICH: Yeah. So when it does come to  
18 you, a copy does come to Mary and myself. Like I said, this is  
19 easy enough for them -- for you to say, oh, this is a quick  
20 answer, I'm going to respond to it, or you know, I'm not sure  
21 what this answer is, ADOT, one of you take care of it, but then  
22 you tell us that we know that it's this tracking number, because  
23 the number will be in the subject line, because you get multiple  
24 requests. But it's this item number. Could you track it?  
25 Could you respond on -- to it for me? And then we can take care

1 of it, because then we will have access to go up there and look  
2 at that on this system.

3 And the other point I wanted to make is the way  
4 this is set up right now, if you go into ADOT's web site, you as  
5 a constituent want to send a question to ADOT, it's very similar  
6 to this right now. So we're making that -- you know, Cyndi's  
7 kind of intent was to mirror them a little bit. So as people  
8 get familiar with ADOT Transportation Board, how to respond,  
9 work through the e-mail systems and the communication systems,  
10 they'll look pretty similar. So there's not a lot of difference  
11 in between those (inaudible).

12 MS. STRIEGLER: There's little difference. The  
13 drop down (inaudible) -- the direct, who to send the comments  
14 to, it's a different drop down, obviously ADOT, but a lot of the  
15 rest of it is -- it's very similar, and the functionality is  
16 largely the same.

17 Now, with this, I can go ahead and finish this  
18 form submitting -- like I said, they have do the mail. They  
19 have to do the subject and give whatever their comment is. They  
20 have the option also to upload file or -- files and documents  
21 and if there's something that's appropriate to send.

22 And then when you submit this, the person will  
23 receive this notice -- not that notice. Something is off. But  
24 they will receive the notice saying -- and there's an example in  
25 your packet that the information was received and that it would

1 be forwarded to the appropriate people. They also receive, if  
 2 you look in your -- on that packet -- an e-mail back which shows  
 3 -- which will show what the person has received. They get an  
 4 e-mail basically saying thank you for this, for your message.  
 5 Here is your code to track your message and a link to submit  
 6 again under the same ID.

7           At the same time, the Board would receive this  
 8 information. This is one I sent earlier. There was a note that  
 9 came in saying the I-11 -- I asked for information about the  
 10 I-11 study on the first note, and as a Board member, that's what  
 11 I received. As a Board member, I responded, thank you for your  
 12 inquiry with the fine information on the I-11 site. So I got  
 13 copied on what they sent and my response, and all this is also  
 14 recorded in the Envoy system that Mary and Floyd are going to be  
 15 managing for you. Once the tickets are responded to and they've  
 16 established that they're taken care of, they can close those  
 17 tickets, but they're still available in storage and can be  
 18 pulled up at any time.

19           MS. BEAVER: I guess my question would be with  
 20 regard to two years ago, I believe, we got a mass of e-mails on  
 21 a particular topic during the five-year planning process. Those  
 22 came through the board info, and you all responded accordingly.  
 23 Now if they're going to come to us individually, and it was like  
 24 a template where they were just firing off e-mails like this,  
 25 are we going to have to individually respond to all of those

1 or --

2           MR. ROEHRICH: Well, in that case, Ms. Beaver,  
 3 what I think is going to happen is they're going to go into the  
 4 option that says all Board members. So I don't think they're  
 5 going to click them to you all individual -- they'll go to all  
 6 Board members. So if they're going to broadcast to all of you,  
 7 Mary and I will see them, and they'll be this whole list of  
 8 things. We'll give them the standard response like we did last  
 9 year that said thank -- this is during the five-year program  
 10 hearing and (inaudible). Everybody who sent in got responses of  
 11 thank you for your comments and, you know, we're taking them  
 12 under consideration as we develop the five-year program. That  
 13 will be the same thing that we'll do within that.

14           But instead of that coming to your personal  
 15 e-mail address and filling in your server, it's going to go to  
 16 this address, which you access remotely when you went to look at  
 17 them, and then therefore it doesn't, you know, build up along  
 18 with all the other personal e-mails and everything else that  
 19 you're working with. It's all going to be on this server. But  
 20 it will be handled the same way. The responses will be the same  
 21 and we'll respond. When you all got those last time, they went  
 22 to Board info, and the way we have it set up is if you go to  
 23 Board info and you sent something in, each of you got a copy of  
 24 it.

25           MS. BEAVER: Uh-huh.

1 MR. ROEHRICH: It's going to be the same if they  
2 do that. Or if somebody in your area just wants to send you  
3 something and doesn't care about the rest of the Board members,  
4 they can pick you under choosing contact and just send it to  
5 you, and then you just can respond to it, or like I said,  
6 forward back to me or Mary saying, could you guys please handle  
7 this.

8 MS. BECKLEY: So, Mr. Chair, if we respond on  
9 their behalf, they will get copy of it? Okay. So then you'll  
10 be able to see that we've responded or we've gotten an answer  
11 from staff and responded so that it's done.

12 MS. STRIEGLER: And you don't need to worry once  
13 things -- tickets have been taken care of, you don't have to  
14 keep a copy for archive purposes unless you choose to, because  
15 it will be in the Envoy system. So there will be a record of  
16 it. You don't have to keep -- necessarily keep a folder of  
17 every response you've ever -- or every inquiry you've ever had  
18 unless you choose to.

19 MS. BEAVER: Okay. And I guess I'm kind of  
20 confused that way with regard to public information. I wear  
21 kind of multiple hats sometimes, and I know with school board  
22 stuff, you're supposed to keep that stuff forever. And, you  
23 know, would it be the same thing with ADOT stuff? I mean, how  
24 can we pick and choose? I find that now where I'm getting stuff  
25 from Mary. I'm getting stuff from the -- because I've gone onto

1 the link to get e-mails about different areas of the state,  
2 update information. And so now I'm getting things multiple, and  
3 then you even get the advertisement stuff, and it's like, okay,  
4 where's the -- or invited to -- I've gotten several -- well,  
5 more than several invitations to go to some kind of training,  
6 whether it be in Las Vegas or California or back on the east  
7 coast. But it's coming through that board info, and I'm  
8 thinking I didn't request it. It wasn't like there's any kind  
9 of communication going on with me and that. It's just -- it's  
10 like somebody handing me a flier, but they're doing it through  
11 the e-mail.

12 MS. BECKLEY: And that's another thing why to go  
13 to this system is then we're not going to have that junk mail  
14 that comes in all the time, because once you get on there, I  
15 can't unsubscribe to it. It just keeps coming. So this way,  
16 someone's going to actually have to go to their computer, pick  
17 out who they want to send it so that we can't -- we're not going  
18 to get that junk all the time.

19 MR. ROEHRICH: I guess I just also want to  
20 clarify what Cyndi said. You don't have to keep a copy of it.  
21 Right now, it's coming to you in your personal e-mail address,  
22 and so you're keeping a copy of it on your e-mail server,  
23 whoever your provider is. You don't have to keep a copy of that  
24 anymore, because it's on ADOT's server. So if there is ever a  
25 public records request that said I want all the e-mails between

1 the department and X board member, I can go right to ADOT's  
 2 server, we can copy it down. I -- as long as you use the  
 3 system, we never have to go ask for your personal e-mail,  
 4 because it's no longer on that system. It's all in this system.  
 5 So I -- to be -- to be clear, when she says you don't have to  
 6 keep a copy of it anymore, you don't have to keep a copy of it  
 7 on your system. You can delete it, because Envoy and ADOT's  
 8 mail server's got a copy of it. So we'll always be able to pull  
 9 it off of that.

10 Now, if you choose to respond -- let's say you  
 11 get an e-mail from this, and maybe it's more private than you  
 12 want. You choose to respond, so you're using your own personal  
 13 e-mail as a response. You never see the response back or never  
 14 comes back, so it's on our server. Then that is something you  
 15 should be keeping, because you are supposed to be conducting  
 16 Board business within the public. So then that I would keep.  
 17 But if you're just responding to the e-mails that come through  
 18 here, we have a record of it on the ADOT mail server.

19 MR. LA RUE: So Cyndi, let me ask a question. So  
 20 when an e-mail comes through this system, say, to my address, if  
 21 I don't have it cued in to my system where I'm checking it, how  
 22 do I know I received an e-mail? Does this send me -- can  
 23 this --

24 MS. STRIEGLER: No. You would need to log in and  
 25 check this e-mail periodically.

1 MR. LA RUE: There's no alert system this can  
 2 send to another e-mail box to say an e-mail arrived or any  
 3 smartness of that nature.

4 MS. STRIEGLER: No.

5 MS. BEAVER: Well, I do think -- I don't know  
 6 what kind of smartphone you've got --

7 MR. LA RUE: Right.

8 MS. BEAVER: -- but my understanding is they can  
 9 -- if you have a second e-mail address --

10 MR. LA RUE: Yeah.

11 MS. BEAVER: -- you can identify, I think it's up  
 12 to like --

13 MR. LA RUE: Yeah.

14 MS. BEAVER: -- three e-mail addresses --

15 MR. LA RUE: Yeah.

16 MS. BEAVER: -- on a smartphone.

17 MR. LA RUE: Yeah. I mean, I think -- I've got a  
 18 corporate smartphone, and so I think our security systems are  
 19 such, I don't think I can build this in and get past our  
 20 security. But as long as I know I need to be checking my  
 21 e-mail, I can do that.

22 MS. STRIEGLER: I mean, you could certainly like  
 23 -- you could log into this from your phone.

24 MR. LA RUE: Right.

25 MS. STRIEGLER: Okay (inaudible).

1 MR. LA RUE: Just periodically I need to check  
2 in, or, and I don't want to place on staff -- but I have a few  
3 things at work that actually staff will send me a nice reminder,  
4 say, you know, you got ten items over in this system that you  
5 need to --

6 MS. STRIEGLER: And you do have that option --

7 MR. LA RUE: Not that I want to put it on the  
8 staff --

9 MS. STRIEGLER: Yeah, with Mary. She -- I mean,  
10 with that dashboard, it shows all the tickets that are kept --  
11 come in and if -- and when they have not been responded to in  
12 any way, they look a little different to her. So they'll be  
13 able to monitor from the standpoint of, oh, we do see a back up,  
14 you know. There -- she would notice. We'll say it that way.

15 MR. LA RUE: Yeah.

16 MS. BEAVER: Can I thank you in advance?

17 MS. BECKLEY: Now, what I really would like to do  
18 though is still send e-mails out just information wise without  
19 going through the system, because otherwise I'm afraid you're  
20 not going to get --

21 MR. LA RUE: You're not going to get as timely of  
22 a response --

23 MS. BECKLEY: (Inaudible.)

24 MR. LA RUE: -- if it's up to me to check this,  
25 unless I can figure out a way through my corporate group to say,

1 can I imbed this like I do the corporate one.

2 MS. BECKLEY: And so that's why I think we're  
3 using this e-mail system mostly for constituents.

4 MR. ROEHRICH: That's a very good point, but  
5 you're making me think as I sit here. I (inaudible) about that  
6 when we met with Cyndi before. I think, Cyndi, what I'd like to  
7 do is afterwards, maybe we can sit down and talk about is there  
8 a way that where we can ping something to you and send you a  
9 message? Is there any type of an application -- app out there  
10 or something that if you get an e-mail that sends you a text to  
11 your phone number, so something pops up that says you've got a  
12 message.

13 MS. STRIEGLER: Well, think this one through,  
14 because if you get a lot, you will get a lot of (inaudible).

15 MR. LA RUE: Yeah. So that's the down side.  
16 (Speaking simultaneously.)

17 MR. ROEHRICH: -- like the little (inaudible)  
18 bites. People send you 250 e-mails, all -- they'll forward an  
19 e-mail from all these people if that comes through, that's going  
20 to -- that's going to (inaudible).

21 MS. STRIEGLER: (Inaudible.)

22 MR. LA RUE: Right.

23 MR. SELLERS: Yeah. I don't know -- I'm not sure  
24 how they do it, but the City of Chandler right now sends us, I  
25 don't know, maybe daily, a list of all the e-mails that have

1 come into my City account. It doesn't -- you know, you can't  
2 click on it and get -- and then see an individual e-mail. You  
3 have to go into the system and get it.

4 MR. ROEHRICH: However, they send to you, not  
5 through your Chandler account, to your personal e-mail so you'll  
6 know to check your Chandler account; is that right?

7 MR. SELLERS: (Inaudible.)

8 MR. ROEHRICH: Okay. Okay. (Inaudible)  
9 something -- maybe something like that we're (inaudible).

10 MR. LA RUE: There's got to be some other things  
11 here you could add on, because I know that I've had deals where  
12 I've got -- I've got the corporate e-mail, but I've got other  
13 e-mail where they'll actually ping it. If it comes in on a  
14 different e-mail, they actually ping it and do things. So I  
15 think there's a lot more capability here, but the issue is do we  
16 want to do that through the ADOT system. I don't know what your  
17 protocols are.

18 MS. BECKLEY: Right, because you know, when I  
19 send you just a press release or something, then every single  
20 time I send something, then --

21 MR. LA RUE: Right.

22 MS. BECKLEY: -- ping.

23 MR. LA RUE: Right.

24 MS. BECKLEY: You know, I wasn't really going to  
25 send that through this either. I was going to still use my

1 contact information, because I'm really worried about losing  
2 contact to not have anybody check this and then -- and --

3 MR. HAMMOND: I could not agree more, Mary. I  
4 hope we kind of refine what needs to go through this official  
5 web site and let the others (inaudible). I mean, I've already  
6 (inaudible.)

7 (Speaking simultaneously.)

8 MR. HAMMOND: -- regular e-mail.

9 MR. ROEHRICH: Right.

10 MR. HAMMOND: If we're clear on what needs to go  
11 through this web site.

12 MR. ROEHRICH: We can start like that. Why don't  
13 we just start with that where we're really only looking at this  
14 for those outside constituents, the public, who wants to access,  
15 you staff can continue to go through the systems that we have  
16 set up. There's no reason to change that. But this just allows  
17 us to track those outside correspondences and then make sure  
18 that they're responded to, and again, make it easy for you to  
19 say, okay, I'm going to handle this right now, respond, or  
20 forward and say, you guys take care of this, and then we can do  
21 that.

22 MS. STRIEGLER: Now, there is one point I just  
23 want to mention, and it is on the handout here in red on the  
24 next-to-last page. When you are responding to e-mails you get  
25 through this contact form, the title will look like this,

1 contact State Transportation Board, and I have an ID, and tell  
 2 you what their e-mail address is. When you're responding to one  
 3 of these, please just hit reply. Don't change the subject and  
 4 don't use forward, because the system uses this title and that  
 5 number in that format to tie it to the previous ticket so that  
 6 they wrote to you. That allows it to be tied back together  
 7 automatically. So if you just hit reply, and you can add a CC  
 8 on the bottom if you want to, that's fine, but just don't change  
 9 the to or the subject, and that way the tracking will be  
 10 continuous.

11 MR. HAMMOND: Did I understand then we're not to  
 12 forward (inaudible) handle this, or we reply saying staff is  
 13 going to handle it, and then put you guys down there on the CC  
 14 list? Is that what I just understood?

15 MS. STRIEGLER: No. You could forward -- you  
 16 could forward it to Mary.

17 MR. ROEHRICH: Yeah.

18 MS. STRIEGLER: But don't reply to the person,  
 19 because (inaudible) go forward, it (inaudible) in the systems.  
 20 But Mary, that's okay. When you're just telling Mary to deal  
 21 with it, that's okay, but don't -- when you're responding to  
 22 someone, you want to hit reply so that it goes back through the  
 23 system.

24 MR. ROEHRICH: I don't know how they do that, but  
 25 that's a good system.

1 MR. LA RUE: So Cyndi, the other thing that I  
 2 typically to do to try to organize my mailbox is over on the  
 3 left you can see where you have the file folders.

4 MS. STRIEGLER: Uh-huh.

5 MR. LA RUE: Do I have access to create file  
 6 folders?

7 MS. STRIEGLER: Yes.

8 MR. LA RUE: To organize. So we'll all -- we  
 9 have access to manipulate that?

10 MS. STRIEGLER: Yes.

11 MR. LA RUE: Okay.

12 MS. STRIEGLER: You'll be able to create whatever  
 13 folders you need to create to keep your world organized.

14 MR. LA RUE: Okay.

15 MS. STRIEGLER: Yeah. This works very much like  
 16 any other e-mail account. I mean, it is, just -- it's just  
 17 another e-mail account specific for (inaudible).

18 MR. LA RUE: Well, this looks like Microsoft  
 19 Exchange. Is that --

20 MS. STRIEGLER: This is. Yeah.

21 MR. LA RUE: Yeah. So that's what we use. So  
 22 it --

23 MS. STRIEGLER: Yeah.

24 MR. LA RUE: As long as --

25 MS. STRIEGLER: So it's exactly what you're used

1 to using in your office. It's just this is the web -- the web  
 2 mail version.

3 MR. LA RUE: Right. So I utilize that as well.

4 MS. STRIEGLER: Yeah.

5 MS. BEAVER: So this was the same?

6 MR. LA RUE: Yes. This is Microsoft Exchange  
 7 programs, I think, when you load it.

8 MS. BEAVER: So I --

9 MR. LA RUE: Into that, that --

10 MS. BEAVER: -- should be able to --

11 MR. LA RUE: -- to do that, and then I think  
 12 there's -- there's some numbers and stuff you have to feed into  
 13 this that can allow you --

14 MS. STRIEGLER: We could probably help a little  
 15 bit with a couple of ideas on possibly test out hooking it up  
 16 through an app possibly. I'd have to see what's (inaudible),  
 17 what's not. But, you know, we could test it a little bit and  
 18 see if we can help you with that at all.

19 MS. KUNZMAN: Chairman, Mr. La Rue, I'm  
 20 wondering, too, if maybe before it goes live to maybe make sure  
 21 that there are some guidelines, tips. I also have just some  
 22 concerns about potential (inaudible) violation, too. So I think  
 23 there would need to be a little bit more information given to  
 24 the Board so that, you know, you talk about a reply all,  
 25 (inaudible) that would be a violation a (inaudible). So just

1 wanted to --

2 MR. ROEHRICH: I don't think it was (inaudible).

3 MS. STRIEGLER: No.

4 MR. ROEHRICH: You reply to whoever the sender  
 5 was. Whoever the sender was, you reply to them or you forward  
 6 to myself and Mary. That was the -- to me the thought.

7 MS. STRIEGLER: Yeah. The note was not to use  
 8 reply all, not to use forward unless you're sending it just to  
 9 Mary to say please deal with this, because the system wouldn't  
 10 capture the conversation. So reply keeps everything captured in  
 11 the system and available for request.

12 MR. ROEHRICH: But Michelle's (inaudible) the  
 13 safe e-mail rules the Board (inaudible) on right now is the same  
 14 as you move forward under the system. You don't talk Board  
 15 business outside of the Board meeting. You don't send e-mails  
 16 to a bunch of Board members and stuff. I mean, it's the same --  
 17 to me it's the same issues you'd deal with now.

18 MS. KUNZMAN: Well, the only thing I can see  
 19 that's different is it makes it easier to potentially violate  
 20 the open meeting laws. I just want to stress that (inaudible)  
 21 if they (inaudible) all Board members versus --

22 MR. ROEHRICH: Well, the constituents, they do  
 23 that now. If they go to Board info, all the Board members get  
 24 the e-mail that that comes in.

25 MS. KUNZMAN: And then --

1 MR. ROEHRICH: So they still have --

2 MS. KUNZMAN: The Board member -- and if the  
3 Board member replies to the constituent, then say all again and  
4 have --

5 MR. ROEHRICH: No. They're only sending --  
6 because it's under a blind CC, if you -- if the Board member  
7 replies to all, it only goes back to the constituent. It  
8 doesn't go back to everybody who's on the blind CC.

9 MS. BECKLEY: (Inaudible.) That response from  
10 the constituent then goes back to all the Board members?

11 MS. KUNZMAN: (Inaudible.)

12 MR. ROEHRICH: Okay.

13 MS. STRIEGLER: Okay.

14 MS. BECKLEY: So that --

15 MS. STRIEGLER: We need to get -- I need  
16 further --

17 MS. BECKLEY: Okay.

18 MS. STRIEGLER: -- conversation in that one,  
19 because I'm not quite (inaudible).

20 MR. LA RUE: And I do like the idea of -- again,  
21 I hate to put burden on people, but the idea of maybe coming up  
22 with a small e-mail etiquette rules reminder, because I am  
23 amazed over time how people forget some of that, and then you  
24 see things happen, and sometimes it gets -- the horse is out of  
25 the barn before somebody says, oh, you shouldn't do that. So be

1 nice just periodically -- or create it, and then periodically  
2 remind us maybe on an annual basis or when you --

3 MR. ROEHRICH: (Inaudible) bottom of an e-mail  
4 that says due to open meeting laws, please do not reply to all,  
5 and please any communication be directed back to staff. We can  
6 do things like that safe act just to kind of help remind Board  
7 members as they start responding to them.

8 MS. BECKLEY: My concern is that even though the  
9 Board members know that, we can't control (inaudible).

10 MR. ROEHRICH: Oh, right. Yeah.

11 MS. BECKLEY: (Inaudible) all the Board members,  
12 and then one Board member responding, and then the constituent  
13 including everyone again. Now you all have done violated the  
14 open meeting law, so...

15 MR. ROEHRICH: But we have that now. We can't  
16 control the constituents now, you know, whatever they choose to  
17 do.

18 MS. BECKLEY: If they don't get responded to  
19 again, they can't forward back (inaudible).

20 MR. ROEHRICH: Well, they can go back to Board  
21 info and --

22 (Speaking simultaneously.)

23 MR. ROEHRICH: Not on the same (inaudible).

24 MS. BECKLEY: (Inaudible.)

25 MR. ROEHRICH: Correct. Correct. They would

1 have to retype it, whatever their issue was, to go back to that  
2 (inaudible).

3 MS. BEAVER: You know, kind of presently --  
4 excuse me again.

5 MR. LA RUE: These are good questions.

6 MS. BEAVER: I should have said --

7 MR. LA RUE: No, no, no. Go ahead. It's getting  
8 late. We've got to go.

9 MS. BEAVER: Whenever I get these e-mails that  
10 come through that Board thing, I don't respond to any of them  
11 unless Mary has specifically said this has come in, it was  
12 addressed to you.

13 MR. ROEHRICH: Right.

14 MS. BEAVER: Can you -- you know, I'm really  
15 taking her lead as far as what I need to respond to on those  
16 e-mails that come through the system. And I don't really  
17 communicate with any of the other Board members.

18 MR. ROEHRICH: Which you're not supposed to.  
19 You're doing it exactly right. You're not supposed to  
20 communicate with them on that.

21 MS. BEAVER: Well, I think -- isn't it if there's  
22 anything that would become action of the Board, you kind of err  
23 on the side of caution -- just with all that school board stuff  
24 was, like, I'll just stay away from it all and then we don't  
25 have to deal with it. That's kind of how I've always taken the

1 position.

2 So, you know, any group things, I would probably  
3 stay out of, because -- because I think even text message --  
4 isn't it the same kind of concern?

5 MR. LA RUE: Uh-huh. Same.

6 MS. KUNZMAN: Yes.

7 MS. BEAVER: Yeah. So...

8 MR. ROEHRICH: Well, right now, if a Board member  
9 in your -- or if a public in your district wants to contact you,  
10 they've got no way to contact you unless they go to board info  
11 and they send it to everybody. This point was to allow the  
12 people who want to talk to you and communicate with you directly  
13 can do that without everybody getting a copy of it. But the  
14 option is is they want all of you to see the issue.

15 Like during the five-year program, instead of  
16 (inaudible) put in seven different e-mail messages on an issue,  
17 you know, we've allowed them to send it to all of you, and so  
18 maybe that's something maybe we need to take away. They can't  
19 send it to all the board members, that if they do have a message  
20 they want to get, they've got to do it seven times individually.  
21 I guess we can talk about that, if that's the more appropriate  
22 way to try circumvent any meetings --

23 MS. STRIEGLER: Well, the other possibility is if  
24 that was removed and there's a chance that they may just send it  
25 to general, at that point Mary could send it out to the group.

1 (Inaudible.)

2 MR. ROEHRICH: So we could talk to that.

3 MS. BEAVER: Actually --

4 MR. ROEHRICH: (Inaudible.)

5 MS. BEAVER: -- I like that filter better. I  
6 know it's more difficult for Mary, but I really like that  
7 better.

8 MR. ROEHRICH: Well, see, right now, the Board  
9 (inaudible) will get a message that says, I'm trying to get  
10 ahold of Mr. Anderson. Could you please give him my  
11 information? Because that just happened here recently, just a  
12 few weeks ago. You all got the e-mail message that said, here's  
13 this person trying to get ahold of Mr. Anderson. Well, it would  
14 be nice if they could just go there and say -- send an e-mail to  
15 Mr. Anderson, hey, I live in Maricopa, and I'd like to  
16 (inaudible) my representative. I have a question for you, and  
17 then, you know, (inaudible) communication.

18 MR. HAMMOND: (Inaudible.)

19 MS. BEAVER: Yeah.

20 MR. ROEHRICH: We're hoping (inaudible) anything  
21 else, we're open to make it easier for people to contact their  
22 Board members that they want to, make it easier for the Board to  
23 say, yes, here's my response or staff take care of it. And then  
24 as we (inaudible) the example was when Ms. Beaver said, you  
25 didn't get 250 e-mails in your personal e-mail account at home

1 from all these (inaudible) papered us with stuff last year.

2 You don't have to deal with that because it's all  
3 going to be on ADOT's server. If you're done with it, we can  
4 give them the general response back, thank you for commenting,  
5 and then you all can delete it out of there, because we will  
6 have it through -- through this system, we'll always have a  
7 record of it. Just (inaudible) trying to do little separation  
8 between you, personal life and your Board activity, but keep all  
9 the Board activity centralized so it's an easily -- way to  
10 manage it. But as Michelle said, we've got to make sure that  
11 (inaudible).

12 MS. BEAVER: Okay. I have a question. With  
13 regard to our communication as individual Board members with  
14 Mary, is there a way that when she sends something, she could  
15 send it to my ADOT Board e-mail address and to my personal  
16 e-mail address at home, where it's like you're sending it to  
17 both of them, and that way I'm absolutely reading my personal  
18 ones at home, but it's in the system, also?

19 MS. STRIEGLER: It wouldn't alleviate the public  
20 information problem at that point, I don't think.

21 MR. SELLERS: Well, what they've told us in the  
22 City of Chandler is that that's okay as long as the response  
23 goes back through the City system. And again, if it doesn't,  
24 then whatever I have on my computer is public, public  
25 information.

1 MR. ROEHRICH: I mean, I think that would work.  
 2 I mean, (inaudible) reply back, it will be on ADOT's server, but  
 3 it will be on Mary's -- under Mary's ID number or whatever,  
 4 personal account, but it will be on the ADOT server. So we  
 5 could do that. (Inaudible) --  
 6 MS. BEAVER: Well, I guess for me is --  
 7 MR. ROEHRICH: -- for you guys. Whatever works  
 8 for you all.  
 9 MS. BEAVER: When she's corresponding with me,  
 10 sometimes she'll have you CCed on there.  
 11 MR. ROEHRICH: Right.  
 12 MS. BEAVER: So what I'm saying is if she could  
 13 just CC, you know, my --  
 14 (Speaking simultaneously.)  
 15 MS. BEAVER: Well, my personal or my ADOT one.  
 16 MS. BECKLEY: They wouldn't go through this  
 17 system though.  
 18 (Speaking simultaneously.)  
 19 UNIDENTIFIED SPEAKER: But the key will be then  
 20 you would have to respond back through the ADOT system.  
 21 UNIDENTIFIED SPEAKER: You know, my suggestion is  
 22 we just get it up --  
 23 UNIDENTIFIED SPEAKER: Just put (inaudible).  
 24 UNIDENTIFIED SPEAKER: And we'll see when we need  
 25 to tweak it real quick, I think.

1 MR. ROEHRICH: That -- the process is we want to  
 2 get it started, I think, after Labor Day. Is that what you  
 3 said?  
 4 MS. STRIEGLER: We were looking basically next  
 5 week, tentatively.  
 6 MR. ROEHRICH: Well, we'll have to wait and see.  
 7 Michelle's got a look on her face, so maybe it will be after  
 8 Labor Day.  
 9 MS. STRIEGLER: Yeah.  
 10 MR. ROEHRICH: But the idea, as you said,  
 11 (inaudible), we've got to move this forward. Cyndi's team's  
 12 been working on this. We've been trying to get this set up  
 13 because of, you know, some of the responses we heard from Board  
 14 members in the past. I agree with you. Let's get it functional  
 15 and then we'll kind of work through it. Like any other system,  
 16 and because it is Microsoft Outlook, hopefully you're familiar  
 17 within that -- to me the whole issue is really how do I access  
 18 it. Once you get familiar with that, you manage your e-mails  
 19 within that system like you do now. Reply, forward, to do,  
 20 whatever, realizing that Mary and I are -- it's going to come  
 21 back through the system, and Mary and I will be able to help you  
 22 manage that, respond to do whatever.  
 23 MS. BEAVER: Well, I'm just here to tell you, I  
 24 have no problem with either one of you seeing what's going on.  
 25 MR. ROEHRICH: Oh, Mary does a fabulous job.

1 Yeah, absolutely.

2 MR. LA RUE: So I think listening to all of this,  
3 you know, it might be easier for Mary if whatever group contact  
4 you have for us, we can just imbed in our Board e-mail and  
5 our -- whatever are designated, so that when you send it out  
6 under that group contact, we're populating both. I think then,  
7 you know, if it's something that you send out to me to say, are  
8 you attending, and I generally say, yes, no, very quickly, I may  
9 choose to do it through my other e-mail source, and then I guess  
10 I determine whether or not I keep that as a public record or  
11 not. Now I'm just dragging it into an archive file where -- but  
12 if it's something that I know it's Board business, it's  
13 something there, then I need to go into the Board, e-mail and  
14 respond back, then I know that's all captured on the State  
15 system, and I don't have to worry about the records request.

16 MR. ROEHRICH: To me I think that's a very good  
17 distinction. If it's really staff stuff, we'll do a lot of the  
18 same stuff (inaudible) Mary (inaudible) you all. This is when  
19 an outside party, a private citizen wants to contact either an  
20 individual member or all the Board members, just like people who  
21 want to come in and contact ADOT today, has a similar form to  
22 that. This is set up to do that, and it allows us to track it  
23 back through this system.

24 So that type of responses you don't necessary  
25 look have to keep on -- on your personal, because you know we've

1 got the record of it here. As long as we follow back through,  
2 as Cyndi had said, either by reply or forward to me and Mary so  
3 we have it, we always have a record of it.

4 MS. BEAVER: Well, to your point, if I'm talking  
5 about just communication with myself and somebody within ADOT,  
6 if something is sent to my personal e-mail and to my ADOT and I  
7 respond back, say, from my personal to them, it's going to be  
8 captured in the ADOT system because --

9 MR. ROEHRICH: It will be on our server.

10 MS. BEAVER: Yeah, because it --

11 MR. ROEHRICH: We will have a record of it on our  
12 server.

13 MS. BEAVER: Because it went in to them. Is that  
14 different than what you're saying in Chandler?

15 MR. SELLERS: What I'm saying is if you're  
16 dealing with an issue that we would be asked to consider a vote  
17 on, you really need to have that in the ADOT system and not on  
18 your personal system.

19 MR. LA RUE: Yeah. Here's where I think the --

20 MR. SELLERS: So all the -- all copying you, in  
21 addition, you know, in two different e-mails would do is alert  
22 you to go to your ADOT system and respond.

23 MR. LA RUE: Yeah. I think where it's  
24 problematic is so let's say there's a records request. They  
25 request, you know, everything that ADOT may see, and they see

1 your personal e-mail. They're going to come and make a records  
 2 request on your personal e-mail, and if you sit there and only  
 3 have four, you know, then they're going to want to scan your  
 4 system to say, are there other e-mails that you've been sending  
 5 that they can pick up a trace on, and that's where the forensic  
 6 guys, you know, spend a lot of time there.

7 And in, like, what we're seeing on the national  
 8 level, if there's some stuff that's missing that's embarrassing,  
 9 then you've got -- you've got to answer to something. So I  
 10 think it really becomes a judgment, and I, for one, probably am  
 11 not going to take time to go into ADOT's system if it says, are  
 12 you attending, and I do yes/no.

13 MR. ROEHRICH: Especially stuff directly from  
 14 Mary.

15 MR. LA RUE: Right, because --

16 MR. ROEHRICH: (Inaudible.)

17 MR. LA RUE: Nobody's going to get excited about  
 18 that.

19 MR. ROEHRICH: Right.

20 MR. LA RUE: But if it's, you know, something  
 21 involving a deal, then we've really got to go on the ADOT system  
 22 if you don't want to have them, you know, going through. You  
 23 know, when they come pick up your computer, it's a little  
 24 intimidating and, you know, you sit there for two days without a  
 25 computer going, what are these guys doing?

1 MS. STRIEGLER: It wasn't the original intention,  
 2 as I understood it, to make -- necessarily make everything go  
 3 through. Mainly it was to capture what the constituents are  
 4 trying to write to you and then your responses to them is the  
 5 primary. Mary would -- can e-mail you on your ADOT account, but  
 6 yeah, she could copy you personally, and just like you're  
 7 discussing is fine. The main, predominant ones, as I understand  
 8 it, is the anything with the constituents.

9 MS. BEAVER: Would it --

10 MS. STRIEGLER: (Inaudible) your ADOT -- your  
 11 state board address and you reply from your state board address,  
 12 it keeps them clean.

13 MS. BEAVER: Would we not though -- if we're  
 14 responding -- I -- I wouldn't normally respond to a constituent  
 15 first. I mean, isn't that something that we usually run through  
 16 a filter process?

17 MR. ROEHRICH: I think it --

18 MS. BEAVER: You know, like --

19 MR. ROEHRICH: -- depends on what they're asking.  
 20 Like I said, the most recent, when we got -- the person wrote in  
 21 and said, I'd like to contact Mr. Anderson, give him my number.  
 22 You can decide whether you want to do that or not. You can  
 23 reply and say, I don't give out my personal number. If you had  
 24 something, you know, related to the Board, use this venue --

25 MS. BEAVER: Uh-huh. Uh-huh.

1 MR. ROEHRICH: -- to request it. You know, other  
2 than that, no.

3 But you're right, sometimes the (inaudible) I  
4 live out on state route whatever, whatever, and the roads are  
5 rough and nobody is out here cleaning up the trash and those  
6 things like that. You go, what's the issue? Well, that should  
7 really be an ADOT response. You could even reply to them and  
8 say, thank you very much for that. It's an operational issue.  
9 ADOT has the primary responsibility for that. I have included  
10 on the bottom of this, me or Mary or whatever, so they can  
11 follow through and tell you exactly what's going on.

12 Once you know the specifics of what's requested,  
13 absolutely, Mrs. Beaver, a lot of those things can come back to  
14 us, because the Board does get questioned a lot of times as far  
15 as, hey, I'm having a problem. I can't get my permit or, you  
16 know, the road's a mess in front of my road. What do I got to  
17 do to get it repaired? And that doesn't necessarily require a  
18 Board response. We can do that.

19 MS. BEAVER: Well, I know some of the stuff that  
20 I have come in has to do with the NPOs, whether it's Yuma, up in  
21 Yavapai County or --

22 MR. ROEHRICH: WACOG.

23 MS. BEAVER: -- or Lake Havasu City, WACOG, those  
24 things where there might be communication going on that's not  
25 directly tied to ADOT, but it's sort -- it's indirectly tied to

1 ADOT.

2 MR. ROEHRICH: It's tied to your role as a  
3 Transportation Board member.

4 MS. BEAVER: Yes.

5 MR. ROEHRICH: Correct.

6 MS. BEAVER: And so that thing, should I now have  
7 it redirected where it's going through the ADOT system as  
8 opposed to myself communicating? I'll just use as an example,  
9 Gene Knight with the Lake Havasu NPO. Is that something that I  
10 can communicate directly with her on my e-mail and keep a  
11 special folder that's ADOT-related business?

12 MR. ROEHRICH: My initial response is yes, if you  
13 choose to do that. But if you wanted to clear it off of your  
14 personal folder, give her this new e-mail address, and she can  
15 send it to you at this e-mail address.

16 MR. LA RUE: You know, maybe Deanna, while  
17 they're -- what might be helpful for some of us is while they're  
18 gearing us up to go on that, as -- look at the e-mails that you  
19 get in over the next week or two, and if there's some that  
20 you're saying, how would I do this, I'd send them to staff and  
21 say, you know, what do you -- how do you suggest I, you know, do  
22 this in the future when we go live to give you a sense for how  
23 to, you know, how to gate keep that (inaudible).

24 MR. ROEHRICH: My understanding is -- Cyndi, is  
25 once that e-mail address is up, you can use this Envoy, but if

1 you give that e-mail address to (inaudible) or you give it to  
 2 somebody else, they can just e-mail you directly, and then you  
 3 can just take it through this server. So it doesn't have to,  
 4 again, get bogged down on your own personal server. Absolutely.

5           So you can have -- so if they're sending e-mail  
 6 now to your home e-mail address, you know, the agendas and all  
 7 the backup data because they've got presentations for their next  
 8 executive director's meeting, you can say, fine, send me all  
 9 that stuff, but I want -- give them this e-mail address, and  
 10 they'll send it to you there, and you just have to go on there  
 11 and check it and copy off or repair whatever you want, or you  
 12 can not. You can continue to have it come to your home.

13           Again, it was -- the intent is not -- we're not  
 14 making you change. I'm telling you this is available, and I  
 15 think (inaudible) the point is maybe the best thing to do is use  
 16 it under the circumstances when the general public wants to  
 17 contact us might be the best way. Right now, you've got  
 18 relationships over the years you've built with people. They use  
 19 a certain e-mail address in communication for you, especially  
 20 Cyndi -- or Mary and myself. Maybe we continue on with that.  
 21 Fine. We want it to work effectively for you.

22           MS. BEAVER: Well, I just have a question for  
 23 maybe legal. You know, like when you -- because we've been  
 24 using more our personal e-mail addresses for however many years,  
 25 and those if we -- we've kept, you know, saved the e-mails, you

1 know, that are ADOT related. At the time we leave service are  
 2 we supposed to actually turn those over to ADOT where they  
 3 actually have a file folder of them?

4           MS. KUNZMAN: Well, every -- anything that you're  
 5 sending or receiving related to Board business is considered a  
 6 public record.

7           MS. BEAVER: Uh-huh.

8           MS. KUNZMAN: So, I mean, I would say that, you  
 9 know, yes, because obviously that's related to the Board's  
 10 public information. And so if you are using your personal  
 11 e-mail as a form of communication of the Board's business, all  
 12 of that is really the Board's communication. So if you were to  
 13 leave, you would probably need to turn all -- all those e-mails  
 14 over.

15           The other alternative is if there was ever a  
 16 public records request that came in and it was for a period of  
 17 time when you were actively involved, then they would come to  
 18 you at that point and ask for that information.

19           MS. BEAVER: So if -- if I turned over, you know,  
 20 where I saved them, saved them, and basically turned over, say,  
 21 a memory stick to -- you know, that had all of my records from  
 22 my personal e-mail that has transpired from the beginning until  
 23 say the present --

24           MS. KUNZMAN: I mean, you could do that. I don't  
 25 know that it's necessary.

1 MS. BEAVER: Uh-huh.

2 MS. KUNZMAN: I mean, just you knowing, though,  
3 that if there's ever a request, and of course, it depends on the  
4 public record request, because a public records request could be  
5 for a very limited period of time and may not necessarily be the  
6 period of time where you were actively involved.

7 MS. BEAVER: Uh-huh.

8 MS. KUNZMAN: So I'm not so sure that it's really  
9 necessary to go through all that work. I think it's probably  
10 sufficient (inaudible) as a Board member to just know that if  
11 there's ever a public records request, a custodian of record at  
12 ADOT may come to you and say, we need these records relating to  
13 these issues.

14 MR. ROEHRICH: I can tell you in all the years,  
15 no Board member after leaving ever gave us a copy of anything.

16 MR. LA RUE: You know, but I like the question,  
17 because I was thinking, wow, I could -- the last day of service  
18 put it all on a memory stick and say, there you go, and then --

19 MR. ROEHRICH: Walk away, huh?

20 MR. LA RUE: I basically, you know, when that  
21 records request, if it comes in, say, I know nothing, I have  
22 nothing and, you know, see my buddy, Floyd. He's got --

23 MR. ROEHRICH: All the records are turned in to  
24 me.

25 THE WITNESS: Hillary told me to do it that way.

1 MR. LA RUE: That's right.

2 Well, good discussion. I think there's a lot  
3 more to come. I think it is like Board Member Hammond said,  
4 it's going to be a learning exercise once we go live.

5 MR. ROEHRICH: So once -- we will go back, meet  
6 Cyndi one more time. We'll get Michelle in on this and work  
7 something out. We'll put together another little tutorial on  
8 how this will work, and then we'll plan to look at kicking it  
9 off early September. You're right. We were talking September  
10 1st, but maybe after Labor Day.

11 MS. BECKLEY: You mean maybe more middle  
12 September then?

13 MR. ROEHRICH: Yeah. After Labor Day we'll get  
14 something.

15 And then from there, we'll start you on the  
16 process of just using it or we'll let it evolve as people get  
17 comfortable using it. But again, we're not trying to make it  
18 more difficult. We're trying to give you this as an avenue to  
19 make it easier to communicate, and maybe if it's used in a more  
20 specific case, the outside constituency, we'll keep  
21 communicating as we are today with everything else because it's  
22 working.

23 We want this to be effective. We're not trying  
24 to do something that becomes burdensome and less communicative.  
25 We want it to be more, more communicative and more easier to

1 use. So we'll let it work from there once it's up and running.

2 MR. LA RUE: Excellent. Any other discussion on  
3 this item?

4 (End of excerpt.)  
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***A motion to adjourn was made by Deanna Beaver and seconded by Joe La Rue. In a voice vote, the motion carries.***

**Meeting adjourned at 12:30 p.m. MST**

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Joseph E. La Rue, Vice Chairman  
State Transportation Board

---

John S. Halikowski, Director  
Arizona Department of Transportation

DRAFT

October 16, 2015

RES. NO. 2015-10-A-044  
PROJECT: 077 PM 069 H6159 01R / S 077-A-801  
HIGHWAY: TUCSON - ORACLE JCT - GLOBE  
SECTION: Miracle Mile Rd. - Prince Rd. (Oracle Road QuikTrip)  
ROUTE NO.: State Route 77  
ENG. DIST.: Tucson  
COUNTY: Pima  
PARCEL: 10-1933

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of State Route 77 within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated 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. From Sweet Grass, Montana to Nogales, Arizona, this route was recommended for inclusion in the supplemental designation of Interstate Routes by the Resolution dated July 10, 1945, shown on Page 157 of the Official Minutes; and thereafter realigned by the Resolution dated April 05, 1946, on Page 286. Rights of way for relocation and alteration were established by the Commission's Resolution dated December 13, 1948, on Page 91 of the Official Minutes; and by Transportation Board Resolution 74-4-A-5, dated August 09, 1974. The overlapping Route 80 was eliminated by Resolution 77-16-A-48, dated September 16, 1977. This segment was renumbered and redesignated as State Route 77 by Resolution 92-08-A-56 of August 21, 1992. Right of way for the above referenced project was established as a state route by Resolution 2003-05-A-022 of May 09, 2003; as a state route and state highway by Resolution 2003-07-A-042 of July 18, 2003; and additional right of way was established as a state highway by Resolution 2004-12-A-070, dated December 17, 2004.

October 16, 2015

RES. NO. 2015-10-A-044  
PROJECT: 077 PM 069 H6159 01R / S 077-A-801  
HIGHWAY: TUCSON - ORACLE JCT - GLOBE  
SECTION: Miracle Mile Rd. - Prince Rd. (Oracle Road QuikTrip)  
ROUTE NO.: State Route 77  
ENG. DIST.: Tucson  
COUNTY: Pima  
PARCEL: 10-1933

A donation of easement right of way is now being established encompassing recently completed roadway, bus stop, utility and maintenance facilities constructed under Permit by a local developer 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 for this improvement project.

The new easement right of way to be established and acquired as a state route and state highway including the recently completed developer improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the TUCSON - ORACLE JCT - GLOBE HIGHWAY, Miracle Mile Rd. - Prince Rd., Project 077 PM 069 H6159 01R / S 077-A-801".

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

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

October 16, 2015

RES. NO. 2015-10-A-044  
PROJECT: 077 PM 069 H6159 01R / S 077-A-801  
HIGHWAY: TUCSON - ORACLE JCT - GLOBE  
SECTION: Miracle Mile Rd. - Prince Rd. (Oracle Road QuikTrip)  
ROUTE NO.: State Route 77  
ENG. DIST.: Tucson  
COUNTY: Pima  
PARCEL: 10-1933

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 South 17th Avenue  
R/W Titles Section, MD 612E  
Phoenix, AZ 85007-3213

October 16, 2015

RES. NO. 2015-10-A-044  
PROJECT: 077 PM 069 H6159 01R / S 077-A-801  
HIGHWAY: TUCSON - ORACLE JCT - GLOBE  
SECTION: Miracle Mile Rd. - Prince Rd. (Oracle Road QuikTrip)  
ROUTE NO.: State Route 77  
ENG. DIST.: Tucson  
COUNTY: Pima  
PARCEL: 10-1933

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 16, 2015, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of State Route 77, as set forth in the above referenced project.

A donation of easement right of way is now being established encompassing recently completed roadway, bus stop, utility and maintenance facilities constructed under Permit by a local developer 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 for this improvement project.

The new easement right of way to be established and acquired as a state route and state highway including the recently completed developer improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the TUCSON - ORACLE JCT - GLOBE HIGHWAY, Miracle Mile Rd. - Prince Rd., Project 077 PM 069 H6159 01R / S 077-A-801".

October 16, 2015

RES. NO. 2015-10-A-044  
PROJECT: 077 PM 069 H6159 01R / S 077-A-801  
HIGHWAY: TUCSON - ORACLE JCT - GLOBE  
SECTION: Miracle Mile Rd. - Prince Rd. (Oracle Road QuikTrip)  
ROUTE NO.: State Route 77  
ENG. DIST.: Tucson  
COUNTY: Pima  
PARCEL: 10-1933

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, exchanges and 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; and

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

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

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

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

October 16, 2015

RES. NO. 2015-10-A-044  
PROJECT: 077 PM 069 H6159 01R / S 077-A-801  
HIGHWAY: TUCSON - ORACLE JCT - GLOBE  
SECTION: Miracle Mile Rd. - Prince Rd. (Oracle Road QuikTrip)  
ROUTE NO.: State Route 77  
ENG. DIST.: Tucson  
COUNTY: Pima  
PARCEL: 10-1933

RESOLVED that the Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges and 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

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.

October 16, 2015

RES. NO. 2015-10-A-044  
PROJECT: 077 PM 069 H6159 01R / S 077-A-801  
HIGHWAY: TUCSON - ORACLE JCT - GLOBE  
SECTION: Miracle Mile Rd. - Prince Rd. (Oracle Road QuikTrip)  
ROUTE NO.: State Route 77  
ENG. DIST.: Tucson  
COUNTY: Pima  
PARCEL: 10-1933

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 Arizona State Transportation Board, made in official session on October 16, 2015.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 16, 2015.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

October 16, 2015

2015-10-4-044  
 077 PM 08R HALES DR / S 077-A-801  
 TUCSON - ORACLE JCT - CROSS  
 Miracle Mile Rd - Prince Rd (Oracle Road Outstrip)  
 State Route 77  
 Tucson  
 Pima  
 10-1833

CERTIFICATION

I, JOHN S. HALLKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on October 16, 2015.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 16, 2015.

JOHN S. HALLKOWSKI, Director  
 Arizona Department of Transportation

APPROVED  
  
 Assistant Attorney General  
 Attorney for Department  
 of Transportation  
 Date 9/30/15



# APPENDIX "A"

## LEGAL DESCRIPTION PUBLIC PEDESTRIAN, SIDEWALK, BUS STOP, ELECTRIC / LIGHTING, UTILITY, ACCESS AND MAINTENANCE EASEMENT QUIKTRIP No. 1464

That part of the Southwest quarter of Section 25, Township 13 South, Range 13 East of the Gila and Salt River Meridian, Pima County, Arizona, as delineated on plans on file in the Office of the State Engineer, Intermodal Transportation Division, Arizona Department of Transportation, Phoenix Arizona, entitled Right-of-Way Plans of Tucson-Oracle Junction-Globe Highway, Project S 077-A-801, described as follows:

**COMMENCING** at an aluminum cap in hand-hole marking the Southwest corner of said Section 25 from which a brass cap flush, marking the West quarter corner of said Section 25, bears N 00°54'13" W, 2634.61 feet;

**THENCE** N 00°54'13" W, along the West line of the Southwest quarter of said Section 25, being the existing right-of-way center of Highway SR-77 (Oracle Road), 461.71 feet to station 96+71.21 per said right-of-way plans;

**THENCE** leaving the West line of the Southwest quarter of said Section 25, N 89°05'47" E, 75.00 feet to the existing Easterly right-of-way line of said SR-77 (Oracle Road) and the **POINT OF BEGINNING**;

**THENCE** leaving the Easterly right-of-way line of said SR-77, N 89°05'47" E, 7.00 feet;

**THENCE** S 00°54'13" E, along a line 7.00 feet East of and parallel with the existing Easterly right-of-way line of said SR-77, 328.42 feet;

**THENCE** S 89°05'47" W, a distance of 7.00 feet to the existing Easterly right-of-way line of said SR-77;

**THENCE** N 00°54'13" W, along the existing Easterly right-of-way line of said SR-77, 328.42 feet to the **POINT OF BEGINNING**.

Containing 2,299 square feet or 0.0528 acres of land, more or less.

Prepared by:  
THE WLB GROUP, INC.

Peter D. Cote, RLS 44121



EXPIRES 3-31-2018

# APPENDIX "A"

W 1/4 CORNER  
SEC 25  
T13S, R13E  
BC FLUSH

NAVAJO ROAD

P.O.T. 96+71.21

SR-77 (ORACLE ROAD)

SECTION LINE AND EXISTING R/W CENTERLINE

N00°54'13"W

461.71'

N89°05'47"E

75.00'

EXISTING ADOT R/W

328.42'

106-03-084A  
POINT OF BEGINNING

PUBLIC PEDESTRIAN,  
BUS STOP,  
ELECTRIC/LIGHTING,  
UTILITY, ACCESS  
& MAINTENANCE  
ESMT

106-03-079D

106-03-079E

106-03-087D

7.00'

P.O.T. 92+09.50

POINT OF COMMENCEMENT

SW CORNER  
SEC 25  
T13S, R13E  
ALUMINUM CAP  
IN HAND-HOLE

26 25

35 36

FT. LOWELL ROAD

APPENDIX "A" TO ACCOMPANY DESCRIPTION OF  
PUBLIC PEDESTRIAN, BUS STOP, ELECTRIC / LIGHTING,  
UTILITY, ACCESS & MAINTENANCE EASEMENT  
SECTION 25, T-13S, R-13E, G.S.R.M.,  
PIMA COUNTY, ARIZONA

SHEET 3 OF 3



1"=100'



October 16, 2015

RES. NO. 2015-10-A-045  
PROJECT: 089 YV 309 H7553 01R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Forest Boundary - Copper Basin Road  
ROUTE: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of State Route 89 within the above referenced project.

The existing alignment was previously established as a state route, designated U. S. Route 89 by Resolution of the Arizona State Highway Commission dated May 08, 1936, entered on Page 577 of its Official Minutes; and the Resolution dated May 20, 1936, shown on Page 625 of the Official Minutes, established said route as a state highway. Thereafter, Arizona State Transportation Board Resolution 92-08-A-056, dated August 21, 1992, redesignated this segment of U. S. Route 89 as State Route 89. Resolution 2010-09-A-066, dated September 16, 2010, established as a state route, additional right of way for the above referenced project; and most recently, Resolution 2012-10-A-042, dated October 19, 2012, established the route as a state highway.

New right of way is now needed to accommodate design changes 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 for this improvement project.

October 16, 2015

RES. NO. 2015-10-A-045  
PROJECT: 089 YV 309 H7553 01R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Forest Boundary - Copper Basin Road  
ROUTE: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

The new right of way to be established and acquired as a state route and state highway for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PRESCOTT HIGHWAY, Forest Boundary - Copper Basin Road, Project 089 YV 309 H7553 01R", lying between the engineering stations as depicted in Appendix "A" attached hereto.

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

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

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.

October 16, 2015

RES. NO. 2015-10-A-045  
PROJECT: 089 YV 309 H7553 01R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Forest Boundary - Copper Basin Road  
ROUTE: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 South 17th Avenue  
R/W Titles Section, MD 612E  
Phoenix, AZ 85007-3213

October 16, 2015

RES. NO. 2015-10-A-045  
PROJECT: 089 YV 309 H7553 01R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Forest Boundary - Copper Basin Road  
ROUTE: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 16, 2015, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of State Route 89, as set forth in the above referenced project.

New right of way is now needed to accommodate design changes 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 for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PRESCOTT HIGHWAY, Forest Boundary - Copper Basin Road, Project 089 YV 309 H7553 01R", lying between the engineering stations as depicted in Appendix "A" attached hereto.

October 16, 2015

RES. NO. 2015-10-A-045  
PROJECT: 089 YV 309 H7553 01R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Forest Boundary - Copper Basin Road  
ROUTE: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

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, exchanges and 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; and

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

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

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

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

October 16, 2015

RES. NO. 2015-10-A-045  
PROJECT: 089 YV 309 H7553 01R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Forest Boundary - Copper Basin Road  
ROUTE: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

RESOLVED that the Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges and 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

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

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

October 16, 2015

RES. NO. 2015-10-A-045  
PROJECT: 089 YV 309 H7553 01R  
HIGHWAY: WICKENBURG - PRESCOTT  
SECTION: Forest Boundary - Copper Basin Road  
ROUTE: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on October 16, 2015.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 16, 2015.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

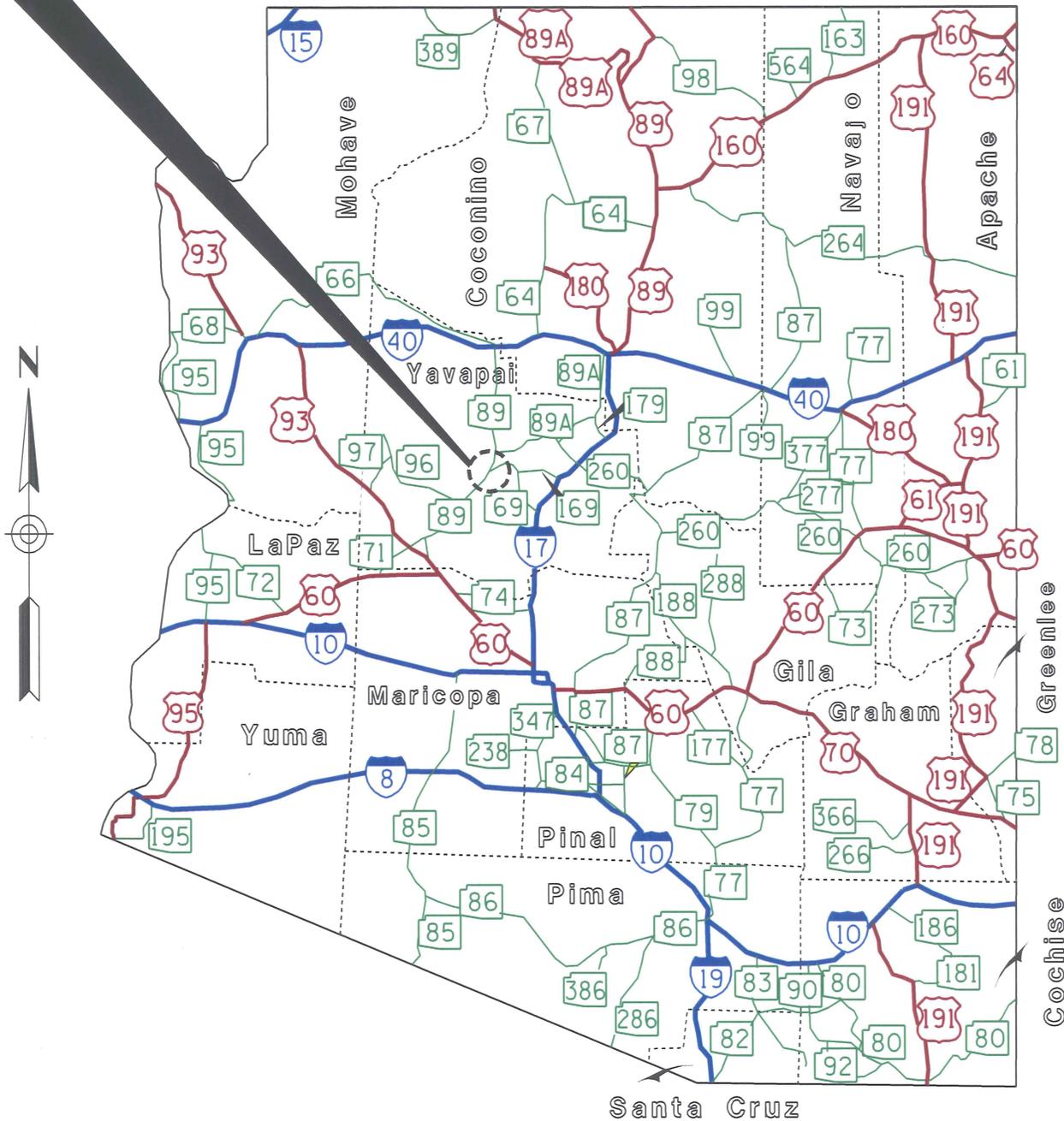
APPROVED

Ron J. Aschenbach

Assistant Attorney General  
Attorney for Department  
of Transportation

Date 9/29/15

AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

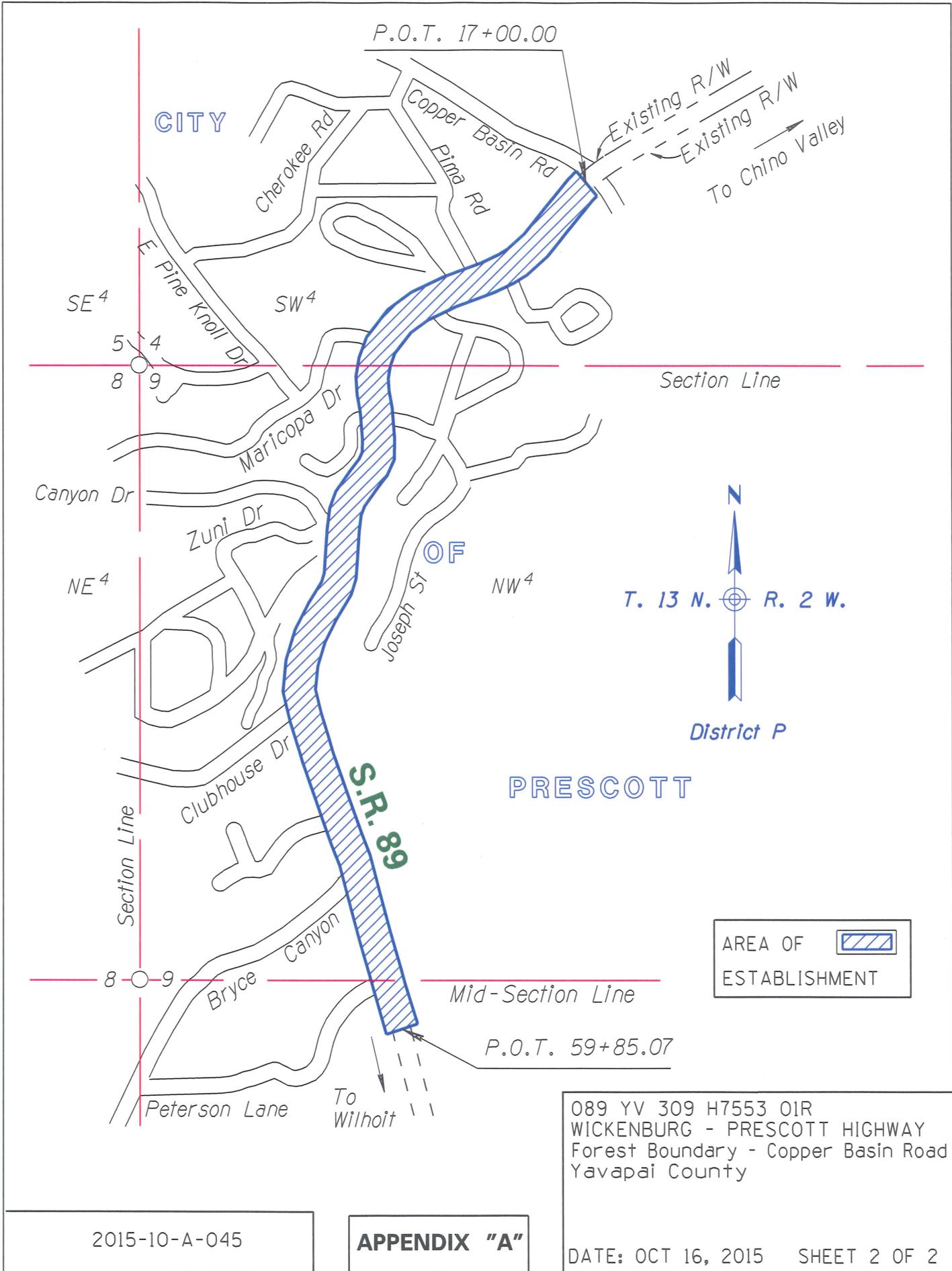


089 YV 309 H7553 01R  
WICKENBURG - PRESCOTT HIGHWAY  
Forest Boundary - Copper Basin Road  
Yavapai County

2015-10-A-045

**APPENDIX "A"**

DATE: OCT 16, 2015 SHEET 1 OF 2



2015-10-A-045

**APPENDIX "A"**

089 YV 309 H7553 01R  
 WICKENBURG - PRESCOTT HIGHWAY  
 Forest Boundary - Copper Basin Road  
 Yavapai County

DATE: OCT 16, 2015 SHEET 2 OF 2

October 16, 2015

RES. NO. 2015-10-A-046  
PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
HIGHWAY: SANTAN FREEWAY  
SECTION: 40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
DISPOSAL: D-M-463

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the disposal of a portion of a highway easement for right of way originally acquired for use within the above referenced project.

This portion of State Route 202 Loop was previously adopted and approved as the State Route Plan of the Southeast Loop Freeway, and was established as State Route 220 by Arizona State Transportation Board Resolution 85-04-A-34, dated April 26, 1985. Thereafter, this portion of State Route 220 was renumbered and redesignated as State Route 101 Loop by Resolution 87-11-A-105, dated December 18, 1987. Resolution 89-01-A-06, dated January 16, 1989, adopted and approved a refined corridor as part of the State Route Plan for the location of a future access controlled state highway, and designated it as State Route 202 Loop, which was thereafter officially redesignated and renumbered as such in Resolution 91-07-A-56, dated July 19, 1991. This right of way was established as a state route and state highway by Resolution 2000-05-A-047, dated May 19, 2000.

October 16, 2015

RES. NO. 2015-10-A-046  
PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
HIGHWAY: SANTAN FREEWAY  
SECTION: 40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
DISPOSAL: D-M-463

Said portion of highway easement right of way, lying within the Gila River Indian Community, is no longer required in the State Transportation System, nor will it necessarily be used for public highway purposes. The Gila River Indian Community desires full unimpeded use and jurisdiction of the area. Accordingly, I recommend that said highway easement right of way be removed from the State Transportation System, and be extinguished and relinquished to the Gila River Indian Community, according to law, and pursuant to the provisions of that certain Gila River Indian Community Council Resolution GR-03-03, dated January 15, 2003.

The portion of highway easement right of way to be removed from the State Transportation System was acquired from the United States of America, acting by and through the Pima Agency of the Bureau of Indian Affairs, Department of the Interior, Sacaton, Arizona, by that certain Grant of Easement for Right of Way, dated April 21, 2003, recorded January 08, 2004, in Document No. 2004-0021057, 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: "Right of Way Plans of the SANTAN FREEWAY, 40th Street - 56th Street (I-10 T.I.), Project 202L MA 000 H4608 01R / RAM 600-6-702", and is depicted in Appendix "A" attached hereto.

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 depicted in Appendix "A".

October 16, 2015

RES. NO. 2015-10-A-046  
PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
HIGHWAY: SANTAN FREEWAY  
SECTION: 40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
DISPOSAL: D-M-463

Pursuant to Arizona Revised Statutes Sections 28-7046, 28-7213 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

October 16, 2015

RES. NO. 2015-10-A-046  
PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
HIGHWAY: SANTAN FREEWAY  
SECTION: 40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
DISPOSAL: D-M-463

RESOLUTION OF RELINQUISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 16, 2015, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Sections 28-7046 and 28-7214, recommending disposal of a portion of a highway easement right of way from the State Transportation System by the extinguishment and relinquishment thereof.

The portion of highway easement right of way to be removed from the State Transportation System was acquired from the United States of America, acting by and through the Pima Agency of the Bureau of Indian Affairs, Department of the Interior, Sacaton, Arizona, by that certain Grant of Easement for Right of Way, dated April 21, 2003, recorded January 08, 2004, in Document No. 2004-0021057, 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: "Right of Way Plans of the SANTAN FREEWAY, 40th Street - 56th Street (I-10 T.I.), Project 202L MA 000 H4608 01R / RAM 600-6-702", and is depicted in Appendix "A" attached hereto.

WHEREAS said portion of highway easement right of way is no longer needed for State transportation purposes, nor will it necessarily be used for public highway purposes; and

October 16, 2015

RES. NO. 2015-10-A-046  
PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
HIGHWAY: SANTAN FREEWAY  
SECTION: 40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
DISPOSAL: D-M-463

WHEREAS the Gila River Indian Community desires full unimpeded use and jurisdiction of the area, pursuant to the provisions of that certain Community Council Resolution GR-03-03, dated January 15, 2003; and

WHEREAS a remaining portion of highway easement 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 easement right of way be removed from the State Transportation System, extinguished and relinquished to the Gila River Indian Community; 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 highway easement right of way, lying within the Gila River Indian Community, no longer needed for State transportation purposes, is removed from the State Transportation System by extinguishment and relinquishment to the United States of America, acting by and through the Pima Agency of the Bureau of Indian Affairs, Department of the Interior, Sacaton, Arizona; be it further

RESOLVED that the extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

October 16, 2015

RES. NO. 2015-10-A-046  
PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
HIGHWAY: SANTAN FREEWAY  
SECTION: 40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
DISPOSAL: D-M-463

RESOLVED that the remaining portion of the highway easement right of way not being disposed herein shall remain in the State Transportation System for use as such.

October 16, 2015

RES. NO. 2015-10-A-046  
PROJECT: 202L MA 000 H4608 01R / RAM 600-6-702  
HIGHWAY: SANTAN FREEWAY  
SECTION: 40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa  
DISPOSAL: D-M-463

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 Arizona State Transportation Board, made in official session on October 16, 2015.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 16, 2015.

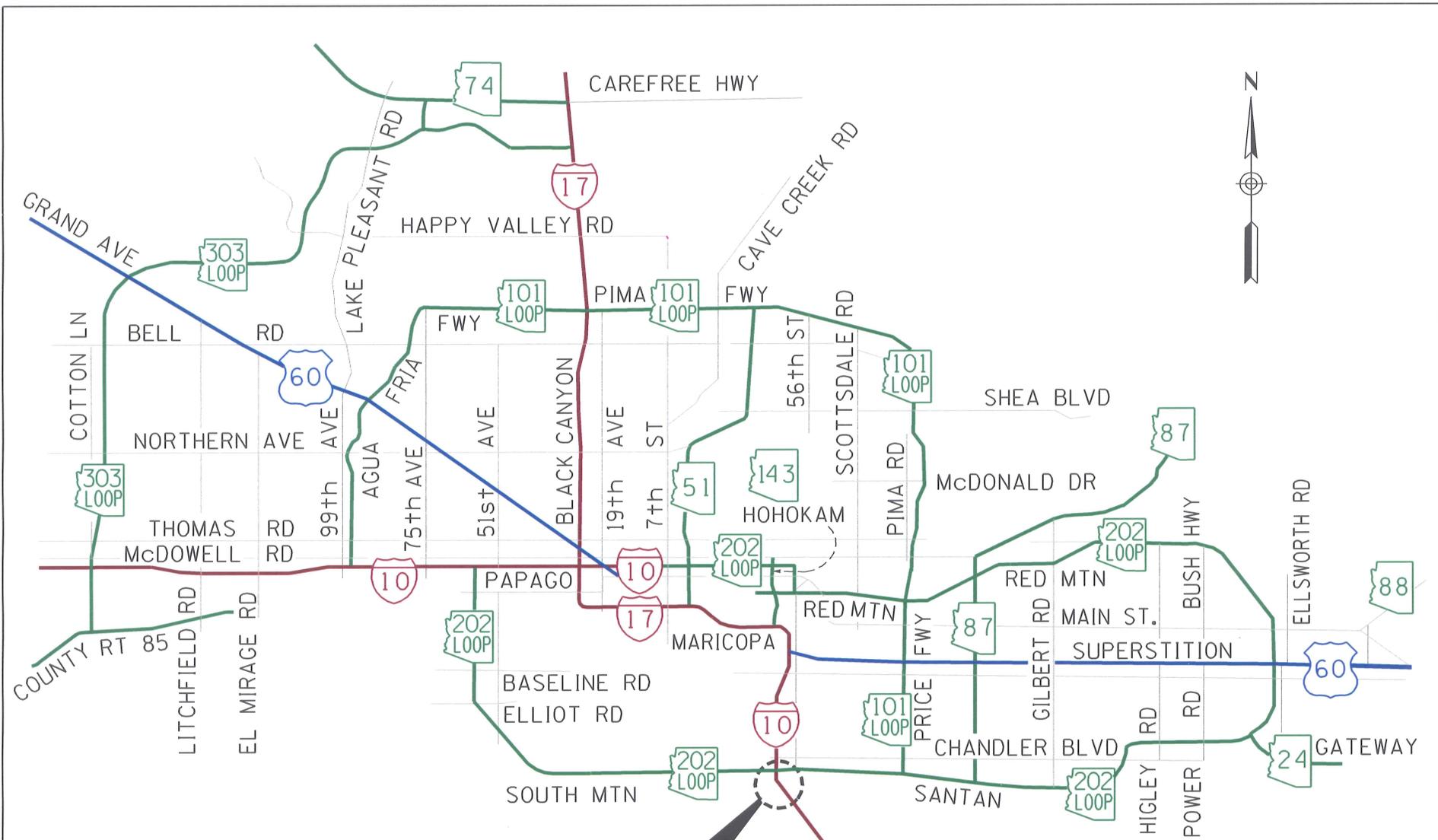
JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APPROVED

*Ron J. Aschenbach*

Assistant Attorney General  
Attorney for Department  
of Transportation

Date 9/29/15



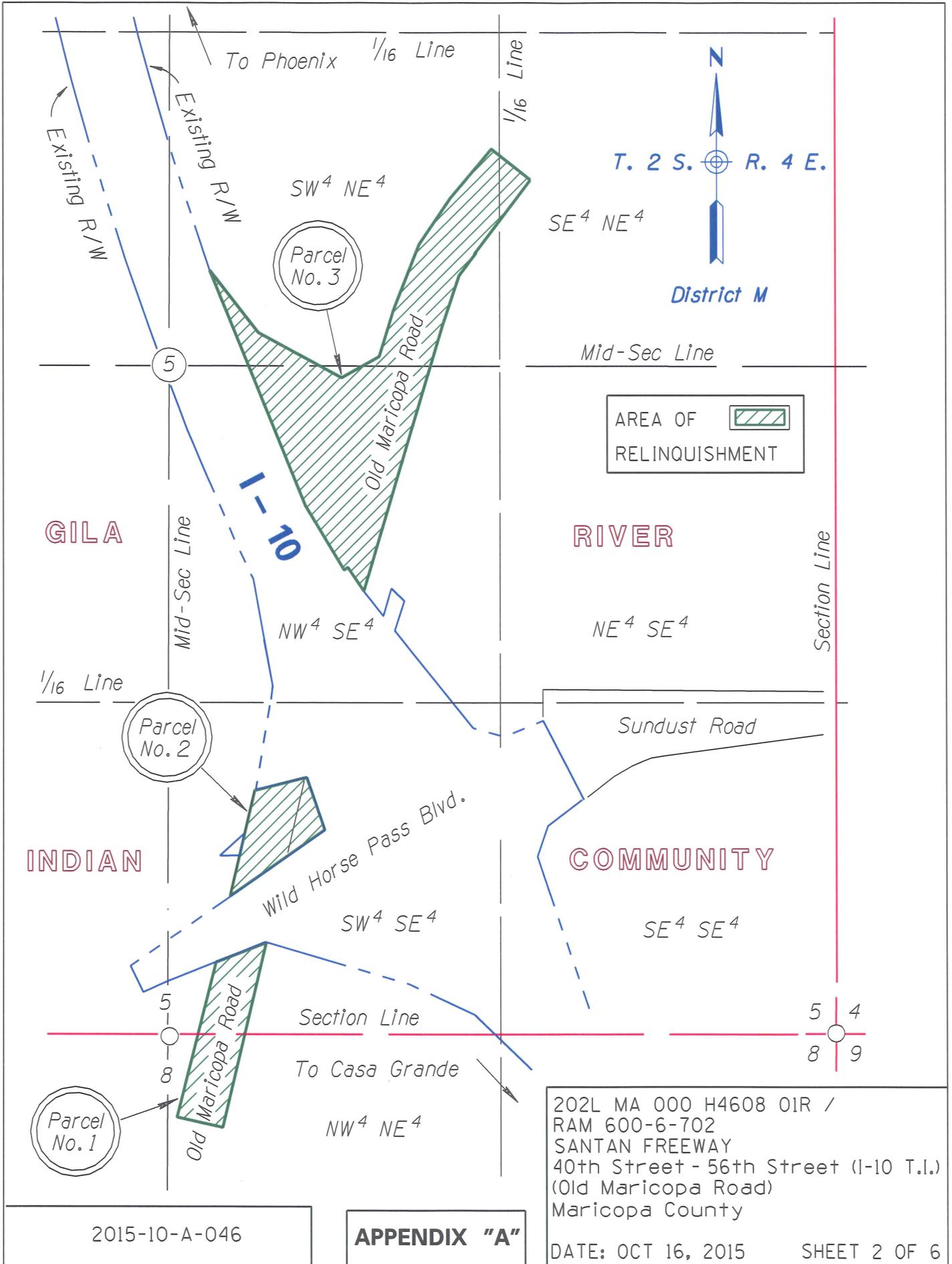
AREA OF RELINQUISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

202L MA 000 H4608 01R /  
RAM 600-6-702  
SANTAN FREEWAY  
40th Street - 56th Street (I-10 T.I.)  
(Old Maricopa Road)  
Maricopa County

2015-10-A-046

**APPENDIX "A"**

DATE: OCT 16, 2015 SHEET 1 OF 6



## DESCRIPTION OF AREAS RELINQUISHED

### PARCEL NO. 1:

That portion of the Southwest quarter of the Southeast quarter (SW¼SE¼) of Section 5, and the Northwest quarter of the Northeast quarter (NW¼NE¼) of Section 8, Township 2 South, Range 4 East, Gila and Salt River Meridian, Maricopa County, Arizona, described as follows:

Commencing at a ½ inch rebar marking the South quarter corner of Section 5, from which a brass cap in a hand hole marking the Southeast corner of said Section 5 bears North 89°56'49" East 2643.11 feet;

thence along the North – South mid-section line of said Section 5, North 00°02'25" West 300.58 feet to the construction centerline of Maricopa Road;

thence along said construction centerline, South 62°48'24" West 132.17 feet;

thence leaving said construction centerline, South 27°11'36" East 55.00 feet;

thence North 68°55'14" East 266.02 feet to the POINT OF BEGINNING on the existing West right of way line of said Maricopa Road;

thence continuing North 68°55'14" East 249.27 feet to the existing East right of way line of said Maricopa Road;

thence along said existing East right of way line, South 15°33'58" West 700.00 feet;

thence North 74°26'02" West 200.00 feet to said existing West right of way line of Maricopa Road;

thence along said existing West right of way line, North 15°33'58" East 551.22 feet to the POINT OF BEGINNING.

125,122 square feet, more or less.

(continued)

## **APPENDIX "A"**

### **SHEET 3 OF 6**

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<b>PROJECT:</b> RAM 600-6-702	<b>SECTION:</b> 40 <sup>th</sup> Street – 56 <sup>th</sup> Street (I-10 TI)	<b>PARCEL:</b> 7-08124
202L MA 000 H4608 01R		CR 10/3/2002

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PARCEL NO. 2:

That portion of the Southwest quarter of the Southeast quarter (SW¼SE¼) of Section 5, Township 2 South, Range 4 East, Gila and Salt River Meridian, Maricopa County, Arizona, described as follows:

Commencing at a ½ inch rebar marking the South quarter corner of Section 5, from which a brass cap in a hand hole marking the Southeast corner of said Section 5 bears North 89°56'49" East 2643.11 feet;

thence along the North – South mid-section line of said Section 5, North 00°02'25" West 300.58 feet to the construction centerline of Maricopa Road;

thence along said construction centerline, South 62°48'24" West 132.17 feet;

thence leaving said construction centerline, North 27°11'36" West 55.00 feet;

thence North 55°10'03" East 452.00 feet to the POINT OF BEGINNING on the existing West right of way line of Maricopa Road;

thence along said existing West right of way line, North 15°33'58" East 445.69 feet;

thence North 76°05'48" East 206.10 feet;

thence South 19°11'43" East 218.56 feet;

thence South 55°10'03" West 266.00 feet to a point hereinafter referred to as Point "A";

thence continuing South 55°10'03" West 210.99 feet to the POINT OF BEGINNING.

90,182 square feet, more or less.

There shall be no right or easement of access to, from or between the parcel of land described above and Interstate 10 (PHOENIX – CASA GRANDE HIGHWAY); providing however, that access shall be permitted to Maricopa Road West of Point "A" described above.

(continued)

**APPENDIX "A"**  
**SHEET 4 OF 6**

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<b>PROJECT:</b> RAM 600-6-702	<b>SECTION:</b> 40 <sup>th</sup> Street – 56 <sup>th</sup> Street (I-10 TI)	<b>PARCEL:</b> 7-08124
202L MA 000 H4608 01R	Relinquishment	CR 10/7/2002

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PARCEL NO. 3:

That portion of the Southwest quarter of the Northeast quarter (SW¼NE¼) and the Northwest quarter of the Southeast quarter (NW¼SE¼) of Section 5, Township 2 South, Range 4 East, Gila and Salt River Meridian, Maricopa County, Arizona, described as follows:

Commencing at a brass cap in hand hole marking the Southeast corner of said Section 5, from which a brass cap marking the South 1/16 corner on the East line of said Section 5 bears North 00°02'41" West 1320.97 feet;

thence along the East line of said Section 5, North 00°02'41" West 1304.25 feet to the construction centerline of Maricopa Road;

thence along said construction centerline, South 86°10'04" West 50.43 feet;

thence leaving said construction centerline, North 03°49'56" West 70.22 feet;

thence South 89°58'14" West 1111.94 feet;

thence South 00°00'00" West 120.36 feet;

thence South 66°56'21" West 163.38 feet;

thence North 76°03'59" West 124.64 feet;

thence North 39°04'17" West 686.51 feet to the POINT OF BEGINNING on the existing easterly right of way line of Maricopa Road;

thence North 34°44'09" West 115.73 feet

thence South 58°18'49" West 15.00 feet;

thence North 31°41'09" West 301.24 feet;

thence North 22°22'52" West 997.53 feet to the existing westerly right of way line of Maricopa Road;

(continued)

**APPENDIX "A"**  
**SHEET 5 OF 6**

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<b>PROJECT:</b> RAM 600-6-702	<b>SECTION:</b> 40 <sup>th</sup> Street – 56 <sup>th</sup> Street (I-10 TI)	<b>PARCEL:</b> 7-08124
202L MA 000 H4608 01R	Relinquishment	CR 10/9/2002

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thence along said westerly right of way line, South 38°46'02" East 311.25 feet;

thence continuing along said westerly right of way line, South 62°17'32" East 367.03 feet;

thence continuing along said westerly right of way line, North 61°41'27" East 169.48 feet;

thence continuing along said westerly right of way line, North 15°33'58" East 387.07 feet;

thence continuing along said westerly right of way line, along a curve to the Right, having a radius of 1100.34 feet, a length of 431.92 feet;

thence continuing along said westerly right of way line, North 38°03'24" East 283.12 feet to the existing northeasterly right of way line of said Maricopa Road;

thence along said existing northeasterly right of way line, South 51°56'36" East 200.00 feet to the existing easterly right of way line of said Maricopa Road;

thence along said existing easterly right of way line, South 38°03'24" West 283.12 feet;

thence continuing along said existing easterly right of way line, along a curve to the Left, having a radius of 900.34 feet, a length of 353.41 feet;

thence continuing along said existing easterly right of way line, South 15°33'58" West 1299.87 feet to the POINT OF BEGINNING.

596,480 square feet, more or less.

There shall be no right or easement of access to, from or between the parcel of land described above and Interstate 10 (PHOENIX – CASA GRANDE HIGHWAY).

## **APPENDIX "A"**

### **SHEET 6 OF 6**

<b>PROJECT:</b> RAM 600-6-702 202L MA 000 H4608 01R	<b>SECTION:</b> 40 <sup>th</sup> Street – 56 <sup>th</sup> Street (I-10 TI) Relinquishment	<b>PARCEL:</b> 7-08124 CR 10/9/2002
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**PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)****Project Modifications** – \*Items 7a through 7c**New Projects** – \*Items 7d through 7i**Airport Projects** – \*Items 7j through 7n

*ITEM 7a.	COUNTY: Statewide	Page 141
	DISTRICT: Statewide	
	SCHEDULE: FY 2016	
	SECTION: US Fish and Wildlife Service Liaison	
	TYPE OF WORK: Section 7 Review and Programmatic Agreements	
	PROGRAM AMOUNT: \$ 105,000	
	PROJECT MANAGER: Ruth Greenspan	
	PROJECT: M517801X, ADOT TIP 5710	
	JPA: 15-05151 with the US Fish and Wildlife Service	
	REQUESTED ACTION: Increase the liaison position by \$36,000 to \$141,000 in the Highway Construction Program. <b>Funds are available from the FY 2016 Federal Agency Support Fund #76516.</b>	
	<b>NEW PROGRAM AMOUNT:</b>	<b>\$ 141,000</b>

\*ITEM 7b.

ROUTE NO: US 191 @ MP 436.0

Page 143

COUNTY: Apache

DISTRICT: Holbrook

SCHEDULE: FY 2016

SECTION: MP 436 - Chinle

TYPE OF WORK: Design Pavement Preservation

ADVERTISEMENT DATE: January 4, 2016

PROGRAM AMOUNT: \$ 320,000

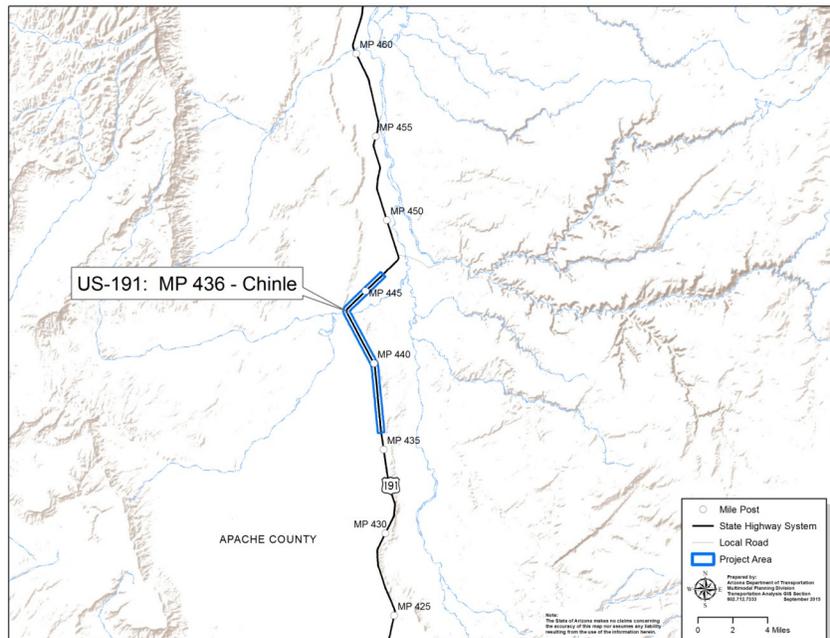
PROJECT MANAGER: Erica Eggen

PROJECT: H867601D, Item # 28514, ADOT TIP 3443

REQUESTED ACTION: Increase the design project by \$123,000 to \$443,000 in the Highway Construction Program. **Funds are available from the FY 2016 Construction Preparation: Technical Engineering Group Fund #70016.**

**NEW PROGRAM AMOUNT:**

\$ 443,000



\*ITEM 7c.

Page 145

ROUTE NO: US 60 @ MP 145.0

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2016

SECTION: Greenway Rd – Thompson Ranch TI (Thunderbird Rd)  
Frontage Road

TYPE OF WORK: Design Frontage Road Improvements

PROGRAM AMOUNT: \$ 166,000

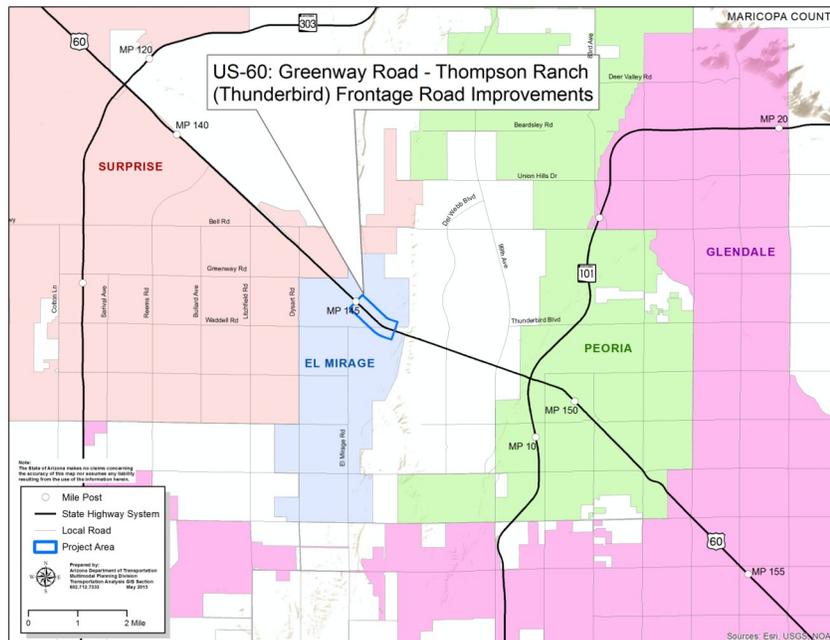
PROJECT MANAGER: Mohammad Zaid

PROJECT: H887401D, ADOT TIP 6334

REQUESTED ACTION: Increase the design project by \$554,000 to \$720,000 in the Highway Construction Program. **Funds are available from the FY 2016 MAG Regionwide Design Change Orders Fund #42616.** Funding source is identified in the MAG TIP as 16-413.

**NEW PROGRAM AMOUNT:**

**\$ 720,000**



**NEW PROJECTS**

\*ITEM 7d.

COUNTY: Maricopa  
 DISTRICT: Phoenix Construction  
 SCHEDULE: New Project Request  
 SECTION: MAG Region FMS Preservation - FY 2016  
 TYPE OF WORK: FMS - Equipment Purchase  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Lydia Warnick  
 PROJECT: F000501X, Item # ADOT TIP 7447  
 REQUESTED ACTION: Establish new project for \$400,000 in the Program. **Funds are available from the FY 2016 MAG Region-wide FMS Preservation Fund #43116.** Funding source is identified in the MAG TIP as DOT 16-404.

Page 147

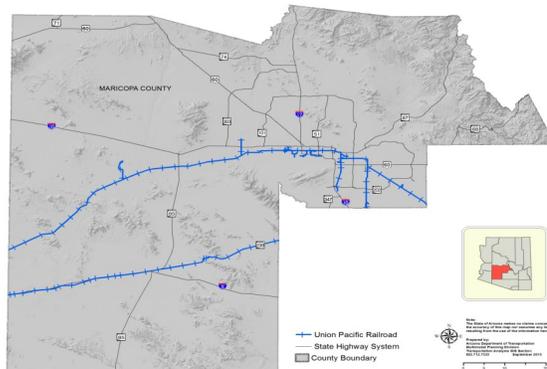
**NEW PROGRAM AMOUNT:** \$ 400,000

\*ITEM 7e.

COUNTY: Maricopa  
 DISTRICT: Phoenix Construction  
 SCHEDULE: New Project Request  
 SECTION: Various UPRR (Union Pacific Railroad) Crossings Throughout Maricopa County  
 TYPE OF WORK: Design LED Railroad Signals  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Jason Pike  
 PROJECT: T001501D, ADOT TIP 7380  
 REQUESTED ACTION: Establish the new design project for \$30,000 in the Program. **Funds are available from the FY 2016 Railway Highway Crossing Fund #72616.** Contingent upon MAG Regional Council approval on October 28, 2015.

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**NEW PROGRAM AMOUNT:** \$ 30,000



\*ITEM 7f.

ROUTE NO: SR 24 @ MP 1.00

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COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: New Project Request

SECTION: Ellsworth Rd - Ironwood Rd Interim Phase II

TYPE OF WORK: DCR and Environmental Study

PROGRAM AMOUNT: New Subphase

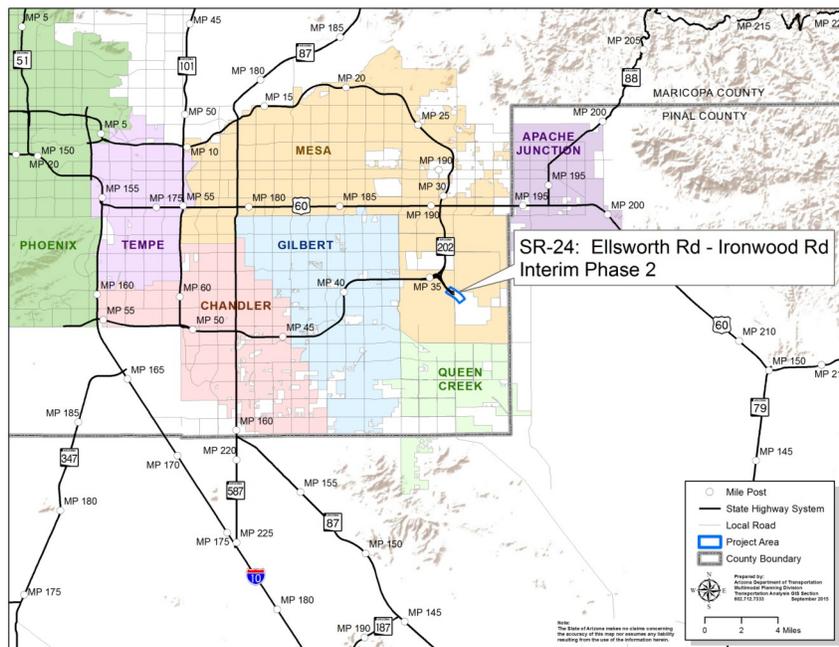
PROJECT MANAGER: Ronald McCally

PROJECT: H891502L, ADOT TIP 6516

REQUESTED ACTION: Establish the budget for the new subphase in the amount of \$120,000 in the Highway Construction Program. **Funds are available from the FY 2016 Construction Preparation: Technical Engineering Group Fund #70016.**

NEW PROGRAM AMOUNT:

\$ 120,000



\*ITEM 7g.

COUNTY: Maricopa

Page 153

DISTRICT: Phoenix Construction

SCHEDULE: New Project Request

SECTION: Grand Canal; Loop 101 - New River, Glendale

TYPE OF WORK: Construct Multi-Use Pathway

ADVERTISEMENT DATE: December 4, 2015

PROGRAM AMOUNT: New Project Request

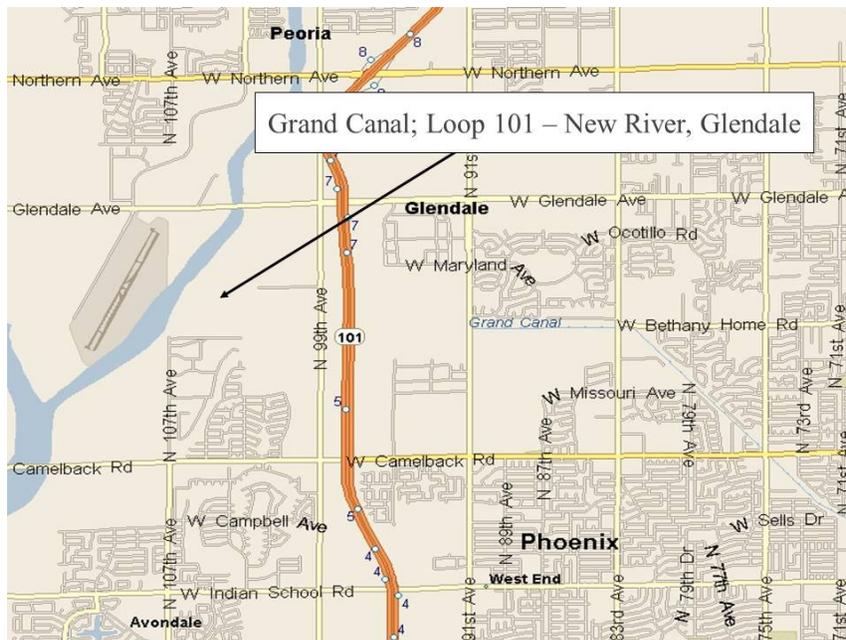
PROJECT MANAGER: Phil Jeselnik

PROJECT: SL61901C, ADOT TIP 4460

JPA: 10-034-I with the City of Glendale

REQUESTED ACTION: Establish the new enhancement project for \$843,000 in the Highway Construction Program. **Funds are available from the following sources listed below.** TERC approved this project during Round 14, 2006. Identified in the MAG TIP as GLN 08-802.

FY 2016 Transportation Alternatives Fund #71616	\$ 633,000
Local Fund Match from the City of Glendale	\$ 38,000
Local Funds from the City of Glendale	\$ 172,000
<b>NEW PROGRAM AMOUNT:</b>	<b>\$ 843,000</b>



\*ITEM 7h.

COUNTY: Maricopa

Page 155

DISTRICT: Phoenix Construction

SCHEDULE: New Project Request

SECTION: 75th Ave and Cactus Rd, City of Peoria

TYPE OF WORK: Utility Relocation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Robert Knighten

PROJECT: SH53501U, ADOT TIP 4568

JPA: 12-003 with the City of Peoria

REQUESTED ACTION: Establish the budget for the utility subphase for \$1,080,000 in the Highway Construction Program. **Funds are available from the following sources listed below.** Identified in the MAG TIP as PEO 15-104C.

FY 2016 Modernization of Projects Fund #70116

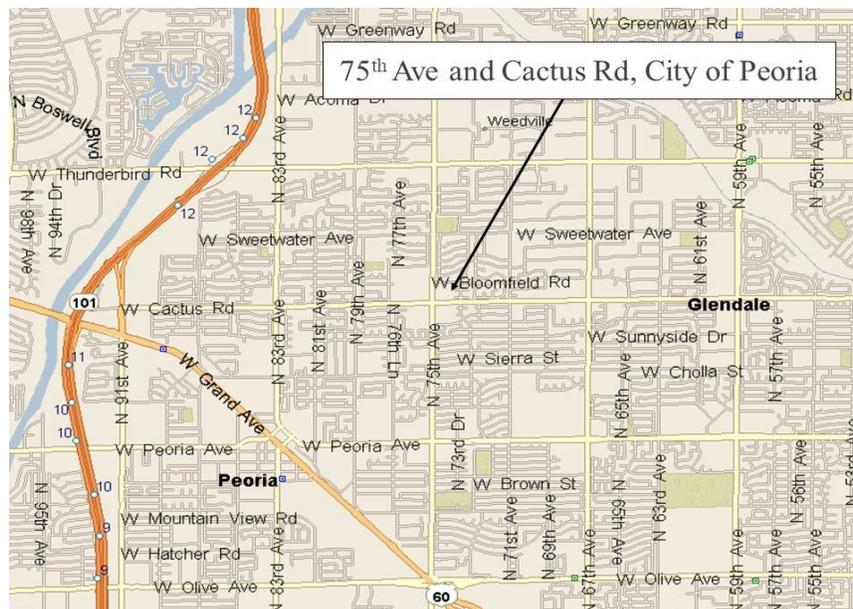
\$ 845,000

Local Fund from the City of Peoria

\$ 235,000

**NEW PROGRAM AMOUNT:**

**\$ 1,080,000**



\*ITEM 7i.

COUNTY: Maricopa

Page 157

DISTRICT: Phoenix Construction

SCHEDULE: New Project Request

SECTION: 75th Ave and Peoria Ave Intersection, City of Peoria

TYPE OF WORK: Utility Relocation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Robert Knighten

PROJECT: SH54601U, ADOT TIP 4573

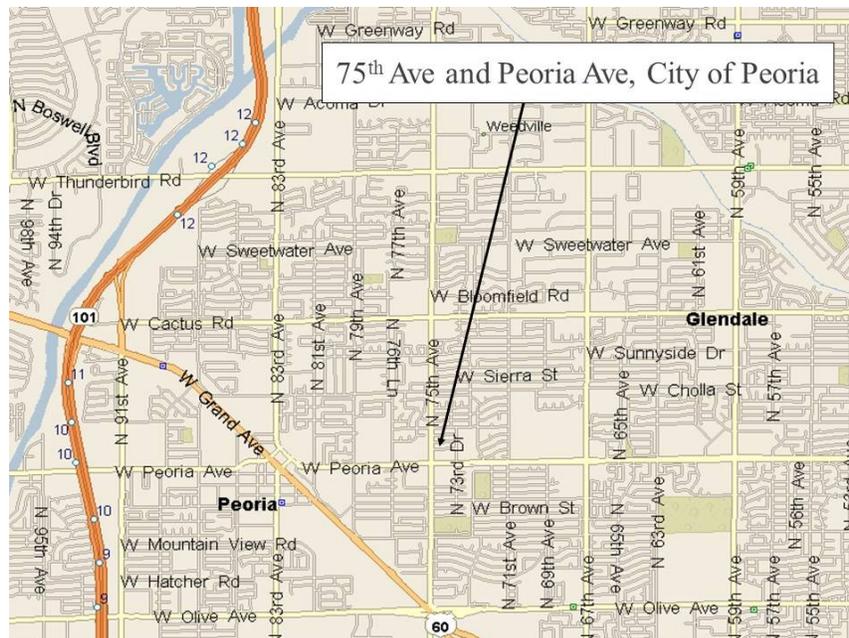
JPA: 12-004 with the City of Peoria

REQUESTED ACTION: Establish the budget for the utility subphase for \$1,820,000 in the Highway Construction Program. **Funds are available from the following sources listed below.** Identified in the MAG TIP as PEO 15-105C1.

FY 2016 Modernization of Projects Fund #70116 \$ 1,056,000

Local Fund from the City of Peoria \$ 764,000

**NEW PROGRAM AMOUNT:** \$ 1,820,000



**AIRPORT PROJECTS**

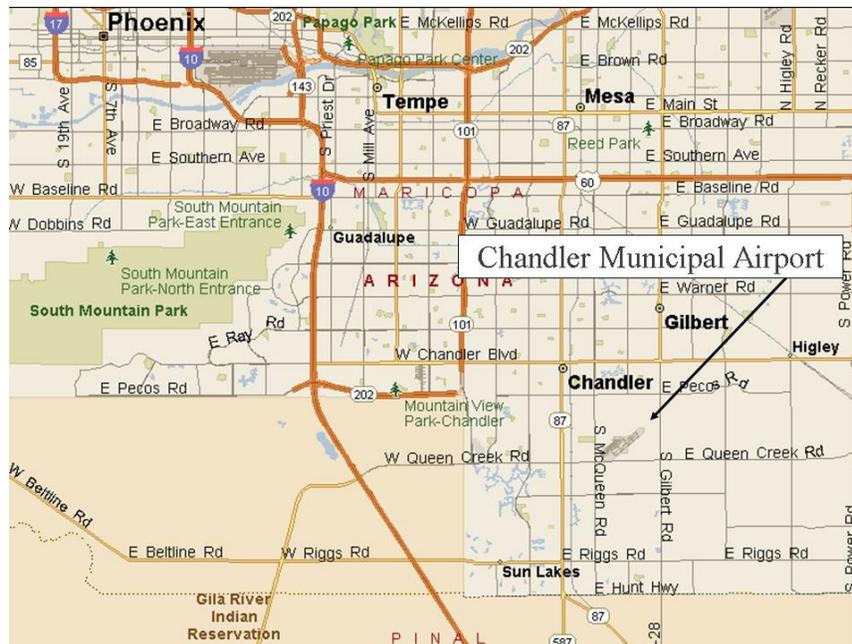
*ITEM 7j.	AIRPORT NAME: SPONSOR: AIRPORT CATEGORY: SCHEDULE: PROJECT #: PROGRAM AMOUNT: PROJECT MANAGER: PROJECT DESCRIPTION: REQUESTED ACTION: FUNDING SOURCES:	Page Municipal City of Page Commercial Service FY 2016 – 2020 E6F2N New Project Jennifer Grunest Construct Taxiway, Rehabilitate Runway Lighting, Re- habilitate Taxiway Lighting, Install Airfield Guidance Recommend STB approval. FAA Sponsor State	Page 159            \$918,555 \$24,172.53 \$24,172.52 <b>Total Program</b> \$966,900.05
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*ITEM 7k.	<p><b>AIRPORT NAME:</b> Grand Canyon National Park</p> <p><b>SPONSOR:</b> ADOT ASD</p> <p><b>AIRPORT CATEGORY:</b> Commercial Service</p> <p><b>SCHEDULE:</b> FY 2016 – 2020</p> <p><b>PROJECT #:</b> E6G2M</p> <p><b>PROGRAM AMOUNT:</b> New Project</p> <p><b>PROJECT MANAGER:</b> Scott Driver</p> <p><b>PROJECT DESCRIPTION:</b> Pave Taxiway P shoulders, Rehabilitate Runway 3/21 MIRLS, Rehabilitate MITLs for Taxiway P and Connectors, Rehabilitate Apron lighting</p> <p><b>REQUESTED ACTION:</b> Recommend STB approval.</p> <p><b>FUNDING SOURCES:</b></p>	<p>Page 160</p> <p><b>FAA</b> \$6,468,000</p> <p><b>Sponsor</b> \$0</p> <p><b>State</b> \$635,009</p> <p><b>Total Program</b> \$7,103,009</p>
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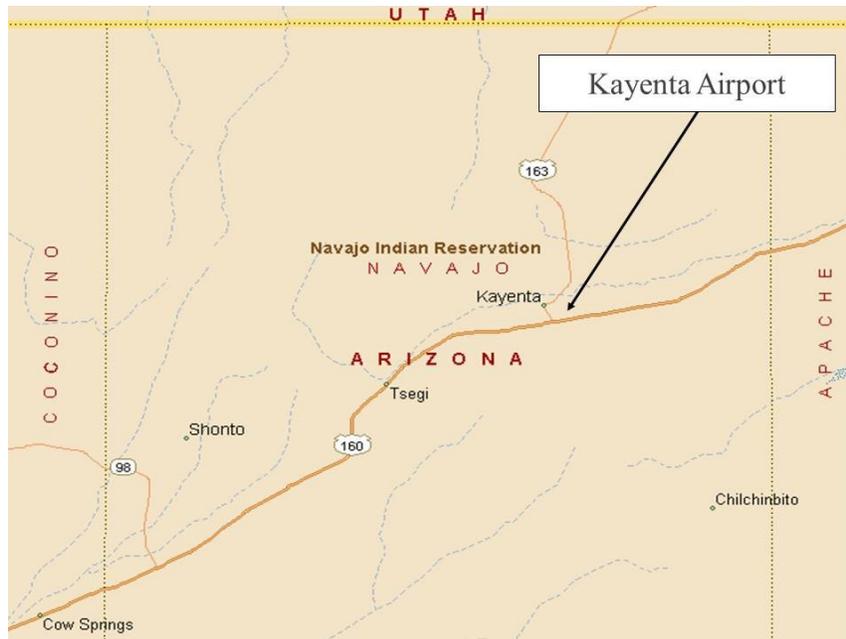
*ITEM 71.	AIRPORT NAME:	Chandler Municipal	Page 161
	SPONSOR:	City of Chandler	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2016 – 2020	
	PROJECT #:	E6F2O	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Improve Airport Drainage	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	<b>FAA</b>	\$1,262,432
		<b>Sponsor</b>	\$61,971
		<b>State</b>	\$61,971
		<b>Total Program</b>	<b>\$1,386,374</b>



*ITEM 7m.	AIRPORT NAME:	Sierra Vista Muni-Libby AAF	Page 162
	SPONSOR:	City of Sierra Vista	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2016 – 2020	
	PROJECT #:	E6F2P	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Scott Driver	
	PROJECT DESCRIPTION:	Strengthen Taxiways G & J; Design Only	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	<b>FAA</b>	\$54,468
		<b>Sponsor</b>	\$2,674
		<b>State</b>	\$2,674
		<b>Total Program</b>	<b>\$59,816</b>



*ITEM 7n.	AIRPORT NAME:	Kayenta	Page 163
	SPONSOR:	Kayenta Township	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2016 – 2020	
	PROJECT #:	E6F2Q	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Construct Snow Removal Equipment Building	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	<b>FAA</b>	\$382,168
		<b>Sponsor</b>	\$18,760
		<b>State</b>	\$18,760
		<b>Total Program</b>	<b>\$419,688</b>





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

1. PRB MEETING DATE:09/08/2015

2. Phone Teleconference?No      At Phone #:  
Video Teleconference?No

**GENERAL INFORMATION**

**3. Form Date:** 09/08/2015      **4. Project Manager / Presenter Information:** Ruth Greenspan (602) 712-6266  
**5. Form Created By:** Ruth Greenspan      9137 ENV PLANNING-HAZMAT CONS      1611 W Jackson St, , EM02

**PROJECT INFORMATION**

**6. Project Location / Name:** USFWS Liaison      **7. Type of Work:** Section 7 review and programmatic agreements  
**8. CPS Id:**      **9. District:**      **10. Route:**      **11. County:**      **12. Beg MP:**      **13. TRACS #:** M517801X      **14. Len (mi.):**      **15. Fed ID #:** STP-999-M(159)

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**      **17. Original Program Item # (Current 5 Yr Program):** 5710  
**18. Current Approved Program Budget (in \$000):** 105      **18a. (+/-) Program Budget Request (in \$000):** 36      **18b. Total Program Budget After Request (in \$000):** 141

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b> 105	<b>Fund Item #:</b> 77715	<b>Amount (in \$000):</b> 36	<b>Fund Item #:</b> 76516
<b>Comments:</b>	<b>Details:</b> FY:0--.	<b>Comments:</b>	<b>Details:</b> FY:2016-FEDERAL AGENCY SUPPORT-Resource Agency Supplemental Support

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

**20. JPA #s:** 15-0005151      **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:**      **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**

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

**25. DESCRIPTION OF REQUEST:**

Increase budget.

**26. JUSTIFICATION:**

The original funding request for \$105,000 will fund the liaison position through May 2016. This request is to add money to fund the position through the end of Federal FY16 (September 30, 2016).

By having the liaison position in place, we are able to get expedited review times from the US Fish and Wildlife Service (USFWS). Since the execution of the liaison agreement in mid-June 2015, and as a direct result of this position, we have completed two long-overdue consultations with USFWS; facilitated completion of informal consultations in an average of 24 days instead of 30 days; and fast-tracked reinitiation of formal consultation for the I-10 San Pedro Bridge project (H8442) to allow the contractor to begin work in October 2015. Additionally the liaison is attending meetings for long-term planning projects and projects with potential for threatened and endangered species. USFWS was not previously able to participate in these meetings on a regular basis.

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Request to be in PPAC Agenda for 9/29/2015 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



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

1. PRB MEETING DATE:09/08/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

09/08/2015

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

Erica Eggen

(602) 712-7653

**5. Form Created By:**

Erica Eggen

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, , 614E

**PROJECT INFORMATION**

**6. Project Location / Name:**

MP 436 - CHINLE

**7. Type of Work:**

RR 3" AC+FR

**8. CPS Id:**

ST1M

**9. District:**

Holbrook

**10. Route:**

191

**11. County:**

Apache

**12. Beg MP:**

436.0

**13. TRACS #:**

H867601D

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

10.4

**15. Fed ID #:**

STP  
191-E(214)T

**PROJECT REQUEST SUMMARY**

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

320

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

28514

**18. Current Approved**

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

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

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

123

**18b. Total Program Budget**

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

443

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

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

**Amount (in \$000):** 320

**Fund Item #:** 28514

**Comments:**

**Details:**  
FY:0--.

**Amount (in \$000):** 123

**Fund Item #:** 70016

**Comments:**

**Details:**  
FY:2016-ENGINEERING  
SUPPORT-Construction  
Preparation: Technical  
Engineering Group

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

16

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

12/01/2015

**23. Current Bid Adv Date:**

01/04/2016

**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?**YES

**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:**

Increase Design Budget.

**26. JUSTIFICATION:**

The original design estimate was underestimated as follows:

Bridge Design: Original design included F-shape barrier. Due to narrow bridge at Cottonwood Wash, the barrier design was changed to vertical barrier. Additional 180 hours needed for redesign of plans (\$11k).

Contracts and Specifications: The original estimate underestimated C&S involvement. 100 additional hours needed (\$6k).

Holbrook District: The original estimate underestimated Holbrook District involvement. Additional 41 hours needed (\$2k).

Drainage Design: Drainage design participation was not accounted for in the initial estimate since the final project assessment did not have drainage work. Per the request of Holbrook District, ADOT drainage design evaluated 44 pipe locations for outlet protection. 188 hours needed (\$10k).

Geotechnical Design: Original estimate did not include geotechnical design involvement for addition to right turn lane to project after scoping. Additional 64 hours (\$3k) needed.

Pavement Design: Original cost estimate underestimated pavement design involvement. Additional 143 hours (\$7k) needed.

Field Testing (Pavement Design and Geotechnical Design) Original estimate did not account for testing required for materials design report and addition of right turn lane. Additional 160 hours (\$8k) needed.

Pre-design: Research and cost estimating into scoping alternatives for climbing lane, shoulder widening, barrier alternatives for Cottonwood Wash Bridge, multiple turn lanes and potential widening of Cottonwood Wash Bridge. 97 additional hours (\$6K).

Survey: Original cost estimate did not account for survey costs since it was anticipated that pavement preservation project would be developed using as-built information. Since very limited as-built data was available, the design team needed survey for the roadway centerline, edge of pavement, location of drainage features, bridge limits, turnouts, and striping on US 191 from MP 436.0 to 446.36. Survey information was also needed for topographic information near the 44 pipe locations for hydraulic analysis for pipe outlet protection. 1120 hours needed (\$50k).

ICAP: The ICAP rate for the original budget was 9.46 pct. The current ICAP rate is 10.35 pct. An additional \$3K is needed to account for difference of ICAP rate in original budget.

Additional funding requested is:

Staff: \$111k

ICAP \$12k

Total requested is \$123k

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

**28. OTHER ALTERNATIVES:**

<p><b>REQUESTED ACTIONS:</b></p> <p>Change in Scope. Request to be in PPAC Agenda for 9/29/2015 . Change in Budget.</p>	<p><b>APPROVED/RECOMMENDED ACTIONS:</b></p> <p>Item(s) Approved. Subject to PPAC Approval.</p> <p style="text-align: right;"><b>PRB APPROVED</b></p>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:09/22/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

09/23/2015

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

Mohammad Zaid

(602) 712-8467

**5. Form Created By:**

Mohammad Zaid

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, ,

**PROJECT INFORMATION**

**6. Project Location / Name:**

Greenway Road to Thompson Ranch TI(Thunderbird Road)Frontage Rd

**7. Type of Work:**

DESIGN FRONTAGE ROAD IMPROVEMENTS

**8. CPS Id:**

NU1N

**9. District:**

Phoenix

**10. Route:**

60

**11. County:**

Maricopa

**12. Beg MP:**

145

**13. TRACS #:**

H887401D

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

1.5

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

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

166

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

**18. Current Approved**

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

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

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

554

**18b. Total Program Budget**

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

720

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

**Amount (in \$000):** 166

**Fund Item #:** 42215

**Comments:**

**Details:**  
FY:0--.

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

**Amount (in \$000):** 554

**Fund Item #:** 42416

**Comments:**

**Details:**  
FY:2016-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**

**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?**N/A

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**NO

**25. DESCRIPTION OF REQUEST:**

Increase Budget.

**26. JUSTIFICATION:**

The original funding request was for a project assessment.

The final PA for this project was completed in September 4,2015. This request is for the design of frontage road improvements.

The design will be performed by a consultant.

MAG has approved this project for development.  
MAG has approved project funding under MAG TIP 16-413.

Consultant \$457K  
Staff \$45K  
ICAP \$52K  
Total \$554K

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

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Request to be in PPAC Agenda for 9/29/2015 . Change in Budget.	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval. <b>PRB APPROVED</b>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:09/08/2015

2. Phone Teleconference?No      At Phone #:  
Video Teleconference?No

**GENERAL INFORMATION**

**3. Form Date:** 09/08/2015      **4. Project Manager / Presenter Information:** Lydia Warnick (602) 712-4281  
**5. Form Created By:** Lydia Warnick      4960 TRANS TECH GRPTOC CONST      2302 W Durango St, 909, PM02

**PROJECT INFORMATION**

**6. Project Location / Name:** MAG Region FMS Preservation - FY16      **7. Type of Work:** FMS-Equipment purchase

**8. CPS Id:**      **9. District:** Phoenix      **10. Route:**      **11. County:** Maricopa      **12. Beg MP:** 0      **13. TRACS #:** F000501X      **14. Len (mi.):** 0      **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):** 400      **18b. Total Program Budget After Request (in \$000):** 400

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b>	<b>Fund Item #:</b>	<b>Amount (in \$000):</b> 400	<b>Fund Item #:</b> 43116
<b>Comments:</b>	<b>Details:</b>	<b>Comments:</b> State funds \$362K-01X, \$38K-ICAP	<b>Details:</b> FY:2016-MAG REGIONWIDE-Freeway Management System Preservation

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

**20. JPA #s:**

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
<b>21. Current Fiscal Year:</b>	<b>21a. Request Fiscal Year to:</b> 2016
<b>22. Current Bid Pkg Ready Date:</b>	<b>22a. Request Bid Pkg Ready Date to:</b>
<b>23. Current Bid Adv Date:</b>	<b>23a. Request Bid Adv Date to:</b>

**ADDITIONAL DETAILS**

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

**25. DESCRIPTION OF REQUEST:**

Establish a project.

**26. JUSTIFICATION:**

This parts and equipment only project is being established in order to replace existing Freeway Management System components. This includes cameras, message boards, detectors, ramp meters, fiber optics and associated infrastructure. The Freeway Management System is used for incident management, traffic management and traveler information.

ICAP is included in this request.

MAG TIP ID: DOT 16-404

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 9/29/2015 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



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

1. PRB MEETING DATE:08/18/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

08/26/2015

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

Jason Pike

(602) 712-7149

**5. Form Created By:**

Jason Pike

4981 UTILITIES AND RAILROADS

205 S 17th Ave, 357, 618E

**PROJECT INFORMATION**

**6. Project Location / Name:**

VARIOUS UPRR CROSSINGS THROUGHOUT MARICOPA COUNTY

**7. Type of Work:**

DESIGN LED RAILROAD SIGNALS

**8. CPS Id:**

SL1N

**9. District:**

Phoenix

**10. Route:**

0000

**11. County:**

Maricopa

**12. Beg MP:**

00

**13. TRACS #:**

T001501D

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

0.1

**15. Fed ID #:**

MMA-0(266)T

(Tracs# not in Adv)

**PROJECT REQUEST SUMMARY**

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

0

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

30

**18. Current Approved**

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

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

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

**18b. Total Program Budget**

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

30

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

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

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

**Fund Item #:**

**Comments:**

**Amount (in \$000):** 30

**Comments:**

**Fund Item #:** 72616

**Details:**

Preliminary Engineering

FY:2016-RAILWAY HIGHWAY CROSSING-Safety

**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?**NA

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

**24d. What is the current Stage?**N/A

**Have MATERIALS Memo?**NA

**Have C&S Approval?**NA

**Have CUSTOMIZED Schedule?**NA

**25. DESCRIPTION OF REQUEST:**

Establish new project

**26. JUSTIFICATION:**

\$15k staff time, field visit

\$15k Environmental Clearance

No ICAP

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Establish a New Project.  
Request to be in PPAC Agenda for 9/29/2015 .

**APPROVED/RECOMMENDED ACTIONS:**  
Item(s) Approved. Subject to PPAC Approval.  
Subject to MAG Regional Council approval on  
Oct 28th.

**PRB APPROVED**



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

1. PRB MEETING DATE:09/08/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

09/10/2015

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

Ronald Mccally

(602) 712-7646

**5. Form Created By:**

Ronald Mccally

9019 Valley Proj Const Direct

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

Ellsworth Rd-Ironwood Rd Interim Phase II

**7. Type of Work:**

DCR & Environmental Study

**8. CPS Id:**

ON1N

**9. District:**

Phoenix

**10. Route:**

24

**11. County:**

Maricopa

**12. Beg MP:**

1

**13. TRACS #:**

H891502L

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

1

**15. Fed ID #:**

024-A(200)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):**

120

**18b. Total Program Budget**

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

120

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

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

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

**Comments:**

**Fund Item #:**

**Details:**

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

**Comments:**

120

**Fund Item #:**

**Details:**

70016

FA FY16

FY:2016-ENGINEERING  
SUPPORT-Construction  
Preparation: Technical  
Engineering Group

**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:**

16

**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 budget for subphase with Federal participation.

**26. JUSTIFICATION:**

The 02L Sub-phase will cover scoping work on future State Route 24 between Meridian Rd-Ironwood. This segment is in Pinal County and will use federal funding.

\$107,000 Consultant

\$13,000 ICAP

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Request to be in PPAC Agenda for 9/29/2015 .  
Change in Budget.

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

**PRB APPROVED**



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

1. PRB MEETING DATE:09/08/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:** 09/09/2015  
**4. Project Manager / Presenter Information:** Philip Jeselnik (602) 712-6685  
**5. Form Created By:** Philip Jeselnik  
 4983 STATEWIDE PROJECT MANAGEMENT 205 S 17th Ave, 295, 614E

**PROJECT INFORMATION**

**6. Project Location / Name:** GRAND CANAL; LOOP 101 - NEW RIVER, GLENDALE  
**7. Type of Work:** CONSTRUCT MULTI-USE PATHWAY  
**8. CPS Id:** YO1H  
**9. District:** Phoenix  
**10. Route:** 0000  
**11. County:** Maricopa  
**12. Beg MP:** GLN  
**13. TRACS #:** SL61901C  
**14. Len (mi.):** 0.87  
**15. Fed ID #:** TEA CM  
 GLN-0(203)T

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):** 0  
**17. Original Program Item # (Current 5 Yr Program):** 843  
**18. Current Approved Program Budget (in \$000):** 0  
**18a. (+/-) Program Budget Request (in \$000):** 843  
**18b. Total Program Budget After Request (in \$000):** 843

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b>	<b>Fund Item #:</b>	<b>Amount (in \$000):</b> 633	<b>Fund Item #:</b> 71616
<b>Comments:</b>	<b>Details:</b>	<b>Comments:</b> Federal prorated share=94.3pct; FY15-19 STIP Page 487 of 1206; MAG Proj ID=36051; MAG TIP ID=GLN08-802	<b>Details:</b> FY:2016-TRANSPORTATION ALTERNATIVES-Projects of Opportunity Local TA Projects
		<b>Amount (in \$000):</b> 38	<b>Fund Item #:</b> Local
		<b>Comments:</b> Local 5.7pct matching funds	<b>Details:</b> FY:0--.
		<b>Amount (in \$000):</b> 172	<b>Fund Item #:</b> Local
		<b>Comments:</b> Local additional funds @ 100pct	<b>Details:</b> FY:0--.

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

**20. JPA #s:** 10-034-I Amendment No. One  
**ALL of the JPA(s) been signed?** Yes

**ADOT will advertise this project?** Yes

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
<b>21. Current Fiscal Year:</b>	<b>21a. Request Fiscal Year to:</b> 16
<b>22. Current Bid Pkg Ready Date:</b>	<b>22a. Request Bid Pkg Ready Date to:</b> 10/14/2015
<b>23. Current Bid Adv Date:</b>	<b>23a. Request Bid Adv Date to:</b> 12/04/2015

**ADDITIONAL DETAILS**

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

**25. DESCRIPTION OF REQUEST:**

Establish new construction project.

**26. JUSTIFICATION:**

This request is for approval to construct a multi-use pathway. ADOT will administer bidding, contract award, and construction. The project originated in Round 14 (2006) of the Transportation Enhancement (TE) Program. It was approved for development by the Transportation Board on December 15, 2006, at a total construction cost of \$678,268. The funding sources were \$500,000 in TE funds, \$30,223 local matching funds at 5.7pct, and \$148,045 in local additional funds at 100pct.

Preliminary and environmental engineering were funded with a combination of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds and City funds. The City was initially approved to administer the project. Production of the contract bid documents had progressed beyond Stage IV when the City’s approval to administer construction was rescinded as a result of the suspension of local self-administration in September 2012. The City was allowed to continue administering design to revise the contract documents to facilitate ADOT administration of construction.

Origin of \$132,222 in Additional STP-TEA Funds:

Early stages of design development revealed that the cost to construct the project as originally envisioned would be substantially higher. As a consequence, and also due to a shortfall in revenues, the City re-evaluated the design to reduce costs, and pursued additional funding through the Maricopa Association of Governments (MAG).

On 3/27/2013, \$140,214 in MAG Transportation Alternative (TAP) funds was added to the project. The breakdown was \$132,222 in TAP-MAG FY14 closeout funds at 94.3pct and \$7,992 in local matching funds at 5.7pct. These additional funds were addressed in the FY14-18 STIP.

At the end of FY14, re-design of the contract documents for ADOT administration was still underway and the project was not ready to advertise. As a consequence, the \$132,222 in TAP-MAG closeout funds expired and were deleted from the MAG Transportation Improvement Program. ADOT STP Transportation Alternative subprogram funds were made available and programmed at the same amount to allow project development to continue. These actions were addressed in Amendment #9 of the FY14-18 STIP.

The project is shown on Page 487 of 1206 in the current FY15-19 STIP for FY15 at a total cost of \$670,437. The breakdown includes \$500,000 in original TEA funds plus \$132,222 in subprogram funds pro-rated at 94.3pct, plus \$38,215 in local matching funds pro-rated at 5.7pct. The Department’s estimated cost for construction is \$842,917. The City has provided written confirmation that it is prepared to fund any overage.

Summary:

- \$500,000 = TEA funds awarded by the STB for project development, Round 14 2006
- \$132,222 = STP-TEA funds added to the project by Amendment #9 to FY14-18 STIP
- \$632,222 = total STP-TEA programmed funds
- \$38,215 = local matching funds
- \$670,437 = total programmed cost
- \$172,480 = local additional funds @ 100pct
- \$842,917 = Department estimate and amount requested for construction

Listed on Page 487 in current FY15-19 STIP, MAG I.D. GLN08-802.  
Deferral to FY16 approved by the MAG Regional Council 8/26/2015.

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

**28. OTHER ALTERNATIVES:**

<p><b>REQUESTED ACTIONS:</b></p> <p>Establish a New Project. Request to be in PPAC Agenda for 9/29/2015 .</p>	<p><b>APPROVED/RECOMMENDED ACTIONS:</b></p> <p>Item(s) Approved. Subject to PPAC Approval.</p> <p style="text-align: right;"><b>PRB APPROVED</b></p>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:09/15/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

09/18/2015

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

Robert Knighten

(602) 712-8569

**5. Form Created By:**

Robert Knighten

9019 Valley Proj Const Direct

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

75th Avenue and Cactus Rd, City of Peoria

**7. Type of Work:**

Utility Relocation

**8. CPS Id:**

MG1M

**9. District:**

Phoenix

**10. Route:**

0000

**11. County:**

Maricopa

**12. Beg MP:**

PEO

**13. TRACS #:**

SH53501U

(Tracs# not in Adv)

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

0.4

**15. Fed ID #:**

HSIP  
PEO-0(215)T

**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):**

1,080

**18b. Total Program Budget**

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

1,080

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

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

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

**Comments:**

**Fund Item #:**

**Details:**

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

**Comments:**

235

**Fund Item #:**

**Details:**

OTHR16

FY:0--.

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

**Comments:**

845

**Fund Item #:**

**Details:**

70116

FY:2016-MODERNIZATION  
FY 2016-Modernization of  
Projects

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

**20. JPA #s:** 12-003

**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:**

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

**23. Current Bid Adv Date:**

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

16

**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?**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 II

**Have MATERIALS Memo?**NA

**Have C&S Approval?**NA

**Have CUSTOMIZED Schedule?**NA

**25. DESCRIPTION OF REQUEST:**

Establish budget for Utility Subphase.

**26. JUSTIFICATION:**

Establish project funding to pay SRP, APS, and others for utility relocation activities. Funding is required at this time in order to complete utility design and be prepared to do relocation work prior to Utility Dry-up period in January 2016. Additional funding may be needed in the future for non-Dry-up period utility work but an approximate amount is not known at this time.

Sufficient funding is available for ADOT staff in 01D Sub-Phase.

HSIP funding eligibility for this project was approved by the HHSP Group on November 8th, 2011.

MAG TIP PEO15-104C for HSIP funding for Utility Relocation located at 75th Avenue and Cactus Road Intersection.

Consultant \$1080K

ICAP is not included in this request.

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

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Establish a New Project. Request to be in PPAC Agenda for 9/29/2015 .	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval. 
---	--



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

1. PRB MEETING DATE:09/15/2015

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

09/18/2015

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

Robert Knighten

(602) 712-8569

**5. Form Created By:**

Robert Knighten

9019 Valley Proj Const Direct

1611 W Jackson St, , EM01

**PROJECT INFORMATION**

**6. Project Location / Name:**

75TH AVE & PEORIA AVE INTERSECTION - CITY OF PEORIA

**7. Type of Work:**

UTILITY RELOCATION

**8. CPS Id:**

MH1M

**9. District:**

Phoenix

**10. Route:**

0000

**11. County:**

Maricopa

**12. Beg MP:**

PEO

**13. TRACS #:**

SH53601U

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

0.4

**15. Fed ID #:**

PEO-0(216)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):**

1,820

**18b. Total Program Budget**

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

1,820

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

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

**Comments:**

**Fund Item #:**

**Details:**

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

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

**Comments:**

764

**Fund Item #:**

**Details:**

OTHR16

FY:0--.

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

**Comments:**

1,056

**Fund Item #:**

**Details:**

70116

FY:2016-MODERNIZATION  
FY 2016-Modernization of  
Projects

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

**20. JPA #s:**

12-004

**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:**

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

**23. Current Bid Adv Date:**

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

16

**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?**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 II

**Have MATERIALS Memo?**NA

**Have C&S Approval?**NA

**Have CUSTOMIZED Schedule?**NA

**25. DESCRIPTION OF REQUEST:**

Establish budget for Utility subphase.

**26. JUSTIFICATION:**

Establish project funding to pay SRP, APS, and others for utility relocation activities. Funding is required at this time in order to complete utility design and be prepared to do relocation work prior to Utility Dry-up period in January 2016. Additional funding may be needed in the future for non-dry-up period utility work but an approximate amount is not known at this time.

Sufficient funding is available for ADOT staff in 01D Sub-Phase.

HSIP funding eligibility for this project was approved by the HHSP Group on November 8th, 2011.

MAG TIP PEO15-105C1 for HSIP funding for Utility Relocation for City of Peoria Project located at 75th Avenue and Peoria Avenue Intersection.

Consultant \$1820K

ICAP is not included in this request.

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

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Establish a New Project. Request to be in PPAC Agenda for 9/29/2015 .	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval. <b>PRB APPROVED</b>
---	--

**ARIZONA DEPARTMENT OF TRANSPORTATION  
MPD - Aeronautics Group**

**Project Committee Recommendations**

**AIRPORT:** PAGE MUNI  
**SPONSOR:** CITY OF PAGE  
**CATEGORY:** Commercial Service  
**PROJECT NUMBER:** 6F2N  
**AIP NUMBER:** 3-04-0025-029-2015  
**DATE:** September 9, 2015

**New Project**  
 **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Construct taxiway, rehabilitate runway lighting, rehabilitate taxiway lighting, install airfield guidance	2016	\$24,172.52	\$24,172.53	\$918,555.00	\$966,900.05	155
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<b>Justification For Recommendation:</b> Federal match grant						

Source of Funds:		2016 - Federal Programs (State Match)	
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$9,642,479	\$813,766	\$8,828,713	\$8,804,541

**Aeronautics Project Development Committee Recommends to PPAC:**

Approval       Disapproval      Date: September 9, 2015

Aeronautics Representative: 

**Priority Planning Committee Recommends to Transportation Board:**

Approval       Disapproval      Date: September 30, 2015

**State Transportation Board Action:**

Approval       Disapproval      Date: October 16, 2015

# ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

## Project Committee Recommendations

**AIRPORT:** GRAND CANYON NATIONAL PARK  
**SPONSOR:** ADOT ASD  
**CATEGORY:** Commercial Service  
**PROJECT NUMBER:** 6G2M  
**AIP NUMBER:** 3-04-0019-027-2015  
**DATE:** September 9, 2015

**New Project**  
 **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Pave Twy P shoulders (20' x 14,000'), rehab. Rwy 3/21 MIRLs, rehab. MITLs for Twy P and connectors, rehab. apron lighting	2016	\$635,009.00	\$0.00	\$6,468,000.00	\$7,103,009.00	225
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<b>Justification For Recommendation:</b> Federal Match Grant						

Source of Funds:			
2016 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$9,642,479	\$223,848	\$9,418,631	\$8,783,622

**Aeronautics Project Development Committee Recommends to PPAC:**

Approval       Disapproval

Date: September 9, 2015

Aeronautics Representative: *SRD*



**Priority Planning Committee Recommends to Transportation Board:**

Approval       Disapproval

Date: September 11, 2015

**State Transportation Board Action:**

Approval       Disapproval

Date: October 16, 2015

**ARIZONA DEPARTMENT OF TRANSPORTATION  
MPD - Aeronautics Group**

**Project Committee Recommendations**

**AIRPORT:** CHANDLER MUNI  
**SPONSOR:** CITY OF CHANDLER  
**CATEGORY:** Reliever  
**PROJECT NUMBER:** 6F20  
**AIP NUMBER:** 3-04-0008-24-2015  
**DATE:** September 9, 2015

**New Project**  
 **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Improve airport drainage	2016	\$61,971.00	\$61,971.00	\$1,262,432.00	\$1,386,374.00	237
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<b>Justification For Recommendation:</b>						
Federal match grant						

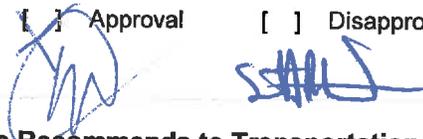
<b>Source of Funds:</b>	2016 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$9,642,479	\$837,938	\$8,804,541	\$8,742,570

**Aeronautics Project Development Committee Recommends to PPAC:**

Approval       Disapproval

Date: September 9, 2015

Aeronautics Representative:



**Priority Planning Committee Recommends to Transportation Board:**

Approval       Disapproval

Date: September 30, 2015

**State Transportation Board Action:**

Approval       Disapproval

Date: October 16, 2015

# ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

## Project Committee Recommendations

**AIRPORT:** SIERRA VISTA MUNI-LIBBY AAF  
**SPONSOR:** CITY OF SIERRA VISTA  
**CATEGORY:** Commercial Service  
**PROJECT NUMBER:** 6F2P  
**AIP NUMBER:** 3-04-0060-029-2015  
**DATE:** September 9, 2015

**New Project**  
 **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Strengthen Twys G & J – Design Only	2016	\$2,674.00	\$2,674.00	\$54,468.00	\$59,816.00	151
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<b>Justification For Recommendation:</b>						
Federal Match Grant						

<b>Source of Funds:</b>	2016 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$9,642,479	\$899,909	\$8,742,570	\$8,739,896

**Aeronautics Project Development Committee Recommends to PPAC:**

Approval       Disapproval      Date: September 9, 2015

Aeronautics Representative: \_\_\_\_\_

**Priority Planning Committee Recommends to Transportation Board:**

Approval       Disapproval      Date: September 30, 2015

**State Transportation Board Action:**

Approval       Disapproval      Date: October 16, 2015

# ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

## Project Committee Recommendations

**AIRPORT:** KAYENTA  
**SPONSOR:** Kayenta Township  
**CATEGORY:** Public GA  
**PROJECT NUMBER:** 6F2Q  
**AIP NUMBER:** 3-04-0067-009-2015  
**DATE:** September 10, 2015

**New Project**  
 **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Construct Snow Removal Equipment Building	2016	\$18,760.00	\$18,760.00	\$382,168.00	\$419,688.00	19
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<b>Justification For Recommendation:</b>						
Federal Match Grant						

<b>Source of Funds:</b>		2016 - Federal Programs (State Match)	
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$9,642,479	\$902,583	\$8,739,896	\$8,721,136

**Aeronautics Project Development Committee Recommends to PPAC:**

Approval       Disapproval

Date: September 10, 2015

Aeronautics Representative:

**Priority Planning Committee Recommends to Transportation Board:**

Approval       Disapproval

Date: September 30, 2015

**State Transportation Board Action:**

Approval       Disapproval

Date: October 16, 2015

Received

SEP 10 2015

MPD Finance/Admin @ 5:00 pm

MEMORANDUM

TO: PPAC  
FROM: Scott Driver, Airport Grants Manager  
DATE: September 10, 2015  
RE: Aeronautics Items in PPAC Agenda

Below, in summary, are the items on the October PPAC agenda:

<u>AIRPORT</u>	<u>GRANT NO.</u>	<u>BALANCE IF APPROVED</u>
Page Municipal	E6F2N	\$8,804,541
Grand Canyon	E6G2M	\$8,783,622
Chandler Municipal	E6F2O	\$8,742,570
Sierra Vista Municipal	E6F2P	\$8,739,896
Kayenta	E6F2Q	\$8,721,136

STATE ENGINEER'S REPORT  
September 2015

The Status of Projects Under Construction report for September 2015 shows 115 projects under construction valued at \$782,477,949.24. The transportation board awarded 19 projects during September valued at approximately \$25.1 million.

During September the Department finalized 12 projects valued at \$20,093,230.06. 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 49 projects. The total cost of these 49 projects has exceeded the contractors bid amount by 5.4%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage .7%.

MONTHLY CONSTRUCTION REPORT

Sep-15

PROJECTS UNDER CONSTRUCTION	115
MONETARY VALUE OF CONTRACTS	\$782,477,949.24
PAYMENTS MADE TO DATE	\$563,369,496.67
INTERSTATE	27
PRIMARY	54
LOCAL GOVERNMENT	31
NON-FEDERAL AID	3
OTHER	0
CONTRACTS EXECUTED IN SEPTEMBER 2015	30
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$40,375,012.87

FIELD REPORTS SECTION

EXT. 7301

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2016**  
September, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
BRNH-090A(201)A H600501C Working Days: 400 Days Used: 397	SAN PEDRO RIVER BRIDGE #2944 Safford District		AMES CONSTRUCTION, INC.	Low Bid = \$1,137,413.46 or 19.30% over State Estimate \$7,029,560.12	\$6,883,402.99	(\$146,157.13)	-2.1 %
		5,892,146.66					
STP-A89-C(205)T H775801C Working Days: 90 Days Used: 67	TRAIL CANYON (CREEK), MP 572.3 Flagstaff District		INTERSTATE ROCK PRODUCTS, INC.	Low Bid = \$89,746.85 or 8.66% over State Estimate \$1,125,792.50	\$391,327.17	(\$734,465.33)	-65.2 %
		1,036,045.65					
040-E-(214)T H785901C Working Days: 170 = 132 + 30 + 4 + 2 + 2 Days Used: 169	BIG LITHODENDRON - PETRIFIED F Holbrook District		FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = (\$441,553.04) or 5.82% under State Estimate \$7,149,000.00	\$7,347,129.31	\$198,129.31	2.8 %
		7,590,553.04					
080-A-(203)T H779601C Working Days: 60 Days Used: 55	SR 80, THROUGH COMMUNITY OF ST Safford District		K E & G CONSTRUCTION, INC.	Low Bid = (\$19,921.50) or 11.42% under State Estimate \$154,500.00	\$142,491.72	(\$12,008.28)	-7.8 %
		174,421.50					

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2016**  
September, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
PEO-0-(218)T SZ06201C	83RD AVE., LONE CACTUS DR. TO Phoenix District						
	Working Days: 122 = 105 + 17 Days Used: 118						
			ROADWAY ELECTRIC, LLC	Low Bid = \$119,494.03 or 22.75% over State Estimate			
		525,301.00		\$644,795.03	\$583,426.93	(\$61,368.10)	-9.5 %
075-A-(200)T II649001C	LITTLE SAND WASH TO APACHE CRE Safford District						
	Working Days: 105 Days Used: 103						
			MEADOW VALLEY CONTRACTORS, INC.	Low Bid = (\$798.20) or 0.19% under State Estimate			
		411,979.90		\$411,181.70	\$363,109.95	(\$48,071.75)	-11.7 %
019-A-NFA H849301C	VALENCIA ROAD, SB OFF-RAMP EXP Tucson District						
	Working Days: 175 Days Used: 175						
			THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	Low Bid = \$215,997.79 or 14.66% over State Estimate			
		1,473,881.00		\$1,689,878.79	\$1,795,634.27	\$105,755.48	6.3 %
040-D-(227)T H858601C	E HOLBROOK TI OP EB#1369 & WB Holbrook District						
	Working Days: 82 = 70 + 12 Days Used: 49						
			FNF CONSTRUCTION, INC.	Low Bid = \$112,585.76 or 70.03% over State Estimate			
		160,767.00		\$273,352.76	\$269,150.00	(\$4,202.76)	-1.5 %

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2016**  
September, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
YYU-0-(206)T SZ06101C  Working Days: 75 Days Used: 75	COUNTY 14TH ST - AVE A TO AVE Yuma District		SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$250,049.60) or 16.45% under State Estimate \$1,269,750.00	\$1,204,853.97	(\$64,896.03)	-5.1 %
089-E-(204)T H792001C  Working Days: 45 Days Used: 36	GLEN CANYON BRIDGE #537 Flagstaff District	1,519,799.60					
			THE TRUESDELL CORPORATION	Low Bid = (\$18,258.83) or 13.69% under State Estimate \$115,113.00	\$100,634.15	(\$14,478.85)	-12.6 %
STP-A89-B(204)A H741801C  Working Days: 120 Days Used: 91	OAK CREEK CANYON, MP 385.2 Flagstaff District		RUMMEL CONSTRUCTION, INC	Low Bid = \$46,141.60 or 9.18% over State Estimate \$549,000.00	\$475,183.40	(\$73,816.60)	-13.4 %
260-A-(209)T H872501C  Working Days: 96 = 90 + 6 Days Used: 94	WILBUR CANYON Prescott District	502,858.40					
			SOUTHWEST CONCRETE PAVING CO.	Low Bid = (\$159,510.00) or 24.53% under State Estimate \$490,884.00	\$536,886.20	\$46,002.20	9.4 %

Completed Contracts (Fiscal Year 2016)

September, 2015

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 12	12	\$20,071,519.58	\$20,902,807.90	\$20,093,230.06
		<u>Monetary</u>		<u>Monetary</u>
		\$831,288.32		(\$809,577.84)

Accumulation to Date (Fiscal Year 2016 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
47	\$87,861,304.42	\$85,263,768.10	\$89,888,762.83	\$4,624,994.73	5.4%

Prepared By:

Checked By:

Yvonne Navarro  
Field Reports Unit, X6849

  
\_\_\_\_\_  
Lenyne Hickson, Manager  
Field Reports Unit, X7301

**FINAL COST VS BID ADJUSTED**  
**FISCAL YEAR 2015**

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR				CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3					
Jul-15	\$ 17,361,297	\$ 244,860	\$ 105,603	\$ 64,289	\$ 414,752	\$ 17,607,487	\$ 16,946,544	-3.8%	
Aug-15	\$ 69,795,533	\$ 1,678,322	\$ 1,032,092	\$ 69,503	\$ 3,194,670	\$ 64,360,960	\$ 66,600,863	3.5%	
Sep-15	\$ 89,888,763	\$ 362,260	\$ 430,072	\$ -	\$ 3,987,002	\$ 85,263,768	\$ 85,901,761	0.7%	
Oct-15	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
Nov-15	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
Dec-15	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
Jan-16	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
Feb-16	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
Mar-16	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
Apr-16	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
May-16	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
Jun-16	\$ -	\$ -	\$ -	\$ -	\$ 3,987,002	\$ -	\$ (3,987,002)		
		\$ 2,285,442	\$ 1,567,767	\$ 133,793	\$ 3,987,002				
e-mail to Jason Hafner									
e-mail to Barb Domke at year end									
G:\ITD\FIELDREPORTS\F REPTS\BOARD REPORT\Board Report FY '16\Final Cost Summary FY 15-16\Final Cost Summary FY16.xlsx									

**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 9a: BOARD DISTRICT NO.: 1

Page 189

BIDS OPENED: September 25, 2015

HIGHWAY: CITY OF AVONDALE

SECTION: VARIOUS LOCATIONS

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-AVN-0(217)T : 0000 MA AVN SH62701C

FUNDING: 100% FEDS

LOW BIDDER: TRAFFICADE SIGNS AND SALES, INC.

LOW BID AMOUNT: \$ 140,718.70

STATE ESTIMATE: \$ 225,030.00

\$ UNDER ESTIMATE: (\$ 84,311.30)

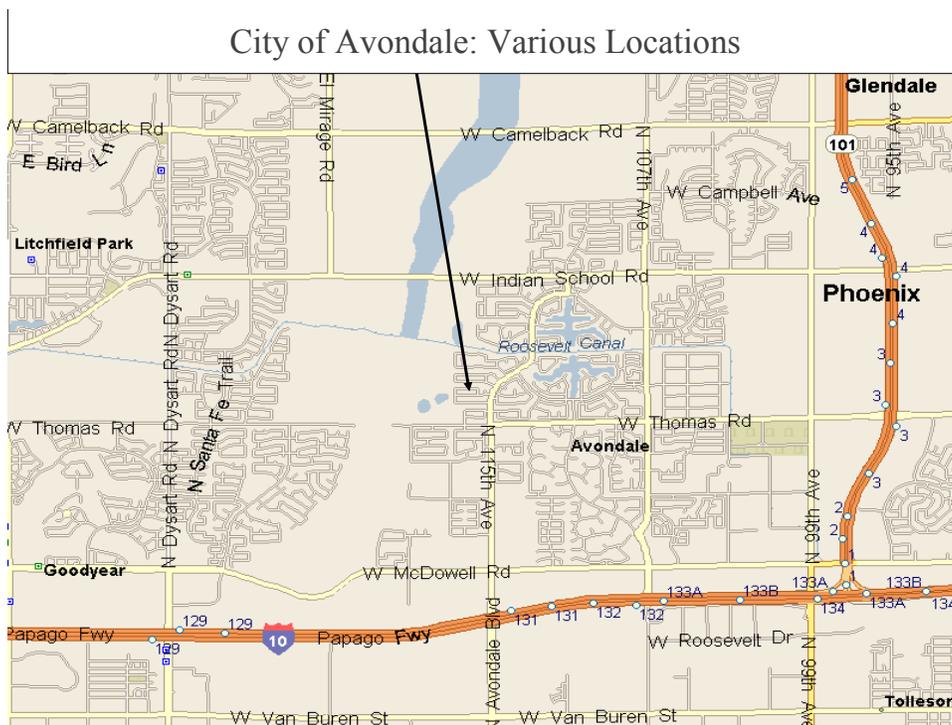
% UNDER ESTIMATE: (37.5%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 7

RECOMMENDATION: POSTPONE



\*ITEM 9b: BOARD DISTRICT NO.: 4

BIDS OPENED: September 25, 2015

HIGHWAY: CITY OF APACHE JUNCTION

SECTION: IRONWOOD DRIVE ; ELLIOT AVENUE-BASELINE AVENUE

COUNTY: PINAL

ROUTE NO.: LOCAL

HSIP-APJ-0(207)T : 0000 PN APJ SH57601C

PROJECT : TRACS: HSIP-APJ-0(208)T : 0000 PN APJ SH59201C

HSIP-APJ-0(209)T : 0000 PN APJ SH59101C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: J. BANICKI CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 546,999.90

STATE ESTIMATE: \$ 647,703.00

\$ UNDER ESTIMATE: (\$ 100,703.10)

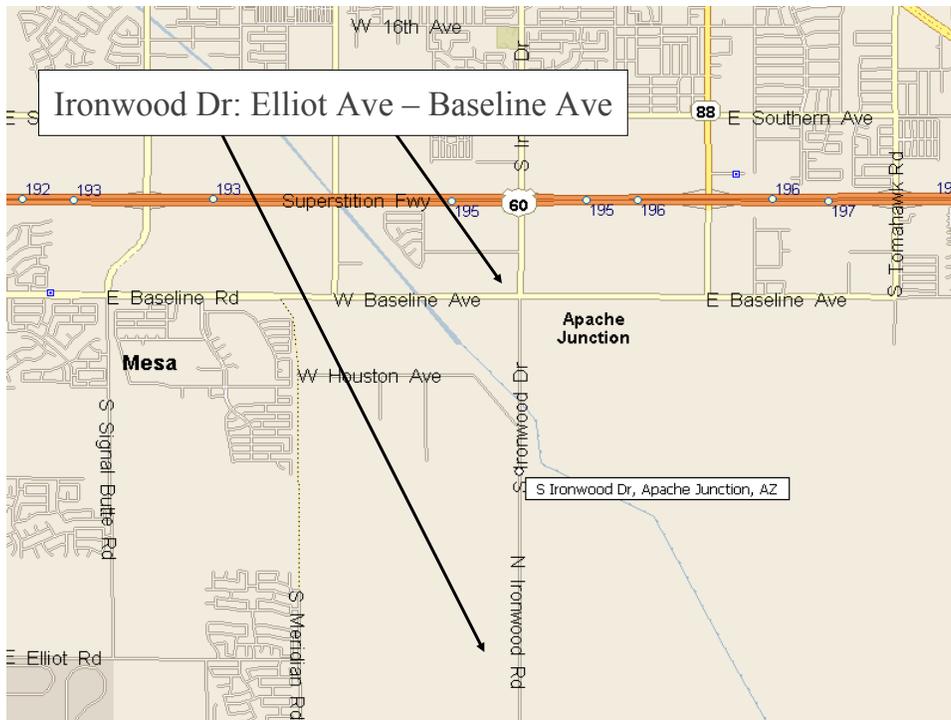
% UNDER ESTIMATE: (15.5%)

PROJECT DBE GOAL: 10.35%

BIDDER DBE PLEDGE: 11.04%

NO. BIDDERS: 8

RECOMMENDATION: AWARD



\*ITEM 9c: BOARD DISTRICT NO.: 6

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BIDS OPENED: September 25, 2015

HIGHWAY: MESQUITE-LITTLEFIELD-NORTH HIGHWAY (I-15)

SECTION: NEVADA STATE LINE – MILEPOST 13

COUNTY: MOHAVE

ROUTE NO.: I-15

PROJECT : TRACS: NHPP-015-A(210)T : 015 MO 000 H867201C

FUNDING: 94% FEDS 6% STATE

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

LOW BID AMOUNT: \$ 10,427,000.00

STATE ESTIMATE: \$ 15,109,665.20

\$ UNDER ESTIMATE: (\$ 4,682,665.20)

% UNDER ESTIMATE: (31.0%)

PROJECT DBE GOAL: 8.37%

BIDDER DBE PLEDGE: 8.38%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



\*ITEM 9d: BOARD DISTRICT NO.: 6

Page 201

BIDS OPENED: September 25, 2015

HIGHWAY: PRESCOTT-ASHFORK HIGHWAY (SR-89)

SECTION: SR 89 PERKINSVILLE INTERSECTION

COUNTY: YAVAPAI

ROUTE NO.: SR-89

PROJECT : TRACS: NH-STP-089-B(210)T : 089 YV 328 H833001C

FUNDING: 80% FEDS 5% STATE 15% LOCAL (Town of Chino Valley)

LOW BIDDER: ASPHALT PAVING & SUPPLY, INC.

LOW BID AMOUNT: \$ 1,218,602.87

STATE ESTIMATE: \$ 1,355,503.45

\$ UNDER ESTIMATE: (\$ 136,900.58)

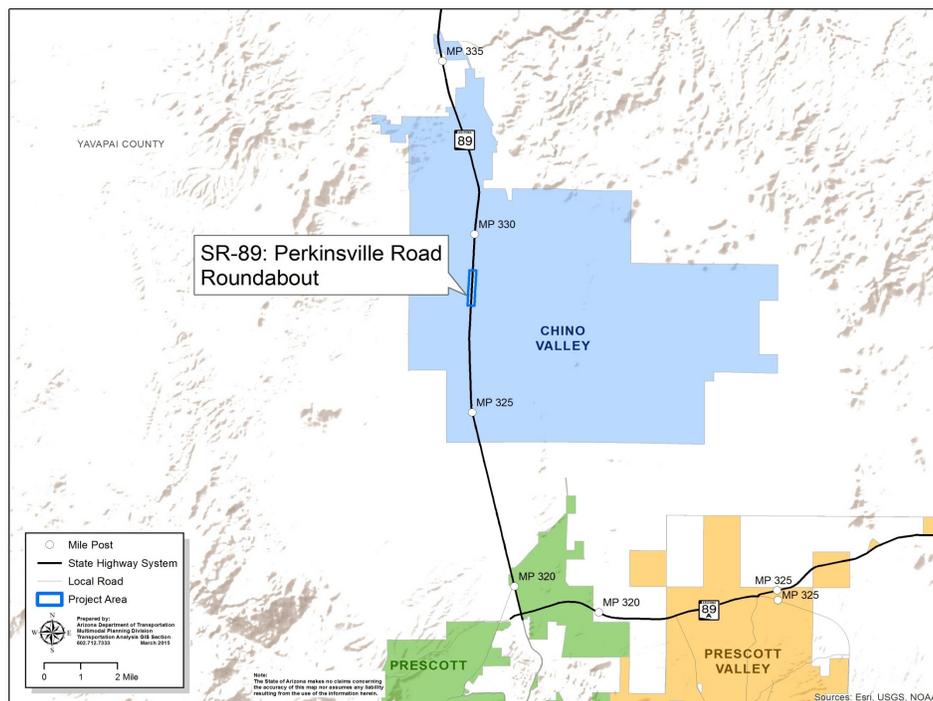
% UNDER ESTIMATE: (10.1%)

PROJECT DBE GOAL: 11.00%

BIDDER DBE PLEDGE: 0.0%

NO. BIDDERS: 5

RECOMMENDATION: POSTPONE



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

45 Working Days

The proposed project is located in La Paz County, within the Town of Quartzsite, along Main Street (B-10) and Central Boulevard (US 95 / SR 95). The work consists of landscaping, installing Hi Jolly Monument signage and other related work.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : Do David

Project No.	Highway Termini	Location	Item
0000 LA QTZ SL71801C QTZ-0-(203)T	TOWN OF QUARTZSITE	HI JOLLY WAYFINDING SIGNAGE Yuma District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$366,478.55	M. ANDERSON CONSTRUCTION, CORP.	4650 N KAIN AVENUE TUCSON, AZ 85705
	\$392,854.20	DEPARTMENT	
2	\$445,867.39	JSA COMPANY	4233 EAST 30TH PLACE YUMA, AZ 85365
3	\$473,040.00	FALCONE BROS & ASSOCIATE INC.	15885 N. EQUESTRIAN TRL TUCSON, AZ 85739
4	\$499,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719
5	\$514,138.75	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323

**Apparent Low Bidder is 6.7% Under Department Estimate (Difference = (\$26,375.65))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 25, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 LA QTZ SL71801C  
PROJ NO            TEA-QTZ-0(203)T  
TERMINI            TOWN OF QUARTZSITE  
LOCATION            HI JOLLY WAYFINDING SIGNAGE

ROUTE NO.            MILEPOST            DISTRICT            ITEM NO.  
N/A                    N/A                    YUMA                LOCAL

The amount programmed for this contract is \$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 in La Paz County, within the Town of Quartzsite, along Main Street (B-10) and Central Boulevard (US 95 / SR 95). The work consists of landscaping, installing Hi Jolly Monument signage and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Asphaltic Concrete (Miscellaneous Structural)	Ton	25
Landscape Grading	Sq. Yd.	8,745
Granite Mulch (1-1/4 Inch Minus)	Sq. Yd.	8,745
Tree (24" Box) (Desert Museum Palo Verde)	Each	40
Pipe (PVC) (3/4") (SDR 21) (Class 200)	L. Ft.	3,045
Concrete Curb (12" Wide Landscape Curb)	L. Ft.	565
Concrete Sidewalk (6" Thick)	Sq. Ft.	420
Concrete Slab (6" Thick)	Sq. Yd.	120
Ramada (8'x16' Rest Stop Shelter)	Each	7
Landscaping Establishment	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 45 working days.

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

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.08.

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 two weeks following the advertisement for bids. The cost is \$30.00, 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:	David Do	(602) 712-7445
Construction Supervisor:	Jaime Hernandez	(928) 317-2158

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

0000 LA QTZ SL71801C  
Advertised on 8/11/15

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

180 Working Days

The proposed work is located in various locations within the jurisdictions of the communities of Cornville, Lake Montezuma, Cordes Lakes, Camp Verde, Cottonwood, and the Town of Clarkdale in Yavapai County, and within the Towns of Snowflake, Taylor, Pinetop-Lakeside, and the City of Winslow, in Navajo County. The project is a regional sign replacement project for the Northern Arizona Council of Governments. The work consists of removing and replacing existing sign panels.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
0000 SW NAC SH63001C NAC-0-(201)T	STATEWIDE	VARIOUS LOCATIONS Flagstaff District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$417,283.00	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
2	\$419,442.00	C S CONSTRUCTION, INC.	22023 N. 20TH AVENUE SUITE A PHOENIX, AZ 85027
3	\$449,196.50	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018
	\$490,330.00	DEPARTMENT	
4	\$527,481.05	SUNLINE CONTRACTING, LLC	820 N 17TH AVENUE PHOENIX, AZ 85007

**Apparent Low Bidder is 14.9% Under Department Estimate (Difference = (\$73,047.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 25, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 SW NAC SH630 01C  
PROJ NO            HSIP-NAC-0(201)T  
TERMINI            STATEWIDE  
LOCATION            VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	FLAGSTAFF	LOCAL

The amount programmed for this contract is \$590,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in various locations within the jurisdictions of the communities of Cornville, Lake Montezuma, Cordes Lakes, Camp Verde, Cottonwood, and the Town of Clarkdale in Yavapai County, and within the Towns of Snowflake, Taylor, Pinetop-Lakeside, and the City of Winslow, in Navajo County. The project is a regional sign replacement project for the Northern Arizona Council of Governments. The work consists of removing and replacing existing sign panels.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Warning, Marker, or Regulatory Sign Panel	Sq. Ft.	18,000
Street Name Sign, 0.125" thick, Extruded	Sq. Ft.	3,700

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 three weeks following the advertisement for bids. The cost is \$114, 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:	Brandon Campbell	(602) 712-8257
Construction Supervisor:	Tom Goodman	(928) 468-5063

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

0000 SW NAC SH630 01C  
HSIP-NAC-0(201)T  
6/26/2015  
B.C. sh63001c: Advertised on June 26, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

180 Calendar Days

The proposed Texas Canyon Rest Area project is located in Cochise County along I-10 at milepost 320, approximately 15 miles east of the City of Benson. The work includes upgrading equipment in the rest rooms, pump house, ramadas, and well site. Additional work includes installing six new evaporation pond liners, waterline distribution replacement, microsurfacing AC pavement, signing, pavement marking, and other miscellaneous work.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
010 CH 320 H821101C 010-F-(208)T	BENSON-STEINS PASS HIGHWAY (I-10)	TEXAS CANYON REST AREA Safford District	12115

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,451,600.00	K E & G CONSTRUCTION, INC.	1601 PASEO SAN LUIS - STE #202 SIERRA VISTA, AZ 85635
	\$2,871,772.90	DEPARTMENT	
2	\$3,157,733.78	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
3	\$3,178,846.95	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301

**Apparent Low Bidder is 14.6% Under Department Estimate (Difference = (\$420,172.90))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, AUGUST 21, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO            010 CH 320 H8211 01C  
PROJ NO            NHPP-010-F(208)T  
TERMINI            BENSON – STEINS PASS HIGHWAY (I-10)  
LOCATION            TEXAS CANYON REST AREA

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	320	Safford	12115

The amount programmed for this contract is \$3,900,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Texas Canyon Rest Area project is located in Cochise County along I-10 at milepost 320, approximately 15 miles east of the City of Benson. The work includes upgrading equipment in the rest rooms, pump house, ramadas, and well site. Additional work includes installing six new evaporation pond liners, waterline distribution replacement, microsurfacing AC pavement, signing, pavement marking, and other miscellaneous work,

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Mineral Aggregate Type III	Ton	90
Pavement Marking (Thermoplastic)	L.Ft.	3,100
Seeding (Class II)	Acre	3
Replace Water Line	L.Ft	13,000
Well Site	L. Sum	1
Pump House Renovation	L. Sum	1
Evaporation Ponds	L. Sum	1
Sewer System Rehab	L. Sum	1
Restroom Renovation	L. Sum	1
Vending Buildings and Ramadas Renovation	L. Sum	1
Evapotranspiration Beds	L. Sum	1
Construction Surveying And Layout	L. Sum	1

A site visit will be held from 10:00 am to Noon, on Thursday, August 6, 2015. The initial meeting location will be at the East Bound Texas Canyon Rest Area restroom building. An ADOT representative will be on site to unlock buildings for contractors. All questions shall be sent to William Nanni at [wnanni@azdot.gov](mailto:wnanni@azdot.gov).

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 9.38%.

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 \$60.00, 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 \$10.00 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:	William Nanni	(602) 712-6899
Construction Supervisor:	Brian Jevan	(928) 322-0455

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

W.N. 010 CH 320 H821101C  
June 26, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

700 Calendar Days

The proposed Reconstruct TI and Mainline project is located in Pima County within the City of Tucson on I-19 from MP 60.86 to MP 62.25 and on Ajo Way (SR 86). The proposed work consists of reconstructing the I-19/Ajo Way TI along with work on Ajo Way. The work includes roadway excavation, constructing embankment, grading, furnishing and placing Portland cement concrete pavement and asphaltic concrete, two bridge structures, retaining and sound walls, four RCB culverts, concrete barrier, drainage, pavement marking, signing, lighting, signals, and other related work.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : Howard Sara

Project No.	Highway Termini	Location	Item
019 PM 061 H846701C 019-A-(220)S	NOGALES-TUCSON HWY, I-19	I-19, AJO WAY TI (JCT SR 86) Tucson District	11207

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$39,973,369.91	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
2	\$40,350,195.13	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$40,534,980.00	DEPARTMENT	
3	\$41,398,498.05	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
4	\$45,769,090.82	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

**Apparent Low Bidder is 1.4% Under Department Estimate (Difference = (\$561,610.09))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 25, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO                    019 PM 061 H8467 01C  
 PROJ NO                    NH-019-A(220)S  
 TERMINI                    NOGALES – TUCSON HWY, I-19  
 LOCATION                    Ajo Way TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-19	60.86 to 62.25	Tucson	11207

The amount programmed for this contract is \$54,200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Reconstruct TI and Mainline project is located in Pima County within the City of Tucson on I-19 from MP 60.86 to MP 62.25 and on Ajo Way (SR 86). The proposed work consists of reconstructing the I-19/Ajo Way TI along with work on Ajo Way. The work includes roadway excavation, constructing embankment, grading, furnishing and placing Portland cement concrete pavement and asphaltic concrete, two bridge structures, retaining and sound walls, four RCB culverts, concrete barrier, drainage, pavement marking, signing, lighting, signals, and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Roadway Excavation	CY	72,000
Drainage Excavation	CY	59,000
Borrow (In Place)	CY	141,500
Borrow (Dept. Furnished)	CY	83,500
Aggregate Base Class 2	CY	15,900
Portland Cement Concrete Pavement	SY	19,500
Asphalt Binder (PG 70-10)	TN	700
AC (Misc. Structural)	TN	6,000
AC ¾" EP Special Mix	TN	15,000
Storm Drain Pipe, Various Sizes	LF	6,800
Bridge Sign Structures	EA	7
Electrical Conduit, Various Sizes	LF	28,000
Concrete Curb, Various	LF	21,000
Concrete Barrier	LF	7,800
Sound Barrier Wall	SF	88,600
Retaining Wall (Combo Wall)	SF	16,000
Retaining Wall (Reinforced Concrete)	SF	44,500
Concrete Channel Lining, Various	SY	19,400
Contractor Quality Control	LS	1
Misc Work (Remove Trees, Various Sizes)	EA	600
Construction Survey and Layout	LS	1
Structural Excavation	CY	23,700
Structural Concrete Class S (Various Strengths)	CY	8,300
Anchor Slab, Various	SF	25,600
Precast, P/S Member (AASHTO Type 5 Mod)	LF	5,700
RCBC (Precast Two Barrel)(6'x5')	LF	300
RCBC (Precast Four Barrel)(8'x8')	LF	400
Reinforcing Steel	LB	910,000
Drilled Shaft Foundations	LF	4,200

The time allowed for the completion of the work included in this project will be 700 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 10.98.

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 following the advertisement for bids. The cost is \$370, 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 \$15 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.

One CD containing cross sections and earthwork quantity sheets is available for sale at Contracts and Specifications Section. The cost of each CD is \$5.00, payable at time of order by cash, check or money order.

One CD containing the geotechnical report is available for sale at Contracts and Specifications Section. 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:	Sara Howard	(602) 712-6834
Construction Supervisor:	Erin Kline	(520) 838-2742

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

019 PM 061 H8467 01C  
019-A(220)S  
7/13/2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

70 Working Days

The proposed removal and installation of new signs work is located in the City of Avondale in Maricopa County. The proposed work is located throughout within the City of Avondale. The work consists of removal of existing STOP sign panels and installation of new STOP sign panels on the existing sign posts and foundations.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : Shah Rimpal

Project No.	Highway Termini	Location	Item
0000 MA AVN SH62701C AVN-0-(217)T	CITY OF AVONDALE	SIGN MANAGEMENT SYSTEM/SIGN UP Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$140,718.70	TRAFFICADE SIGNS AND SALES, INC.	2544 W MCDOWELL RD PHOENIX, AZ 85009
2	\$154,969.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
3	\$156,545.00	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
4	\$161,677.65	SUNLINE CONTRACTING, LLC	820 N 17TH AVENUE PHOENIX, AZ 85007
5	\$180,480.80	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018
6	\$194,804.50	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
	\$225,030.00	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$259,768.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

**Apparent Low Bidder is 37.5% Under Department Estimate (Difference = (\$84,311.30))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, AUGUST 21, 2015 AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 MA AVN SH62701C  
PROJ NO            HSIP-AVN-0(217)T  
TERMINI            CITY OF AVONDALE  
LOCATION            VARIOUS LOCATIONS

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

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

The proposed removal and installation of new signs work is located in the City of Avondale in Maricopa County. The proposed work is located throughout within the City of Avondale. The work consists of removal of existing STOP sign panels and installation of new STOP sign panels on the existing sign posts and foundations.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Warning, Marker or Regulatory Sign Panel	Sq.Ft.	9,606
Truck Mounted Attenuator	Each-Day	70

The time allowed for the completion of the work included in this project will be 70 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 three weeks following the advertisement for bids. The cost is \$25, 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:	Rimpal Shah	(602) 712-8377
Construction Supervisor:	Quinn Castro	(602) 712-6670

STEVE BEASLEY,  
Acting Engineer-Manager  
Contracts & Specifications Section

0000 MA AVN SH62701C  
HSIP-AVN-0(217)T  
June 29, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

100 Working Days

The proposed projects SH57601C, SH59101C and SH59201C are located in Pinal County on Ironwood Drive between Elliot Avenue and Baseline Avenue in the City of Apache Junction. Approximate combined length of the projects is 1.65 miles. The work consists of pavement widening to provide safety pullouts, pavement marking, signing, guardrail, slope paving, and other related work.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 PN APJ SH57601C APJ-0-(207)T	CITY OF APACHE JUNCTION	IRONWOOD DR: ELLIOTT AVE - BAS Phoenix District	LOCAL
0000 PN APJ SH59101C APJ-0-(209)S	CITY OF APACHE JUNCTION	IRONWOOD DR: ELLIOTT AVE - BAS Phoenix District	LOCAL
0000 PN APJ SH59201C APJ-0-(208)T	CITY OF APACHE JUNCTION	IRONWOOD DR: ELLIOTT AVE - BAS Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$546,999.90	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
2	\$565,252.00	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
3	\$595,026.00	GREY MOUNTAIN CONSTRUCTION, LLC	3190 SOUTH GILBERT ROAD SUITE #5 CHANDLER, AZ 85286
4	\$597,839.83	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
	\$647,703.00	DEPARTMENT	
5	\$650,300.30	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$668,310.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST DRIVE TEMPE, AZ 85282
7	\$733,831.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
8	\$765,090.00	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018

**Apparent Low Bidder is 15.5% Under Department Estimate (Difference = (\$100,703.10))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 18, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PN APJ SH57601C  
 PROJ NO HSIP-APJ-0(207)T  
 TERMINI CITY OF APACHE JUNCTION  
 LOCATION IRONWOOD DRIVE; ELLIOT AVE- BASELINE AVE

TRACS NO 0000 PN APJ SH59201C  
 PROJ NO HSIP-APJ-0(208)T  
 TERMINI CITY OF APACHE JUNCTION  
 LOCATION IRONWOOD DRIVE; ELLIOT AVE- BASELINE AVE

TRACS NO 0000 PN APJ SH59101C  
 PROJ NO HSIP-APJ-0(209)T  
 TERMINI CITY OF APACHE JUNCTION  
 LOCATION IRONWOOD DRIVE; ELLIOT AVE- BASELINE AVE

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

The amount programmed for this contract is \$884,174. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed projects SH57601C, SH59101C and SH59201C are located in Pinal County on Ironwood Drive between Elliot Avenue and Baseline Avenue in the City of Apache Junction. Approximate combined length of the projects is 1.65 miles. The work consists of pavement widening to provide safety pullouts, pavement marking, signing, guardrail, slope paving, and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ.YD.	1,340
ROADWAY EXCAVATION	CU.YD.	1,891
AGGREGATE BASE, CLASS 2	CU.YD.	1,655
ASPHALTIC CONCRET (MISC. STRUCTURAL)	TON	1,850
EROSION CONTROL (WATTLES)(9")	L.FT.	5,461
REMOVE AND RECONSTRUCT WIRE FENCE	L.FT.	3,328
GUARD RAIL (VARIOUS TYPES)	L.FT.	2,063
SLOPE PAVING (EXPOSED AGGREGATE)	SQ.YD.	1,040
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEY AND LAYOUT	L.SUM	1

The time allowed for the completion of the work included in this project will be **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 10.35.

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 \$31.00, 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.

Engineering Specialist:	Maafuz Anwar	(602) 712-7663
Construction Supervisor:	Quinn Castro	(602) 712-8965

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

0000 PN APJ SH57601C  
HSIP-APJ-0(207)T  
0000 PN APJ SH59201C  
HSIP-APJ-0(208)T  
0000 PN APJ SH59101C  
HSIP-APJ-0(209)T  
August 04, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

155 Working Days

The proposed project is located in Mohave County on NB and SB Interstate 15. The work begins at MP 0 (Nevada State Line) and extends northerly to MP 13 at the beginning of the Virgin River Gorge. The work consists of milling the existing pavement and replacing it with Asphaltic Concrete End Product and Asphaltic Concrete Friction Course, removing the existing bridge railing and replacing with new concrete bridge barrier, sealing the existing bridge decks, removing and replacing guardrail, applying pavement markings, traffic control, loop detectors and other related work.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : Patton Samuel James

Project No.	Highway Termini	Location	Item
015 MO 000 H867201C 015-A-(210)S	MISQUITE-LITTLEFIELD-NORTH HWY (I-15)	NEVADA STATE LINE-MP13 Flagstaff District	12315

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$10,427,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
2	\$11,161,359.97	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$11,877,718.65	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
4	\$13,153,932.63	STAKER & PARSON COMPANIES	2350 SOUTH 1900 WEST OGDEN, UT 84401
5	\$13,361,376.51	W W CLYDE & CO.	302 WEST 5400 SOUTH SUITE #100 MURRAY, UT 84107
6	\$13,888,888.00	RALPH L WADSWORTH CONSTRUCTION COMPANY LLC	166 EAST 14000 SOUTH #200 DRAPER, UT 84020

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$15,109,665.20	DEPARTMENT	

**Apparent Low Bidder is 31.0% Under Department Estimate (Difference = (\$4,682,665.20))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, SEPTEMBER 18, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO                    015 MO 000 H867201C  
PROJ NO                    NHPP – 015-A(210)T  
TERMINI                    MESQUITE-LITTLEFIELD-NORTH HWY (I-15)  
LOCATION                    NEVADA STATE LINE – MP 13

ROUTE NO.                    MILEPOST                    DISTRICT                    ITEM NO.  
I - 15                        0.00 to 13.13                    FLAGSTAFF                    12315

The amount programmed for this contract is \$21,000,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Mohave County on NB and SB Interstate 15. The work begins at MP 0 (Nevada State Line) and extends northerly to MP 13 at the beginning of the Virgin River Gorge. The work consists of milling the existing pavement and replacing it with Asphaltic Concrete End Product and Asphaltic Concrete Friction Course, removing the existing bridge railing and replacing with new concrete bridge barrier, sealing the existing bridge decks, removing and replacing guardrail, applying pavement markings, traffic control, loop detectors and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove and Salvage (Bridge Railing)	L. FT.	702
Remove Guardrail	L. FT.	763
Remove Bituminous Pavement (Milling)(2")	SQ. YD.	5,289
Remove Bituminous Pavement (Milling)(2 1/2")	SQ. YD.	23,940
Remove Bituminous Pavement (Milling)(3")	SQ. YD.	370,760
Shoulder Buildup (Milled)(AC)	L. FT.	296,584
Fog Coat	TON	73
Asphaltic Concrete Friction Course (ACFC)	TON	12,647
Asphaltic Concrete (3/4")(End Product)(Spec. Mix)	TON	140,323
Pipe Corrugated Metal 12"	L. FT.	96
Pipe Corrugated Metal Slotted Drain	L. FT.	60
Bridge Repair (Seal Deck)	SQ. YD.	1,708
F Shape Bridge Concrete Barrier and Transition 34"	L. FT.	782
Delineator (Flexible)(Single White and Yellow)	EACH	1,066
Pavement Marker (Raised, Type C & E)	EACH	11,447
Dual Component Pavement Marking (Wht & Yel)	L. FT.	622,035
Loop Detector (Counter)(Full Replacement)	EACH	2
Loop Detector (Weigh in Motion)	EACH	1
Guardrail W Beam Single Face	L. FT.	2,865
Sawcut Groove for Strip (Diamond Blade)	L. FT.	76,575
Ground in Rumble Strip (12")	L. FT.	287,782

The time allowed for the completion of the work included in this project will be 155 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 7.39. .

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 \$ 57 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 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.

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:	Sam Patton	(602) 712-8261
Construction Supervisor:	Adam Carreon	(928) 347-5851

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

235 Calendar Days

The proposed work is located in Yavapai County within the Town of Chino Valley, at the intersection of SR 89 and Perkinsville Road, between approximate SR 89 Milepost 328.86 to 329.03. The work consists of constructing a new roundabout at SR 89 and Perkinsville Road. Additional work includes removal and replacement of asphaltic concrete pavement; installing new drainage facilities; replacing pavement markings; removing and installing lighting; and other miscellaneous work.

Bid Opening Date : 9/25/2015, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
089 YV 328 H833001C 089-B-(210)T	PRESCOTT - ASH FORK HIGHWAY (SR 89)	SR89- PERKINSVILLE RD INTERSEC Prescott District	18715

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,218,602.87	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
	\$1,355,503.45	DEPARTMENT	
2	\$1,498,497.70	FALCONE BROS & ASSOCIATE INC.	15885 N. EQUESTRIAN TRL TUCSON, AZ 85739
3	\$1,558,558.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
4	\$1,745,542.00	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951
5	\$1,772,022.05	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323

**Apparent Low Bidder is 10.1% Under Department Estimate (Difference = (\$136,900.58))**

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 25, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO 089 YV 328 H833001C
PROJ NO NH-STP-089-B(210)T
TERMINI PRESCOTT - ASHFORK HIGHWAY (SR 89)
LOCATION SR 89 - PERKINSVILLE INTERSECTION

ROUTE NO. MILEPOST DISTRICT ITEM NO.
SR 89 328.86 to 329.03 PRESCOTT 18715

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

The proposed work is located in Yavapai County within the Town of Chino Valley, at the intersection of SR 89 and Perkinsville Road, between approximate SR 89 Milepost 328.86 to 329.03. The work consists of constructing a new roundabout at SR 89 and Perkinsville Road. Additional work includes removal and replacement of asphaltic concrete pavement; installing new drainage facilities; replacing pavement markings; removing and installing lighting; and other miscellaneous work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Lists items like Roadway and Drainage Excavation, Separation Geotextile Fabric, Aggregate Base, etc., with units like Cu.Yd., Sq.Yd., Ton, L.Ft., Each and quantities.

The time allowed for the completion of the work included in this project will be 235 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 11.00%.

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 \$66.00, 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.

Engineering Specialist:	William Nanni	(602) 712-6899
Construction Supervisor:	Bonnie Perotti	(928) 759-2426

STEVE BEASLEY,  
Engineer-Acting Manager  
Contracts & Specifications Section

W.N. 089 YV 328 H833001C  
June 19, 2015