

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Joseph E. La Rue, Chair
Deanna Beaver, Vice Chair
William Cuthbertson, Member
Jack W. Sellers, Member
Michael S. Hammond, Member
Steven E. Stratton, Member
Arlando S. Teller, 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 conduct a board meeting open to the public on Friday, October 21, 2016 at 9:00 a.m. at the Town of Wickenburg Council Chambers, 155 N. Tegner Street, 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 21, 2016, 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. 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. 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.

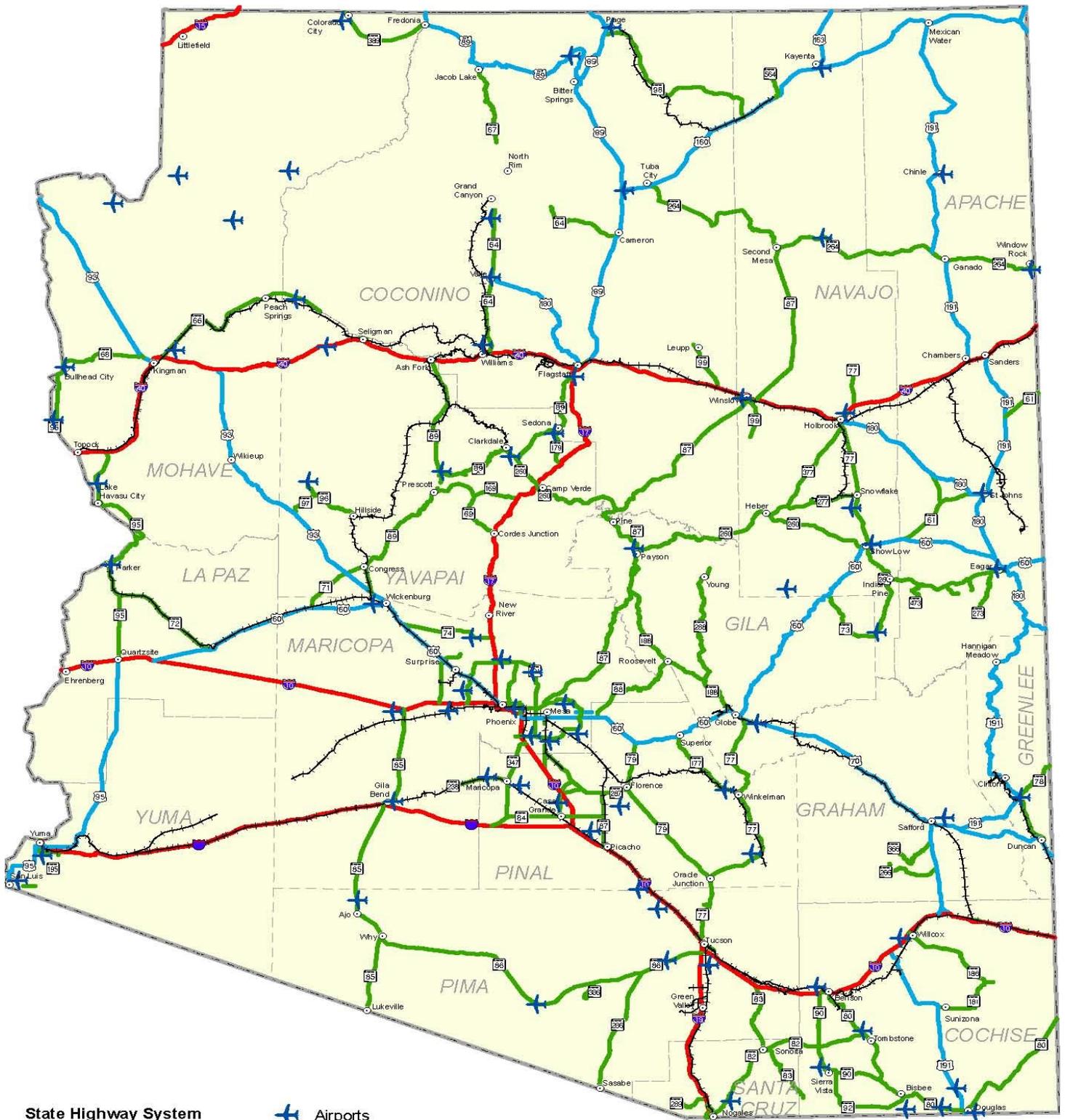
The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated 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 14th day of October, 2016

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 21, 2016

Town of Wickenburg

Council Chambers

155 N. Tegner Street, Suite A

Wickenburg, AZ 85390

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 board meeting open to the public on Friday, October 21, 2016, at 9:00 a.m. at the Town of Wickenburg Council Chambers, 155 N. Tegner Street, Suite A, Wickenburg, AZ 85390. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

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 21, 2016. 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 Joseph La Rue

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 an update and overview of issues of regional significance including updates on current and upcoming construction projects, including an update on US 93 activities, 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 — John Halikowski, Director)

A) Individual Topics

- 1) Discuss potential toll facility for SR30 (I-10 reliever)
- 2) Overview of on-going activities with Mexico
- 3) Commercial vehicle mobile enforcement in northeastern Arizona

B) Last Minute Items to Report

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

Page 8

***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, Multimodal Planning Division Director)

***ITEM 7: Priority Planning Advisory Committee (PPAC)** **Page 104**
 Staff will present recommended PPAC actions to the Board including consideration of changes to the FY 2017 - 2021 Statewide Transportation Facilities Construction Program.
 (For discussion and possible action — Michael Kies, Multimodal Planning Division Director)

ITEM 8: State Engineer’s Report **Page 181**
 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 of Transportation/State Engineer)

***ITEM 9: Construction Contracts** **Page 188**
 Staff will present recommended construction project awards that are not on the Consent Agenda.
 (For discussion and possible action — Dallas Hammit, Deputy Director of Transportation/State Engineer)

***ITEM 10: Draft 2017 Board Meetings and Public Hearing Dates and Locations**
 The 2017 Transportation Board Meetings are scheduled to be held on the third Friday of the month. Study Sessions are scheduled quarterly on an as-needed basis.
 (For discussion and possible action—Floyd Roehrich, Jr., Executive Officer)

2017 Transportation Board Meeting Locations

Date	2017 Board Locations	Remarks
January 20	Prescott	Board Meeting & Rural Transportation Summit
January 31	Phoenix-HRDC	Study Session
February 17	Benson	
March 17	Tucson	Board Meeting & Public Hearing
April 21	Flagstaff	Board Meeting & Public Hearing
May 19	Phoenix	Board Meeting & Public Hearing
May 30	Phoenix-HRDC	Study Session
June 16	Payson	Board adopts 5-YR Program
July 21	Florence	
August	BREAK	No meeting scheduled
August 29	Phoenix-HRDC	Study Session
September 15	Second Mesa	
October 20	Sierra Vista	Board Meeting & Rural Transportation Summit
October 31	Phoenix-HRDC	Study Session
November 17	Kingman	
December 15	Phoenix	

ITEM 11: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas.

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- 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.

MINUTES APPROVAL

- Board Special Meeting Minutes, August 30, 2016
- Board Study Session Minutes, August 30, 2016

RIGHT OF WAY RESOLUTIONS (action as noted)

- ITEM 3a: RES. NO. 2016-10-A-049
 PROJECT: 090 CH 316 H8803 / NH-090-A(206)T
 HIGHWAY: NOGALES – LOWELL
 SECTIONS: East Buffalo Soldier Trail – Hatfield Street Intersection
 ROUTE NO.: State Route 90
 ENG. DIST.: Southcentral
 COUNTY: Cochise
 RECOMMENDATION: Establish new right of way as a state route and state highway to facilitate the upcoming construction phase of this intersection improvement project necessary to enhance convenience and safety for the traveling public.
- ITEM 3b: RES. NO. 2016-10-A-050
 PROJECTS: F. I. 141; and 010 PM 257 H3188 01R / NH-10-4(141)
 HIGHWAY: TUCSON CONTROLLED ACCESS HIGHWAY
 SECTION: Speedway Blvd. – Congress St. (Oury Park)
 ROUTE: Interstate Route 10
 ENG. DIST.: Southcentral
 COUNTY: Pima
 DISPOSAL: D-SC-001
 RECOMMENDATION: Vacate and extinguish to the City of Tucson easement right of way acquired for traffic interchange improvements at Interstate 10 and St. Mary's Road that is no longer needed for the State Transportation System.

ITEM 3c: RES. NO. 2016-10-A-051
 PROJECTS: F. I. 40; and F-042-4-601
 HIGHWAY: WINSLOW – HOLBROOK
 SECTION: Holbrook Streets (West End)
 ROUTE NO.: State Route 40-B (formerly U. S. Route 66)
 ENG. DIST.: Northeast
 COUNTY: Navajo
 DISPOSAL: D-NE-001
 RECOMMENDATION: Abandon to the City of Holbrook right of way that is no longer needed for the State Transportation System, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 28, 2016.

ITEM 3d: RES. NO. 2016-10-A-052
 PROJECT: 017 MA 209 H8805 / NH-017-A(242)T
 HIGHWAY: PHOENIX – CORDES JUNCTION
 SECTION: I-17 at Cactus Road, Thunderbird Road and Greenway Road
 ROUTE NO.: Interstate Route 17
 ENG. DIST.: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way for temporary construction easements necessary to accommodate installation of upgraded storm pumps and improvements to drainage facilities to enhance convenience and safety for the traveling public.

ITEM 3e: RES. NO. 2016-10-A-053
 PROJECTS: 999 SW 000 H8213 / STP-999-A(349)T; and 019 PM 034 H7191 01R
 HIGHWAY: NOGALES – TUCSON
 SECTION: Canoa Ranch Rest Area Rehabilitation
 ROUTE NO.: Interstate Route 19
 ENG. DIST.: Southcentral
 COUNTY: Pima
 RECOMMENDATION: Establish new right of way as a state route and state highway to facilitate the upcoming construction phase of this rest area improvement project necessary to enhance convenience and safety for the traveling public.

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 3f: BOARD DISTRICT NO.: 1

Page 191

BIDS OPENED: September 16, 2016

HIGHWAY: TOWN OF GILBERT

SECTION: MID-BLOCK CROSSINGS ON BASELINE, GUADALUPE, AND ELLIOT ROADS

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-GIL-0(211)T : 0000 MA GIL SL73001C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 460,980.80

STATE ESTIMATE: \$ 476,702.80

\$ UNDER ESTIMATE: (\$ 15,722.00)

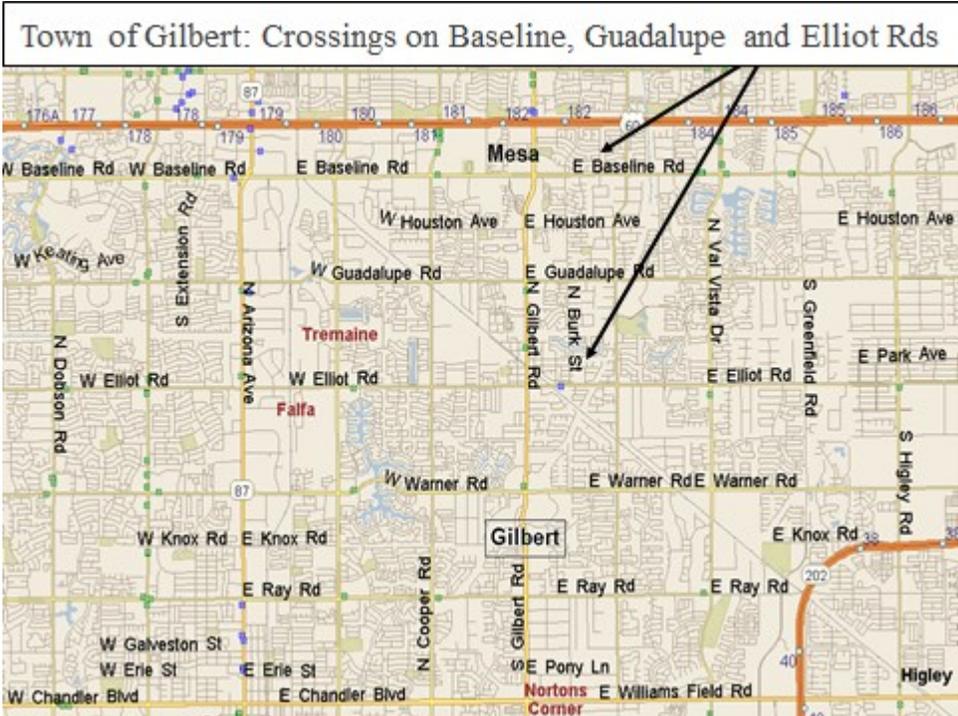
% UNDER ESTIMATE: (3.3%)

PROJECT DBE GOAL: 5.41%

BIDDER DBE PLEDGE: 5.43

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3g: BOARD DISTRICT NO.: 1

BIDS OPENED: September 23, 2016

HIGHWAY: SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY

SECTION: LONGMORE ROAD; MCDOWELL ROAD-OSBORN ROAD

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CMAQ-SRI-0(202)T : 0000 MA SRI SZ15501C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 739,514.62

STATE ESTIMATE: \$ 689,440.00

\$ OVER ESTIMATE: \$ 50,074.62

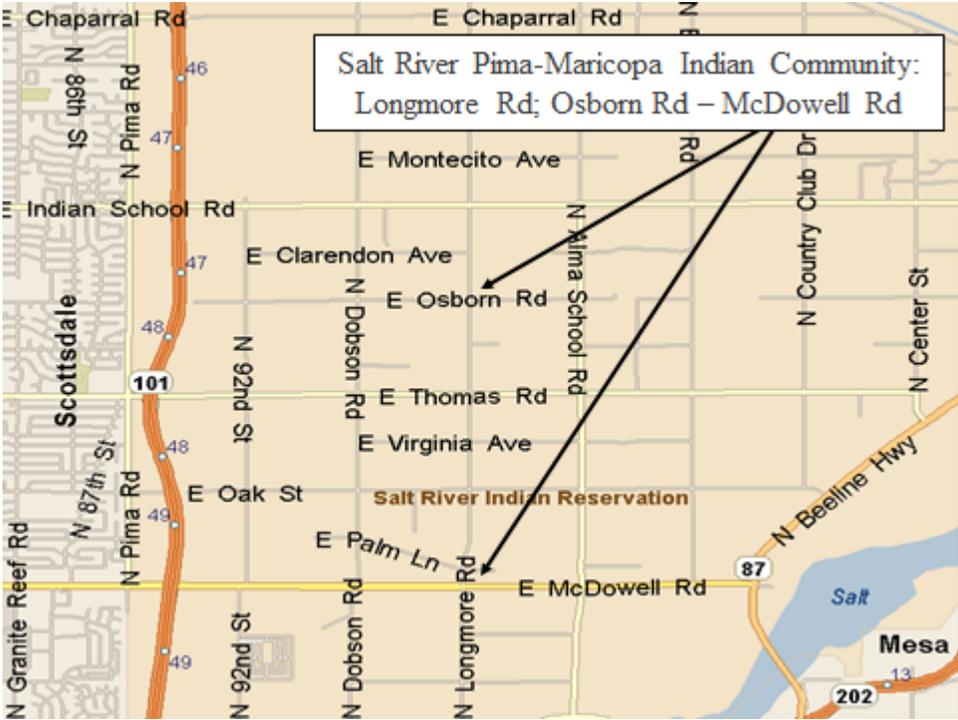
% OVER ESTIMATE: 7.3%

PROJECT DBE GOAL: 6.99%

BIDDER DBE PLEDGE: 8.26%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 3h: BOARD DISTRICT NO.: 3

BIDS OPENED: September 16, 2016

HIGHWAY: NOGALES-TUCSON HIGHWAY (I 19)

SECTION: NOGALES-SAN XAVIER ROAD

COUNTY: SANTA CRUZ

ROUTE NO.: I 19

PROJECT : TRACS: HSIP-019-A(231)T : 019 SC 000 H882501C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: TIFFANY CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 903,862.95

STATE ESTIMATE: \$ 885,233.00

\$ OVER ESTIMATE: \$ 18,629.95

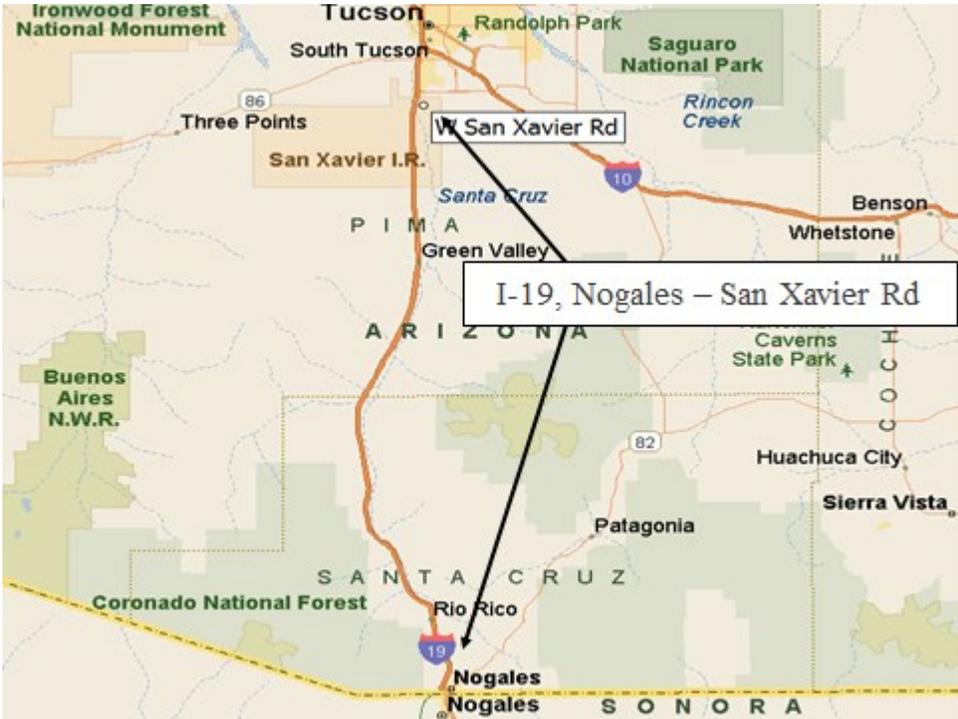
% OVER ESTIMATE: 2.1%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3i: BOARD DISTRICT NO.: 6

BIDS OPENED: September 23, 2016

HIGHWAY: HOOVER DAM-KINGMAN HIGHWAY (US 93)

SECTION: WILLOW BEACH-WHITE HILLS ROAD

COUNTY: MOHAVE

ROUTE NO.: US 93

PROJECT : TRACS: HSIP-093-A(203)T : 093 MO 017 H840801C

FUNDING: 94% FEDS 6% STATE

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

LOW BID AMOUNT: \$ 9,550,000.00

STATE ESTIMATE: \$ 10,546,313.00

\$ UNDER ESTIMATE: (\$ 996,313.00)

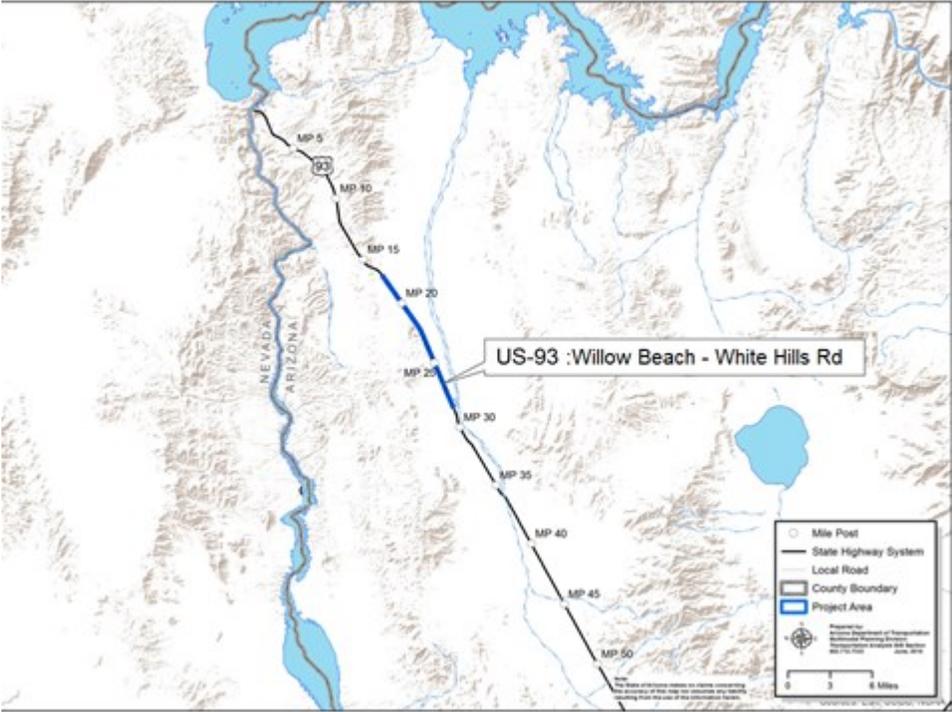
% UNDER ESTIMATE: (9.4%)

PROJECT DBE GOAL: 6.44%

BIDDER DBE PLEDGE: 6.56%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



MINUTES
STATE TRANSPORTATION BOARD
SPECIAL MEETING
9:00 a.m., Tuesday, August 30, 2016
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Ave.
Phoenix, Arizona 85009

Pledge

The Pledge of Allegiance was led by Board member Jack Sellers.

Roll call by Board Secretary Mary Beckley

In attendance: Joe La Rue, Deanna Beaver, William Cuthbertson, Jack Sellers, Michael Hammond, Steve Stratton and Arlando Teller.

Absent: None

Opening Remarks – Chairman La Rue welcomed everyone to the meeting.

Call to the Audience: None.

***ITEM 1. Consent Agenda**

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

***ITEM 2. Priority Planning Advisory Committee (PPAC)**

Michael Kies presented recommended PPAC action to the Board including considerations of changes to the FY2017-2021 Statewide Transportation Facilities Construction Program.

A motion to approve Project Modifications Items 2a through 2i was made by Deanna Beaver and seconded by Steve Stratton. In a voice vote, the motion carries.

A motion to approve New Projects Items 2j through 2v was made by Deanna Beaver and seconded by Michael Hammond. In a voice vote, the motion carries.

A motion to approve Airport Projects Items 2w through 2y was made by Arlando Teller and seconded by Deanna Beaver. In a voice vote, the motion carries.

***ITEM 3. Construction Contracts**

Dallas Hammit recommended approval of Item No. 3a, proposed work in the city of Maricopa on Hartman Road between SR 238 and Farrell Road in District 4.

A motion to approve Contract Item 3a was made by Steve Stratton and seconded by Jack Sellers. In a voice vote, the motion carries.

A motion to adjourn the Special Meeting of August 30, 2016 was made by Deanna Beaver and seconded by Steve Stratton. In a voice vote, the motion carries.

Meeting adjourned at 9:10 a.m. MST

Joseph E. La Rue, Vice Chairman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

**MINUTES
STATE TRANSPORTATION BOARD
STUDY SESSION
(IMMEDIATELY FOLLOWING THE SPECIAL MEETING)
9:00 a.m., Tuesday, August 30, 2016
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Ave.
Phoenix, Arizona 85009**

Roll call by Board Secretary Mary Beckley (taken from Special Meeting)

In attendance: Joe La Rue, Deanna Beaver, William Cuthbertson, Jack Sellers, Michael Hammond, Steve Stratton and Arlando Teller.

Absent: None

Opening Remarks – None.

Call to the Audience: None.

Michael Kies introduced No. 1, Long Range Transportation Planning (LRTP) and What Moves You Arizona Update

STATE TRANSPORTATION BOARD STUDY SESSION – AUGUST 30, 2016

I N D E X

PAGE

**ITEM 1: LONG RANGE TRANSPORTATION PLANNING (LRTP) and WHAT MOVES
YOU ARIZONA UPDATE (Michael Kies)3**

ITEM 2: I-11 UPDATE (Michael Kies)21

**ITEM 3: LEGISLATIVE FUNDING OF APPROVED FEDERAL FASTLANE GRANTS AND
DEFEATED TIGER GRANT APPLICATIONS (Kristine Ward and Michael Kies)40**

1 (Beginning of excerpt.)

2 MR. KIES: -- in this plan we have a 25-year
3 horizon. We're looking out to the year 2040, and some of the
4 things that this long-range plan will do is shown here on the
5 slide. But the one thing that I do remind the Board is that as
6 we do our five-year program, that last bullet item on this list,
7 we come to you with a recommended investment choice of how we
8 should -- we feel we should be distributing our money between
9 major items like expansion, preservation and modernization. And
10 this update of the five-year plan is going to give us a
11 framework to look at changing that recommended investment choice
12 based on the input we've got.

13 So how do we develop the plan? Well, we start
14 off with goals and objectives, and that leads us performance
15 measurements. And this is a -- is an update of What Moves You
16 Arizona, which was the plan that was done about five years ago.
17 So we're using similar goals as to what was established in the
18 previous plan, and you see goals related to mobility, safety,
19 preservation, other items like improving partnerships with our
20 -- with other agencies that we work with, environmental
21 stewardship and economic vitality. And these are all things
22 that have rolled forward from the last long-range plan.

23 With that said, the other element of a long-range
24 plan is that we need to look -- since we're looking out to the
25 year 2040, we need to look at what are those transportation

1 needs that if we had all the funding available to us, what would
2 we need to fund over the next 25 years. And the exercise that
3 was done with this long-range plan shows that our transportation
4 needs between now and 2040 are about \$105 billion worth of
5 needs. And you can see some of the categories there that these
6 needs are put into. The biggest one being the highway needs,
7 which is an all-encompassing category of preservation,
8 maintenance, improvements such as safety improvements and
9 expansion, and then you see some other categories like bike and
10 ped., transit issues and things like that.

11 And, of course, then we compare those needs to
12 the revenue that we'd expect over the next 25 years. And as you
13 can see on this slide, if nothing changes on the revenue side,
14 we expect to have about \$32 billion worth of renew against \$105
15 billion worth of needs. So that's where the long-range plan
16 really needs to look at the tradeoffs between what gets funded
17 over the long run.

18 So how are we structuring the plan so we can
19 start to talk about those tradeoffs and eventually lead us to
20 those major investment categories of expansion, modernization
21 and preservation? Well, we've set up those goals that we talked
22 about earlier, and those goals have led us to some more specific
23 investment areas that you see on this slide, things like
24 technology development, accessibility, meaning things like
25 adding interchanges or adding connections to our state highway

1 system.

2 And each of those investment areas have led us to
3 some performance metrics that we intend to track as we go
4 through this long-range plan over the next 25 years. And one of
5 the exercises that we just completed was that we asked people
6 who are involved in this plan to actually weigh the priority of
7 these items. So if we look at those investment areas of
8 expansion, preservation, safety, we asked a group of people to
9 do what we call a "Pairwise comparison." And that means that if
10 every combination is put head to head, safety versus
11 preservation. What is your viewpoint on which is more
12 important, and how much weight would you put on that importance?
13 Which will give us some indication of how we should be
14 prioritizing our major investment categories.

15 Here's a slide that gives you the results of
16 about 60 people that were a part of this Pairwise comparison,
17 and we also broke the groups down into areas of interest of
18 those 60 people. So what this slide is showing you is if you
19 see safety and preservation and accessibility and expansion
20 along the bottom here, this is how each of these groups rated
21 the priority of these subjects.

22 So if we look at our district engineers, which is
23 this red line here, you see the district engineers put a lot of
24 focus on maintenance and operation and focused on the
25 preservation side of transportation. And you would expect that

1 from district engineers. They're the front line of those
2 operations.

3 Which way might compare to our MPOs and COG,
4 their metropolitan planning organizations and counsel of
5 governments, which is this yellow line, which did not show as
6 high of importance on maintenance and operation, but showed a
7 little more importance on expansion of the system. And so this
8 is valuable information that we can use as we look at how we
9 weigh those investment categories.

10 With that said, this initial survey that we did
11 of team members led us to this result. Now, this is not the
12 result that will be published in the update of the long-range
13 plan. This is one data point that we're going to use as we
14 build the plan. But it shows that almost 50 percent of what
15 this group's told us we should probably be considering funding
16 towards is preservation and maintenance of our existing system.
17 And, of course, safety ranked really high. And then you can see
18 here that expansion was one of the lowest categories that that
19 group of people gave a weight to, which is enlightening with
20 some of the things that we're wrestling with in transportation
21 funding.

22 Last, the thing that we're introducing in this
23 long-range plan is a new tool, which is called "Decision Lens."
24 What this tool allows us to do is in real time set up these
25 dials. Like here is a dial that shows pavement condition, the

1 percent of our interstate system that's in poor condition. So
2 we've said that if the interstate system is less than 10 percent
3 in poor condition, that's good. If it's 10 to 25 percent, we
4 call that fair. Of course, if all of our interstate is in the
5 -- is in poor condition, meaning 100 percent, that would be what
6 we consider very poor.

7 And then what this tool allows us to do is we can
8 slide these sliders of funding, which this is set at 164 million
9 per year for pavement, and it yields about, let's say, over 7
10 percent of our interstate pavement being in poor condition.
11 That if we make choices about, let's say, expansion, and we
12 choose to slide that over quite a bit to improve expansion
13 characteristics, that means that funding has to come from
14 somewhere, and it might be taken from safety, bridge or
15 pavement, and then these dials move and show the results of how
16 that would work.

17 Yes, sir.

18 MR. STRATTON: Mike, if you had a situation where
19 a bottleneck is created, would that be -- an expansion to open
20 that bottleneck up, would that be considered a safety project or
21 an expansion project or both?

22 MR. KIES: Well, that is -- you bring a point
23 that -- we just had a workshop a few weeks ago using this tool
24 and showing this tool to a group of people, and that was
25 something that came up as, you know, when we do an expansion

1 project, doesn't that improve safety? And when we do an
2 expansion project, doesn't that preserve part of our system that
3 we don't have to maintain any more? And those were some things
4 that we're wrestling with. So these lines between safety,
5 preservation, mobility, these are only four dials of about 12
6 that we have in the tool right now. It's not as cut and dry as
7 the tool was set up to be, and that's something that we're going
8 to wrestle with as we complete the plan.

9 Did that answer your question?

10 MR. STRATTON: Somewhat. Let's go back to the
11 original question.

12 If it is a bottleneck, would it -- and it
13 accomplishes all the things you just explained, could it not be
14 divided somewhat equally among all those categories and money is
15 brought from each one?

16 MR. KIES: It could. Yes. That -- yeah. That's
17 -- I guess my point was it's -- we're not trying to make it cut
18 and dry, that this is 100 percent an expansion project. That's
19 a 100 percent --

20 MR. STRATTON: Right.

21 MR. KIES: -- a safety project.

22 MR. STRATTON: Okay.

23 MR. KIES: That it could be contributing to all
24 those categories.

25 MR. STRATTON: Thank you.

1 MS. BEAVER: Could I just add? I participated in
2 this activity, and I don't know if other board members did, but
3 you can see I was out of sync with regard to those that actually
4 work with the activities on a day-to-day basis. We didn't
5 really have any instruction when we did our input beforehand on
6 the internet to give the baseline information. This is the
7 first time it's been done. I see great benefit to this, though.

8 And that day of the actual -- when we all met
9 here and they had the data to disseminate it, and these things,
10 you could literally move this scale just based on -- but when
11 you're talking about limited dollars, I see great potential with
12 this process. You know, and I think we also came to realize,
13 like, with regard to preservation, preservation where -- I was
14 high on the safety end, but preservation, you know, can protect
15 safety -- the interest in safety as well.

16 And so it was a very interesting process, and I
17 hope that if we do this again next year -- I don't know if this
18 is going to be an annual thing. I feel that it needs to be done
19 annually as opposed to every five years, because it's staying
20 current with whatever is going on right at that point in time.
21 But it was an interesting process. And like you said, the
22 flexibility -- I mean, it was like live -- those things were
23 live when we were working on it, which I don't know if you get
24 the opportunity to -- maybe we could have a presentation or
25 something to show how it works, but...

1 MR. KIES: Yeah. We didn't want to rely on the
2 internet completely this morning.

3 MS. BEAVER: Yeah.

4 MR. HAMMOND: Mike, first of all, I think this
5 tool is very, very interesting. But it's within a parameter of
6 financial resources.

7 MS. BEAVER: Uh-huh.

8 MR. HAMMOND: And is this -- is it for somebody
9 else to figure out if this data says, Nice theoretic discussion,
10 but this system is financially broke. We can't do it. I mean,
11 does this -- is that an outcome, or is that for somebody else to
12 figure out from the data you provide? Is this intended to use
13 -- be put out there, or is it intended to discuss (inaudible)
14 the issue that's in the room finally?

15 MR. KIES: Yeah. What we're intending to do, as
16 Ms. Beaver mentioned, is that on a yearly basis, we hope to come
17 to this board and talk about the revenue that's available for
18 the next five-year program and maybe show you how some of these
19 sliders have been moved and what the result is on our metrics,
20 and then you could probably give us some input on if that meets
21 your expectations or if there's something that we could --

22 MR. HAMMOND: Well, my point is, though, is
23 there's kind of an implication in all of this. The 32 -- we
24 could do it -- we could keep things together with 32
25 (inaudible). And I think (inaudible) it's not your role. It's

1 somebody else's role, the Board's, the public's, to figure out
2 what we can and do something about it. Is that --

3 MR. HALIKOWSKI: Let -- if I could, Mr. Chair and
4 Mr. Hammond, the tool is just that. It's a tool. But what's
5 important about it, what you and Ms. Beaver brought up is the
6 data. And ultimately, we, as the department, have to make
7 recommendations to the Board what gets funded in the five-year
8 fiscally-constrained plan. So when you ask who's making those
9 choices, we are sitting here making recommendations and looking
10 at a limited amount of funding for you to make choices, and what
11 the tool provides is you can see the effect of those much more
12 clearly than you could in the past.

13 As far as not having enough funding in the
14 system, that is a situation, as you know, that ADOT continues to
15 wrestle with, and with our partners, as to how we find enough
16 funding to meet all need. The funny thing about need is that
17 it's kind of in the eye of the beholder sometimes, because we'll
18 talk about need, and someone might say, Well, I see you've got
19 100 million here for biking path. Do you really need that in
20 the five-year program?

21 So the funding issue -- as you know, there's been
22 a special committee that's been stood up. I talked to Senator
23 Worsely last week. It looks like he's going to be working with
24 Chairman Reagan to call a big committee meeting. So we have the
25 resources that we have, and we have to make choices with those.

1 And then if additional resources come in, then obviously we have
2 to invoke (sic) those into the process and decide how you're
3 going to make those needles move in the future.

4 The other outliers there to me are local
5 participation, because, you know, depending on localized funds,
6 whether it's City of Phoenix or half cent sales tax funds in
7 various places, you know, whether those things come to pass or
8 not, also, those partnerships' cooperation have an effect on
9 total funding available. So, in essence, we have decision
10 making with what we have, and the outlook is that how do you
11 bring more revenue into this, and that's a decision that our
12 policy makers are going to have to face.

13 MR. ROEHRICH: I think it's -- Mr. Chairman and
14 members of the Board, I think it's important to remember when we
15 finish the long-range plan at staff level, the Board obviously
16 again adopts it. You adopt it. It is now sent to the governor
17 and to the legislature to see what's out there. And then the
18 discussion of generating the revenues takes place on that. If
19 they agree with what's in there or they feel like, no, more
20 investment is needed, then that happens. The Board and ADOT
21 cannot generate revenue. We can collect it, and then from there
22 put it where we think is the priority, and that's the purpose of
23 what this does, is help us establish priorities within the time
24 frame of the -- within the revenue constraints that we have.

25 MR. SELLERS: If I might, we had a great panel

1 discussion last week through League of Cities. Director
 2 Halikowski was part of that, Senator Worsely. The takeaway from
 3 that for me was that the biggest improvement we're going to make
 4 in safety in the next several years is going to come from
 5 technology, but technology is also an extremely complicating
 6 factor in our long-range planning in general. But a fascinating
 7 discussion, and also appreciated the takeaways from all that.

8 MR. HALIKOWSKI: And thank you.

9 Back to Mr. Stratton's question about congestion.
 10 Is it a safety issue, or is it some other type of issue? What
 11 the data will show is that we may have a very congested
 12 bottleneck somewhere, but you have a low incidence of fatality
 13 and crashes. So you may want to improve that bottleneck for
 14 economic or throughput reasons, but by doing that and creating
 15 more capacity, you could wind up raising your amount of crashes
 16 in there if you're not careful about how you improve that
 17 bottleneck.

18 So these are the kind of weights that sit on the
 19 balance that you try to figure out, okay, where does the money
 20 eventually go to? And it's not a perfect science, but I think
 21 the data does provide us with a lot of measurement that will
 22 help us make those decisions.

23 CHAIRMAN LA RUE: Board Member Teller.

24 MR. TELLER: Yes. Thank you, Chair.

25 What I find this tool, this Decision Lens tool is

1 -- and I'm bringing it back home to Navajo where we're
 2 physically constrained, and I think we are as a state, a
 3 physically constrained environment, and data -- data driven
 4 tools can help us make decisions and sway away from
 5 politically-driven decisions. And also, we must not forget the
 6 community-based transportation planning, because this is really
 7 an important element, part of the tools that we see before us.

8 So I'm really excited to see more of this. That
 9 way we can see where the issues are and how we can slide those
 10 dollars around, as you said, Michael, on the side and see what
 11 we can do with the amount that we have in this environment. So
 12 I'm excited to see this.

13 MS. BEAVER: Chairman, I would even go so far as
 14 to say, like I said, when these were live, when you're looking
 15 at it on the computer, it could even be the difference between
 16 an interstate versus a rural highway. And, okay, if we're going
 17 to put all the dollars here, then where is it going to take away
 18 from here? I mean, it was very interesting how you could move
 19 it on the scale as far as whether it's something that was
 20 urgent. And I don't know. You've probably got more slides here
 21 that you're going to be showing, but --

22 MR. KIES: Well, the workshop that Ms. Beaver --
 23 I'm sorry, Mr. Chairman.

24 CHAIRMAN LA RUE: Michael, the -- some of the
 25 board members have mentioned this, and the director did, too.

1 So I took the first part of this, but I didn't attend the second
 2 part. And where I was struggling some, and I actually sent off
 3 an internet question, is depending on where I sit, what my
 4 experiences are and where I travel heavily influences the way I
 5 making that decision. And so how do we come together with this
 6 plan with a set of criteria that really fits all the diverse
 7 segments of the state? Because I would bet we're going to end
 8 up with multiple, maybe a half a dozen different decision trees,
 9 if you just focused in on that group of stakeholders, so...

10 MR. KIES: And that's exactly what we did in the
 11 workshop that Ms. Beaver --

12 CHAIRMAN LA RUE: Okay.

13 MR. KIES: -- participated in. This -- we had
 14 three groups, which were made up of various people from all over
 15 the state. We had district engineer representation. We had
 16 people from our technical groups, MPOs and COGs around the
 17 state, and they were all given the same task. You know, how do
 18 you slide the dials, and where do you want to see pavement
 19 condition? Where do you want to see bridge condition?

20 And you can see that, you know, let's say group
 21 one is these orange bars. This group decided that expansion was
 22 their highest funding category that they chose to give, at the
 23 expense at some of the other categories like, let's say,
 24 maintenance or accessibility, as opposed to maybe the gray group
 25 that said that expansion was a lower and pavement is a much

1 higher priority from a funding standpoint. And I think this
 2 just demonstrated the thing that we wrestle with --

3 CHAIRMAN LA RUE: Right.

4 MR. KIES: -- that the director was talking
 5 about.

6 MR. TELLER: Question. Thank you, Chair.

7 When it comes to the discussion of expansion,
 8 that's just highway. That's not airports or other mobility?

9 MR. KIES: Correct.

10 MR. TELLER: Okay.

11 MR. KIES: This workshop was really -- was all
 12 focused on highway funding to demonstrate the tool.

13 MS. BEAVER: Chairman, I don't know -- if you
 14 want to go back on that prior slide where it actually showed who
 15 the participants were, I mean, it was well represented from
 16 around the state.

17 MR. KIES: Right. Right. District engineers are
 18 located all over the state. Our MPOs and COGs are all over the
 19 state.

20 MS. BEAVER: So to me, it was -- it was a group
 21 effort, but the thing is is it's just, on an annual basis, they
 22 all need to participate to get it -- like I said, this was sort
 23 of a pilot year where you're getting a baseline of information.
 24 And so I think it -- it was a starting, but I think in order to
 25 make it truly a useful tool, I think it's going to have to be

1 annual.

2 MR. KIES: And as I said, that was just one data
3 point to kind of un- -- reveal the tool and get some initial
4 data. The next step is we're actually going out to the public,
5 and we're doing that through the internet in a tool called
6 Metroquest, and --

7 MR. HALIKOWSKI: Before you go on, Mike, though,
8 I think that it's an important consideration what Board Member
9 Beaver is saying about annual, because as Board Member Sellers
10 pointed out, the technology is changing very quickly. And if
11 you suddenly develop autonomous vehicles that become fairly
12 prolific in the system and start reducing by great numbers
13 fatalities in crashes, that's going to allow us to shift some of
14 those dials around, because now we don't have 800 fatalities a
15 year. We might be down to 100 or something like that. We might
16 be able through the technology to put more vehicles on the
17 system closer together, thereby (inaudible) expansion and
18 putting our money somewhere else.

19 So there's a lot of different possibilities that
20 could be taking shape over the next five years, which would lend
21 itself to more of an annual look.

22 MR. KIES: So the next step is we're rolling out
23 a tool that the public can now actually start to -- they're not
24 actually going to be in that Decision Lens tool, but the -- you
25 can see the tabs here that one of the things that we're going to

1 ask the public to do is here's a budget that you can work with.
2 Where would you put your dollars between preservation, expansion
3 and those other categories?

4 There's another exercise that they can go on
5 about the tradeoffs, the safety versus maintenance and operation
6 and those type of things. And so we intend to have this out for
7 public use for 45 days through September and into November. And
8 so then this will be kind of data point two on where we can be
9 headed towards that recommended investment choice. And
10 hopefully, Chairman, this will get out to a lot of people in
11 this state that we can some input throughout, including
12 yourself.

13 With that, that's all I had about the update on
14 our long-range plan.

15 CHAIRMAN LA RUE: Any other questions? Board
16 members? Jack.

17 MR. SELLEERS: Director, I don't know if you've
18 talked to the Board about the alliance that you have with the
19 Interstate 10 and the impact that could even have on the long-
20 range plan.

21 MR. HALIKOWSKI: And thank you, Board Member
22 Sellers.

23 There will be a meeting this Thursday and the
24 I-10 Corridor Coalition will be gathering. We're looking for
25 how we make the trip as seem less as possible for commercial

1 vehicles from the Dallas, Texas area to the ports in L.A. and
 2 Long Beach, and the four states have formed a coalition
 3 together, and we are trying to figure out what technologies and
 4 other streamlining we can do on regulations. Our goal is that
 5 someday to look at platooning a driverless 18-wheeler group all
 6 the way from Texas to California. So right now we're looking
 7 for low-hanging fruit like worrying about construction zones
 8 from (inaudible), things like that, and (inaudible).

9 MR. ROEHRICH: I just want to remind everybody,
 10 Mr. Chair, that we have to discuss the items on the agenda. If
 11 Mr. Sell- -- Board Member Sellers is asking you'd like us to
 12 agenda that item, we can go ahead and do that for September, and
 13 the director can give his comprehensive overview and not address
 14 that at this meeting.

15 CHAIRMAN LA RUE: So the question that I heard
 16 was how does that coalition wrap into this long-range plan and
 17 what are the components of that. So I think it is within the
 18 subject matter. But as long as you keep it a narrow --

19 MR. HALIKOWSKI: (Inaudible.)

20 MR. ROEHRICH: I was hoping to get it on you,
 21 because I could feel Michelle back there starting to go, Wait a
 22 minute. I'm looking at the agenda. I don't see those items.

23 MR. HALIKOWSKI: (Inaudible.) So we could bring
 24 something back on and work on (inaudible).

25 CHAIRMAN LA RUE: Any other questions from...

1 MS. BEAVER: Chairman, I think the only thing I
 2 would ask is if we're going to look at this in a serious way,
 3 and I don't know if it's sooner or later, but as far as are we
 4 going to integrate this into where it's an annual thing, or are
 5 we still in the pilot where we're seeing if it's a tool that we
 6 want to use? At what point in time -- is the Board going to
 7 have to take any action on, yes, we are adopting this as an
 8 annual --

9 CHAIRMAN LA RUE: Well, so, Michael, why don't
 10 you give us the time line, because this is a planning effort
 11 that is ongoing and the Board will adopt, and then these tools,
 12 how they wrap in.

13 MR. KIES: Yeah. So our time line is that we
 14 hope to bring a draft update of the long-range plan to this
 15 board at the January study session, which is January 2017.

16 But to answer Ms. Beaver's question, our next
 17 step with that Decision Lens tool is we are going to work with
 18 that company that creates that tool and give them a list of
 19 candidate projects that we have for the five-year plan and do
 20 exactly what Board Member Stratton was talking about and say
 21 each project is partially preservation, expansion, modernization
 22 or safety enhancements, and then have them run the tool and look
 23 at how the tool ranks projects for the five-year program. And
 24 we're going to do that as a test case to see if that's something
 25 that annually we want to do with this tool, if that answers your

1 question.

2 MS. BEAVER: Uh-huh.

3 CHAIRMAN LA RUE: Any other questions on item
4 number one? No. I guess we'll go to item number two.

5 MR. KIES: Thank you, Mr. Chair.

6 The next update I'd like to review is on the
7 Interstate 11 EIS process that's underway. The reason that we
8 wanted to give you this update is that over the summer we
9 accomplished one of the big milestones on the environmental
10 impact statement process, which is the scoping process. So we
11 kicked off the whole EIS on May 20th, when the notice went in
12 the federal register that we intend to complete this EIS. And
13 that was really the notice to the public and all of our
14 partnering agencies that we are underway and out of the starting
15 blocks. And that process lasted 45 days, from May 23rd to July
16 8th. During that time, we had three scoping meetings, six
17 public scoping meetings and collected a whole bunch of comments
18 throughout that period.

19 So the first part of that scoping process was
20 what we call agency scoping, and there are so many agencies that
21 are interested in this Interstate 11 concept that we had 21
22 agencies attend our scoping meetings, which was a really good
23 turnout for this project. Nine of those agencies accepted to be
24 cooperating agencies, and 34 participating.

25 And the difference between cooperating and

1 participating agencies is cooperating agencies actually
2 participate in a higher level of review of the environmental
3 document. They're given more opportunity to have input into the
4 document itself and some of the things that are contained in it.
5 Participating agencies, of course, are welcome to participate
6 throughout the whole process, but they're not at the same level
7 of involvement in the document itself. The process is always
8 available for them to be a part of. But that's the difference.

9 CHAIRMAN LA RUE: Do you have a list of the nine?

10 MR. KIES: I sure do.

11 CHAIRMAN LA RUE: Perfect.

12 MR. KIES: And those nine cooperating agencies
13 are those here.

14 The other thing that's interesting about the idea
15 of a cooperating agency is typically this is provided for other
16 federal agencies. The FHWA is going to take action on this EIS,
17 and we may -- or we -- we may recommend a corridor that affects
18 some of these cooperating agencies, such as the Bureau of Land
19 Management that owns and administers a lot of lands in Arizona.
20 We may put a -- recommended corridor across their land. Then
21 that federal agency needs to take an action of their own, and
22 they have to put it in their plan, and that's usually how
23 cooperating agencies come about. So all of these cooperating
24 agencies believe that there's some sort of action that they
25 might have to take based on the recommendations of this EIS.

1 One of the things that's unusual about this list
 2 is usually cooperating agencies are federal agencies. And the
 3 first one on that list, Arizona Game & Fish, is a state agency,
 4 and that's unique about this project. And that's because they
 5 have a vested interest in what's called the Tucson mitigation
 6 corridor, which is a land that's set aside west of the Tucson
 7 mountains in the Avra Valley, and if there's a recommendation
 8 that goes through the Avra Valley, they may have to take action
 9 on how that mitigation card is managed. So that's why they're
 10 involved.

11 The other element was public scoping. We held
 12 six public scoping meetings. On this list, you can see that we
 13 held two in the Tucson area, in the city of Tucson itself, and
 14 then in Marana, with 150 people showing up at each one of those
 15 meetings, which was very -- a lot of participation. And you can
 16 also see high participation in the Wickenburg area: 95 people
 17 participating. So it just shows how much interest there is in
 18 people getting involved in this process.

19 With that said, we did receive lots of comments
 20 during that period. You can see over 500 comments from our
 21 online surveys. One thing that we did in our public meetings is
 22 that we provided a court reporter. So if people weren't
 23 comfortable getting up and talking to staff members about
 24 something, they could go to the court reporter, and that person
 25 would record their comment verbatim, exactly what they said. We

1 had 33 people do that, give us quite lengthy discussions from
 2 that venue.

3 The types of input that we got from the scoping
 4 was you -- you would imagine people told us what to avoid, what
 5 type of environmental resources are out there that we should
 6 consider, but one of the biggest inputs we got is that last
 7 item, corridor alternative preferences. And you can actually
 8 see that at these meetings, we had maps laid out on tables, and
 9 you can see that people actually wrote comments on the maps and
 10 pointed to things about what we should be considering or where
 11 routes should be considered for this corridor, and that's going
 12 to be very helpful in the next phase of this project.

13 So with that said, the schedule and the way that
 14 we intend to keep coordinating with all our agencies is we're
 15 still in year one. We've completed this 45 scope -- day scoping
 16 period in July. We're now well into developing and screening
 17 alternatives. The way that we're working with our cooperating
 18 agencies is starting next month, there's going to be a monthly
 19 meeting where all of those nine cooperating agencies are invited
 20 to have discussions about issues every month, and every month
 21 there's another meeting called the project management team that
 22 includes members from ADOT, FHWA, our -- the MPOs and COGs that
 23 are affected by this project.

24 As the Board recalls, we put this project on a
 25 three-year schedule, the first year being alternative based, and

1 then the last two years doing the EIS. We do believe that when
 2 there are some things of concern that might put this schedule at
 3 risk, we wanted to bring those items to your attentions as soon
 4 as possible. And one of these things that I think that you
 5 should know about is the level of cultural resources that we're
 6 discovering as part of this project.

7 We have quite an extensive study area from
 8 Wickenburg all the way to Nogales. As of today -- as of now,
 9 4,500 known locations have been identified in this study area of
 10 cultural resources, and those are locations -- each of those
 11 locations can include between 7 and 33 individual sites within
 12 those locations. So if you take this number, 4,500, and
 13 multiply it by 10 or 20 of the sites that are in those
 14 locations, we're talking between 50,000 to 100,000 cultural
 15 sites.

16 And this only represents half of the study area.
 17 Only half of the study area has been surveyed to date. So you
 18 can see the amount of magnitude of this issue. Obviously most
 19 of these cultural sites are tribal related, and some are
 20 historic, but it's a lot of ancestral tribal sites. And so
 21 we've started a consultation process to get more information
 22 from the tribes about which -- where are -- of these sites are
 23 most important and how should we be addressing some of these
 24 sites as we go through our corridor analysis.

25 Yes, sir.

1 MR. TELLER: When you asked the tribes which of
 2 these sites are of most importance, you're giving the tribe --
 3 you're telling -- from what I'm hearing, you're telling the
 4 tribe which is the most priority and the least priority when, to
 5 some of the tribes, they are priority. So how do you respond to
 6 that?

7 MR. KIES: That's what the consultation process
 8 is about. It's an open conversation with all of the tribes that
 9 are going to participate in the consultation process about how
 10 we should go through and evaluate these sites. And the reason
 11 that I wanted to bring that to this board's attention is that
 12 this could wind up being a lengthy process, depending on how the
 13 tribes want to approach consultation.

14 MR. TELLER: When did you start beginning
 15 consulting with the tribe G to G?

16 MR. KIES: Jay, the question is when did we start
 17 formal consultation with the tribes.

18 This is Jay Van Echo. He's the ADOT project
 19 manager for the I-11 tier one EIS.

20 MR. VAN ECHO: Thank you, Mike.

21 Mr. Chairman, board members, we started the
 22 consultation process during the scoping period. The 24 tribal
 23 nations were sent letters asking to participate in this. We
 24 have started scheduling the meetings with the tribes, and
 25 they're going to be ongoing until we get (inaudible). We've

1 also had conversations with many of the nations on the
 2 transportation side, also. So we are kind of going parallel
 3 with all the nations and their transportation and their
 4 infrastructure side, and then also with their cultural resources
 5 folks.

6 MR. ROEHRICH: Mr. Chair, Mr. Teller, if I could,
 7 I think it's important to note that I don't think it's that we
 8 ask the tribes to prioritize or value the different cultural
 9 sites. Really what we want to do is understand the cultural
 10 sites so we can start balancing is there a mitigation
 11 possibility or is it a full avoidance? What are the option --
 12 what is the meaning of the site? What is the site? And what
 13 are our options as we start planning in the process, too?

14 As I said, is there a mitigation possibility? Is
 15 there avoidance possibility? Is there some other options that
 16 we have available. And so never would we want to put any member
 17 or any culture into deciding is something more important than
 18 the other. We just want to know so we can understand it.
 19 Because they have the meaning of what's out there a lot more
 20 than we have the ability to define that.

21 MS. BEAVER: Chairman, I would like to add with
 22 regard to that, because this is inclusive of 24 tribal
 23 communities, and some of these communities, I'm assuming, would
 24 not be affected by this particular corridor, I would see some
 25 benefit to the tribes that specifically would be affected by

1 this. So are those tribal communities, are they actually
 2 governments, or are they agencies within a particular tribe?

3 MR. KIES: Well, there are 24 sovereign
 4 nations --

5 MS. BEAVER: Okay.

6 MR. KIES: -- tribes, and I believe there's been
 7 two that have declined consultation.

8 MR. VAN ECHO: I'm not sure of that, but there
 9 has -- excuse me, Mike. Chairman, board members, there are
 10 several -- as I said, we've reached out to all 24 nations.
 11 There are the four southern tribes, the Gila River, Pascua
 12 Yaqui, the Tohono O'odham and the Ak-Chin, which are -- were
 13 more geographically near, and so we're meeting with them. But
 14 then all the other nations have ancestral remains and rights,
 15 and so we're reaching out to them and having them correspond
 16 back to us how we would want to proceed with this consultation,
 17 and that's what we're doing for the next several years.

18 CHAIRMAN LA RUE: Board Member Teller.

19 MR. TELLER: First and foremost, number one, I
 20 sincerely appreciate you and your staff making a very, very
 21 sincere effort in communicating with the sovereign nations
 22 within the state. It sounds like that, and I definitely want to
 23 continue, you know, supporting that, that you guys urge the
 24 tribes to have some input in some fashion, because I do believe
 25 that this corridor is important for the state as well as for the

1 region, supporting the economy, but at the same time, you know,
2 there's that balance that we need to address. But I really
3 support the -- sincerely urge you to continue communicating with
4 the tribes to get their input. Thank you.

5 MR. VAN ECHO: Thank you, sir.

6 CHAIRMAN LA RUE: I have a question. So is this
7 tribal consultation process, is it codified somewhere in
8 regulations?

9 MR. KIES: Yes, it is. It's a formal process
10 associated with the NEPA process.

11 CHAIRMAN LA RUE: So we're walking it through
12 that process, documenting it, all of that? Because I just see
13 this coming back in the future at some point big time.

14 MR. ROEHRICH: Mr. Chair, you're talking about
15 it's like another South Mountain concern. And again, that's why
16 it's so important that we follow that process step by step, that
17 we do the steps as Mike had pointed out, as Mr. Teller has
18 pointed out, and that's why this consultation is so important,
19 that it is done to the extent we're able to to come up with that
20 plan, so we understand what the purpose is, what the issues are
21 and then what are our options to, as I said, avoid, mitigate, do
22 some other action in order to address this part of our planning
23 process.

24 CHAIRMAN LA RUE: Okay. Oh, Board Member Teller.

25 MR. TELLER: Question, sir. And are we ready for

1 a disappointing response? Are we ready for that? Let's say
2 four tribes in this region come together and say no? Are we
3 ready for that?

4 MR. HALIKOWSKI: Well, if I may, Mr. Chairman, I
5 don't know that we would look at the responses either from a
6 good/bad value standpoint, disappointing or otherwise.

7 What we're putting out is the question of what is
8 in the area that might be affected if a route were to go through
9 here, and we often get responses back, as Floyd said, where we
10 either have to mitigate or avoid. So, for instance, not so much
11 a value proposition at this point. It's really understanding as
12 we try to select a preferred corridor through the tier one
13 process, which one, which route provides for the least impact,
14 if you will, mitigation and avoidance.

15 MR. TELLER: We have a good example happening in
16 South Dakota where the Army Corps. of Engineers probably thought
17 the same thing. We have a coalition of the seven Lakota,
18 Dakota, Nakota tribes coming together to stop that expansion of
19 the oil. So that's what I'm asking here. Are we ready for
20 that?

21 MR. HALIKOWSKI: If I understand your question,
22 are we ready to say that because of the refusal, we wouldn't
23 build the project?

24 MR. TELLER: Yes.

25 MR. HALIKOWSKI: I think that a no-build

1 alternative is something in the NEPA process that we certainly
2 have to take into consideration.

3 MR. VAN ECHO: It is. It is a consideration.

4 MR. TELLER: Okay.

5 MR. HALIKOWSKI: Yeah. So by that process, we
6 have to consider that alternative here.

7 MS. BEAVER: And Chairman, I would add would that
8 be in the process of the alternative routes? You know, there's
9 alternative routes which would -- you know, if this became so
10 burdensome that it was...

11 MR. KIES: That's why I wanted to bring it to the
12 Board's attention, because we're in that process now to look at
13 a comprehensive set of alternatives, and this is an input that
14 needs to be addressed in that review of those alternatives.

15 MR. TELLER: And I'll go back to my support of
16 this effort that you and your staff are doing. So, you know, as
17 long as we continue pushing for the support of this input and
18 document as much as we can, that is really critical to, you
19 know, the continued progress we're doing here in the state.

20 MR. HALIKOWSKI: Well, I guess I would say, too,
21 Mr. Chairman, Mr. Teller, the law provides for the amendment
22 process we have to follow. I want to be clear here that we
23 approach this in the right spirit. There's nothing that says we
24 can't do more to try and communicate than is prescribed as the
25 minimum. So as we've learned on the South Mountain, letters may

1 not always suffice. Sometimes it takes face-to-face meeting and
2 a better understanding of how people want to communicate with
3 the department.

4 MR. VAN ECHO: Correct.

5 CHAIRMAN LA RUE: That's a good point.

6 MS. BEAVER: Chairman, and I would say -- I mean,
7 if nothing else, the overpass, the 347 overpass, I mean, that
8 seemed to be something that was -- where the tribal community
9 and the other affected communities seemed to work very closely
10 together and come to agreement on the needs. You know, so it
11 can be done.

12 MR. KIES: Yeah. That's just one of the key
13 issues that we're working with.

14 Another issue is the I-10 through Tucson.
15 There's some concern about whether that corridor could be
16 widened to a point to accommodate future traffic. So we're
17 going to take a closer look at what might be an alternate vision
18 for the I-10 corridor through Tucson to compare that against
19 other alternatives.

20 As Mr. Van Echo mentioned, we are reaching out
21 specifically to the four southern tribes to get face-to-face
22 meetings so that we can get the information that we're looking
23 for for the alternative process.

24 Then we have a couple other tracts of land that
25 are of interest in the project: The Tucson mitigation corridor,

1 which I mentioned earlier, and then Vulture Mountain's
2 Recreation Area. This is a tract of land south of Wickenburg
3 that's being planned.

4 MR. HALIKOWSKI: Board Member Stratton.

5 MR. KIES: Oh, I'm sorry.

6 MR. STRATTON: I'm sorry to interrupt.

7 MR. KIES: Go ahead.

8 MR. STRATTON: On the first item, the I-10
9 capacity in Tucson, I remember several years ago where past
10 Board Member Shore (phonetic) asked the staff to look at a
11 bypass of Tucson for the very reason, I believe. Is that still
12 one of the considerations, or are we just looking at widening
13 that corridor?

14 MR. KIES: No. No. There has been an
15 alternative brought to us for consideration from Pima County
16 that looks at a route through Avra Valley, which is west of
17 Tucson. So that would be something that we're going to address
18 in the study. Is there, for lack of a better word, an
19 alternative route that is considered for this corridor?

20 MR. HAMMOND: (Inaudible) San Pedro Valley is a
21 different route. There is some kind of desire to have I-10
22 expanded through Tucson rather than to go west with the bypass.
23 My read is that it's a minority, but it's an important minority
24 that has to be considered. I don't think the public -- the
25 public wants to tear down I-10 coming through Phoenix -- or

1 through Tucson. Really. I'm serious. They'd rather have the
2 east side connected back to the west side. So a double-decker,
3 for example, coming through Tucson, I think, is a (inaudible)
4 non-starter, but (inaudible).

5 MR. STRATTON: If I recall correctly, the people
6 in Avra Valley were adamantly opposed to that bypass at the
7 time. I believe it was a meeting in Oro Valley (inaudible).

8 MR. HAMMOND: Yeah. This goes to board
9 (inaudible) comments on there's -- I'm really -- (inaudible) how
10 does it all play out? Because Avra Valley, I think the
11 opposition out there is three or 400 people. This corridor is
12 going to affect millions. So how are you going to put it in and
13 mitigate it and deal with it (inaudible)?

14 MR. STRATTON: And I'm not saying that we not
15 build it because of --

16 MR. HAMMOND: Yeah.

17 MR. STRATTON: -- those three or 400 people. I
18 just -- it's something I remember, and I want to make sure that
19 the current board members --

20 CHAIRMAN LA RUE: Yeah.

21 MR. STRATTON: -- are aware of that, too.

22 CHAIRMAN LA RUE: Yeah. I think instead of
23 talking specifics, because here we're talking large swaths, and
24 we can't really entertain specifics --

25 MR. ROEHRICH: Mr. Chair, that's what I was going

1 to say, that the point to remember is due diligence on this
 2 process is we have to look at all reasonable, feasible
 3 alternatives. Through the criteria, we're going to eliminate
 4 them. We'll present those to the Board. So we'll see as we go
 5 along. But the discussion about the specific which one to study
 6 really need to stay at staff level.

7 MR. KIES: With that, the schedule and the next
 8 steps that we have on the study is throughout -- from now
 9 through early 2017, we're evaluating a comprehensive list of
 10 corridor alternatives that have come from -- really come from
 11 four sources. The public, as I mentioned, they gave us input.
 12 Agencies have given us input on, like I mentioned, the Pima
 13 County alternative that has been provided to us. We have a
 14 technical analysis that's going on. And then we also did a
 15 project previously where we partnered with the State of Nevada,
 16 and there were a lot of ideas brought to us during that study.
 17 So we're going to continue to evaluate those ideas through this
 18 study.

19 And then later this calendar year, we want to
 20 have individual meetings with some of our key agencies and
 21 stakeholders to talk about what we're finding out in this
 22 evaluation so that we're ready to go to the public this spring
 23 with a reasonable range of alternatives, meaning that we've
 24 taken all of these comprehensive lists and recommend to the
 25 public a reasonable range that we want to take into the

1 environmental document.

2 So with that, that's all that I had for the
 3 update on the I-11 corridor.

4 CHAIRMAN LA RUE: Any board member questions?

5 Mike, very good. Good stuff. I'm -- for one, I
 6 know -- I've been pushing it faster versus slower, but now I see
 7 we've got some pretty significant challenges in front of us. So
 8 thanks for giving us those heads up on the challenges.

9 MS. BEAVER: Chairman.

10 CHAIRMAN LA RUE: Vice Chair.

11 MS. BEAVER: And I don't know. This might be
 12 more for something that could be in a future study session, but
 13 it's just I have become aware of were a -- what is it -- a fence
 14 (inaudible) state with regard to cattle? And more recently,
 15 over in our area, it has become a major issue, and I never even
 16 paid attention to fences until it came to our attention.

17 But the BLM in Yuma can in a really nice, concise
 18 way kind of explain it, and I don't know if maybe we could have
 19 them come and maybe do, you know, a PowerPoint or something,
 20 just to kind of explain how the State stands on it. Because
 21 when I did the Google search and went online, I see that there
 22 is a pretty good issue on the other side of Tucson, the -- with
 23 this same thing going on. And I think the general public really
 24 does not understand about this, and when they've got cattle
 25 roaming on their lands, I think you have to be a rather large

1 city, a municipality, in order -- I think it was even 100,000
 2 people for you to apply to actually not have to fall in that.
 3 But because these laws date back to territorial time...

4 So anyway, the bottom line is I'm just thinking,
 5 because there are so many highways across the state that have
 6 fencing along them or -- I think it would be something for the
 7 Board to better understand, also the public to better understand
 8 the process and what the issues are related to those. Because
 9 it's quite significant. Like, cattle have almost more rights
 10 than people, so...

11 CHAIRMAN LA RUE: Sounds to me like we want to
 12 maybe agendize at a future study session the open range laws and
 13 how they impact the highways and --

14 MS. BEAVER: They might even call it open
 15 grazing.

16 CHAIRMAN LA RUE: Open -- yeah. Open grazing.

17 MR. TELLER: I have a question, if you don't
 18 mind, sir.

19 CHAIRMAN LA RUE: Let's make sure staff's --

20 MR. TELLER: Okay.

21 CHAIRMAN LA RUE: -- sees that the same way.
 22 Floyd, is that what you're kind of getting at?

23 MR. ROEHRICH: Yes, sir. I think I understand
 24 the issue. Let me work with the operations side to look at it,
 25 and we can bring it back for discussion to determine, one, how

1 it fits within the planning aspect of it, but then how it fits
 2 in the development of the transportation infrastructure. We'll
 3 tie it within that (inaudible).

4 MS. BEAVER: Well, I'm wondering, too, if that is
 5 something with I-11. I mean, it's an issue across the state,
 6 because like I said, cattle seem to have superior rights, and --

7 MR. ROEHRICH: Well, Mr. Chair, Mr. --

8 MS. BEAVER: And I'm not saying that negative or
 9 positive. I'm not taking a position on that. I'm just saying
 10 that when you start reading and studying a little more about it,
 11 it's like, wow, this is something --

12 MR. ROEHRICH: My position is that beef's real
 13 good when it's seared medium rare.

14 MR. HALIKOWSKI: You're going to upset a cattle
 15 (inaudible) here.

16 MS. BEAVER: Now, but they have a value if they
 17 happen on your land and something happens to them, so...

18 MR. HALIKOWSKI: Right.

19 MR. ROEHRICH: Mr. Chairman, Ms. Beaver, I
 20 totally think that is absolutely an issue we can talk about,
 21 especially, as Mike pointed out earlier, remind everybody, BLM
 22 is a cooperating agency here. So they'll -- they're --
 23 obviously that's going to be an issue to them as we start
 24 studying that. So we will obviously bring it in to the study
 25 phase, and it may leave decisions later on. We can present

1 (inaudible).

2 MS. BEAVER: I would be glad to provide you also
3 with my contact information, because I do know on the Tucson
4 side, they probably also have individuals that are working on
5 it, you know, between Yuma -- what's in Yuma and, you know, the
6 other side of Tucson. But BL -- it does seem to be an issue.

7 CHAIRMAN LA RUE: Board Member Teller.

8 MR. TELLER: Thank you.

9 I'm not going to harp on this, but I'm just
10 curious to -- if Bureau of Indian Affairs has also communicated
11 with -- to be potential cooperating agents that you're dealing
12 with, trust land and tribes. So I'm just wondering about that.
13 But (inaudible) have that communication?

14 MR. KIES: I'll ask Jay again. Jay, the question
15 was, was the BIA talked -- or communicated with to become a
16 cooperating agency, and how have we been interfacing with the
17 BIA?

18 MR. VAN ECHO: Mr. Chairman, board members,
19 director, we have -- we have had meetings with the BIA. We
20 invited them to be a cooperating agency. At this time, they
21 elected to be a participating agency, but reserved the right if
22 they need to go to a cooperating agency status with more of our
23 discussion with tribal nations that they could come back and be
24 a cooperating agency.

25 CHAIRMAN LA RUE: Thank you. Any other questions

1 on Item No. 2?

2 No? Great. Thanks, Mike. A lot of good work,
3 and thanks for the heads up. So we'll go to the one we've all
4 been waiting for.

5 MR. KIES: (Inaudible.)

6 Yeah. Thank you, Mr. Chair. What we wanted to
7 talk with you today about is, as you recall, you approved our
8 final five-year program in June, which was signed by the
9 governor and -- or approved by the governor before July 1st.
10 We've started this fiscal year. However, during that process,
11 some additional funding has become available to us, and so I'd
12 like to start this off -- this presentation off with Kristine
13 Ward explaining what this additional funding is.

14 CHAIRMAN LA RUE: Oh, happy day.

15 MS. WARD: I was going to say --

16 MS. BEAVER: She's smiling.

17 CHAIRMAN LA RUE: Yeah.

18 MS. WARD: You might want to just look at this
19 slide a little, but (inaudible) really bad headache because you
20 don't see it very often (inaudible).

21 So yes. As you were made aware recently, not
22 long ago, the department was awarded a FASTLANE grant in the
23 amount of \$54 million for some elements on the I-10 corridor, to
24 make improvements to I-10 between Phoenix and Tucson.

25 Additionally, for I-10, the legislature

1 appropriated general fund moneys to the tune of \$30 million.
 2 Again, associated with I-10. And then lastly, in that same
 3 bill, that capital outlay bill, the legislature appropriated \$25
 4 million to be used to accelerate 189, SR-189. So in total, you
 5 get an increase to funding of \$109 million that becomes
 6 available for discussions by the Board.

7 Now, I want you to keep in mind that the reason
 8 those 109 are available is because the cost of these projects
 9 are already built into the five-year program that you approved.
 10 And they are built into fiscal -- primarily into fiscal years
 11 '18, '19 and '21. So, you know, as I have come to talk to you
 12 about fiscal constraint, you need to keep in mind that fiscal
 13 constraint is not just the entirety of the program, but fiscal
 14 constraint is the --

15 MR. ROEHRICH: Kristine, will you please talk --
 16 you're kind of fading off. Could you pull that little closer?

17 MR. HALIKOWSKI: Yeah. Make sure everybody can
 18 hear.

19 MS. WARD: (Inaudible.)

20 MR. ROEHRICH: This is good news. I want
 21 everybody to hear it.

22 MS. WARD: So I need to, you know, have you keep
 23 in mind that since those projects were programmed in those
 24 individual years, the dollars that are now available become
 25 available in those years, in those same years. And since we

1 have to be fiscally constrained by year, if you want to program
 2 beyond what those additional dollars are provided in that year,
 3 then we will have to make other modifications to the program,
 4 either decreasing (inaudible) projects or the (inaudible)
 5 projects or so forth if you go beyond those available dollars in
 6 those (inaudible).

7 Mike's presentation he's about to provide to you
 8 does an exceptional job of identifying just where those dollars
 9 become available so we can ensure that fiscal constraint.

10 That covers it. And at this point I'll turn it
 11 over to Mike, unless you have any questions.

12 CHAIRMAN LA RUE: Any questions by board members
 13 on the 109 million? Nope. Thank you.

14 MS. WARD: Okay.

15 CHAIRMAN LA RUE: Thank you, Kristine.

16 MS. WARD: Thank you very much.

17 MR. KIES: Thanks.

18 CHAIRMAN LA RUE: Kristine, it's been five years
 19 that I've listened to you just kind of give me the downer, the
 20 -- not so much the downer, but holding the reins back on
 21 financing. So this is -- to me --

22 MS. WARD: Very good.

23 CHAIRMAN LA RUE: -- this is phenomenal news.
 24 Haven't heard this -- first time in five years.

25 MR. KIES: Well, what I wanted to start with is

1 just to remind the Board that this was the conceptual display of
 2 the five-year program that was approved in June. And typically
 3 when we talk about the five-year program, I tell -- I talk about
 4 the level of money towards preservation and modernization and
 5 expansion.

6 However, this additional funding that Kristine
 7 mentioned is really for those expansion projects that are part
 8 of the five-year program. Also, none of the additional funding
 9 that's -- that is provided is practical to use in fiscal year
 10 '17, which is the current fiscal year we're in.

11 So what I'd like to do is limit the conversation
 12 not only to fiscal year '18 through '21, which is where this
 13 additional funding is available to use, but also, our assumption
 14 is that we want to limit the conversation to the expansion part
 15 of the program. We're hoping not to change the funding levels
 16 for preservation and modernization.

17 So with that said, I structured this presentation
 18 so that we're looking at fiscal years '18 through '21, and
 19 looking at those construction projects that are currently in the
 20 existing five-year program. And you can see the I-10 projects
 21 there, the 93 projects, the gap in Carrow to Stephens section,
 22 and then the first phase of 189 that's all been funded in the
 23 five-year program.

24 There is one new project that I put on here.
 25 It's an I-10 project that we labeled as ITS, or Intelligent

1 Transportation System. This is a project that you approved with
 2 the final program at \$4 million to implement dust detection
 3 systems along Interstate 10 and provide drivers with early
 4 warning notices of possible dust activity. This was a project
 5 that we put in the FASTLANE grant, and when we put it in there,
 6 we said, well, if we're going to go for additional funding, we
 7 might as well expand that system. And so you'll see that this
 8 project will grow from a \$4 million project to \$12 million,
 9 which is what we were awarded when the FAST grant was awarded to
 10 us. So that's why that project comes into play.

11 MR. HALIKOWSKI: Mike, could you -- I see 189 up
 12 there. I just want to make sure everybody understands phase
 13 one.

14 MR. KIES: Yeah. So the legislation that
 15 Kristine highlighted on a previous slide talked about the
 16 construct- -- the State Route 189 construction project, and our
 17 [] interpretation of phrase that is that that's the project that
 18 the Board approved for the five-year program, which we're
 19 calling phase one. And that project is a \$64 million project
 20 that the main focus is a northbound flyover from 189 onto I-19,
 21 and then there are some other improvements along the corridor,
 22 down to the border. But that's what we're referring to as the
 23 construction project for State Route 189.

24 So the other -- so this presentation is really
 25 about balancing expenses, which is the construction costs versus

1 revenue and how we can use that additional revenue as it was
 2 envisioned. And so what we have here is the way that the five-
 3 year program is structured, which currently we had the
 4 assumption that we were using federal aid and some state
 5 matching money, which is required with federal aid, for each of
 6 these construction projects. And so this is the status quo with
 7 the final five-year program.

8 What Kristine now described is this 109 million
 9 of new funding, which is kind -- I've got it just floating
 10 there, because we haven't put it anywhere yet. And the
 11 intention here is to show you some recommended -- some options
 12 that we want the Board to consider of how we can move these
 13 projects around and utilize the funding that's now been made
 14 available to us.

15 So we have three options that we want to present
 16 to you today. We'll start out with the first option, which
 17 again, we start with the base as the five-year program. Our
 18 first recommendation for option one is to accelerate this I-10
 19 project from Earley to I-8 to fiscal year '18. We believe that
 20 this is a good recommendation, because the FASTLANE grant was
 21 awarded to us primarily because we talked about how these
 22 projects are shovel ready. We can get them out quickly, and we
 23 can obligate the funds that the federal government is providing
 24 us with the FASTLANE.

25 It also -- the faster that we deliver these

1 projects, there's at least going to be four more of these
 2 FASTLANE grant opportunities, and we believe the faster that
 3 it's underway and we obligate sets us up better for a future
 4 FASTLANE grant.

5 However, as you see, the federal aid that's in
 6 fiscal year '18 doesn't cover all of the expenses of these
 7 projects. But, of course, we were given this additional revenue
 8 to help balance that out. So when we move that revenue into
 9 fiscal year '18, the 54 million that the grant gives us, the 30
 10 million the legislature provided us to match the federal grant,
 11 that offsets quite a bit of this federal aid. However, there's
 12 still some of that federal aid that needs to go to pay for those
 13 construction costs. But as you can see, there will be some
 14 extra funding available in fiscal year '18.

15 The second part of option one is when we read the
 16 legislation for the \$25 million of 189, it specifically says
 17 that we should utilize that funding to accelerate the 189
 18 project. And we have -- we've now created a really good spot
 19 for that project to be accelerated to. So when we move the 189
 20 project to fiscal year '19, again, we have not -- we don't have
 21 fiscal constraint because we don't have enough federal aid to
 22 match the costs, but the legislature miraculously gave us that
 23 funding to offset.

24 So this is what we're calling option one, which
 25 accelerates I-10 into one fiscal year and uses all the money

1 associated with that in that fiscal year, accelerates the 189
 2 construction project to '19, and utilizes the 25 million in
 3 revenue the legislature provided to do that. And then what that
 4 provides to the Board is 36 million of additional funds to
 5 program into fiscal year '18 and 64 million additional funds to
 6 program in '21.

7 So one might ask where is -- where is the whole
 8 109 million of additional revenue that -- since we didn't add
 9 any projects. Again, 36 and 64 is 100 million of that 109. The
 10 Board will recall that this project grew from a \$4 million
 11 project to a \$12 million project. That's 8 million of that 109.
 12 And then this actually adds up to 65 million instead of 64
 13 million. So there's actually a million extra there. What's a
 14 million among friends? But that's the whole 109 million.

15 So I'll pause here if there's any questions about
 16 what option one is for the funding adjustments.

17 CHAIRMAN LA RUE: Questions by board members on
 18 what we just looked at?

19 MR. KIES: All right.

20 MR. HAMMOND: Just a quick question. Are these
 21 options developed internally, or has there been any outreach on
 22 any of the stakeholders (inaudible)?

23 MR. KIES: They've been determined internally.

24 MR. HAMMOND: Okay. Thank you.

25 MR. HALIKOWSKI: So what you're seeing today,

1 board members, are the options that we would put out. And
 2 essentially, I just want to keep pointing out that the
 3 acceleration to '19 -- I think there are two points I wanted
 4 Mike to make. One is that we couldn't move it into '18 because
 5 of right-of-way purchase. It just can't be accomplished in FY
 6 '18. The other thing is that this is phase one. It's
 7 essentially the northbound ramp that you approved in the five-
 8 year program. You'll see why I keep stressing that when he goes
 9 into option two.

10 MR. KIES: So the next option that we wanted to
 11 present to the Board is there has been some discussion about if
 12 the 189 project were accelerated, why only accelerate one phase
 13 of that project? There's an entire ultimate project being
 14 planned, which includes not only the northbound flyover, but a
 15 southbound ramp and a grade separation at Frank Reed Road, which
 16 adds up to -- current cost estimates are \$40 million.

17 So the second option is, well, if we're going to
 18 accelerate 189, why not accelerate the entire project, phase one
 19 and two together? And that's an additional \$76 million of
 20 expenses that need to be found revenue for in fiscal year '19.

21 So one might say, well, the Board during the
 22 final program had approved this \$64 million in fiscal year '21
 23 for the 189 project. Couldn't that money help offset that phase
 24 two project? Well, what Kristine had mentioned earlier is that
 25 federal funding is limited to the obligation authority in each

1 fiscal year, and it's not possible to move that obligation
2 authority from one fiscal year to another. So we're really not
3 in a position that that funding can move. And the same with
4 this 36 million here.

5 So the only way that we feel that this option can
6 move forward is if the 189 project becomes a public/private
7 funding project, and the public part of this public/private
8 would be the 65 million that's already here in the program, but
9 another 75 million of funding would need to be found and
10 proposed by the locals in Nogales to help accelerate that
11 project.

12 So really, there were no other changes to this
13 option, except to accelerate the 189 project as one ultimate
14 project instead of a phased project.

15 MR. HALIKOWSKI: So essentially, Mike, this gets
16 you phase one and two in FY '19, but requires a private
17 component and revenue source other than what's available.

18 MR. KIES: Correct.

19 MR. HAMMOND: As far as time lines, what would be
20 the drop dead date if we -- if they decided, yeah, this is a
21 good idea to accelerate the whole project? When would that be
22 -- need to be put together to do that?

23 MR. KIES: Well, practically, it would be --
24 we're working on the environmental document right now, and with
25 the approval of the environmental document, that allows us to

1 move into what we would refer to as a design build opportunity
2 for whatever is going to be constructed for 189, whether it be
3 phased or the whole thing. And that environmental approval is
4 anticipated for the spring of 2017. My opinion, that would be
5 the time that that decision would have to be made.

6 MR. HAMMOND: So when we say spring, May 1st?
7 I'm looking for kind of a (inaudible).

8 MR. KIES: Yeah. Carlos, Carlos Lopez is our
9 project manager (inaudible).

10 MR. ROEHRICH: Mr. Chair and Mr. Hammond, I think
11 we need to also (inaudible) on that a little bit from what the
12 project requirements are. If we're developing a revenue stream
13 from this, which means, as we've been discussing before, is
14 adjusting the (inaudible) fees at the border, there is some
15 legislation that would also have to take place in order to make
16 that work as part of a possible discussion.

17 So I think you have to time this in regard to
18 when the study phase, when all the projects can be delivered,
19 but you have to time it within how would you structure a
20 public/private partnership, and dependent upon how that fee or
21 those revenues are developed, if legislation is needed, now
22 you're really talking about something that would have to be done
23 probably next session. So you're really talking about a
24 decision that needs to probably be made before the end of the
25 year, before the next session gets started if you want to stay

1 on this type of a time frame.

2 MR. HALIKOWSKI: I just want to point out when
3 Floyd says legislation, we are able to do the actual fee by
4 administrative rule. The legislation he's talking about is that
5 if we were to collect that fee, we need to be able to have the
6 statutory mechanism to deposit it where it needs to go to cover
7 the cost. That's all.

8 MR. HAMMOND: Well, I guess my question is can we
9 get a critical path?

10 MR. HALIKOWSKI: Absolutely.

11 MR. HAMMOND: And my sense is it might have been
12 last month or close to. I mean, we're in real time on this if
13 it's going to happen in fiscal '19.

14 MR. KIES: It's coming up shortly.

15 All right. The last option that we wanted to
16 show the Board is these first two options were under the
17 assumption that the 189 project needed to be accelerated, and
18 that's because that funding, the \$25 million funding that the
19 legislature provided us, indicated that it was for the
20 acceleration of 189.

21 But that legislation also talks about if that --
22 if 189 is not accelerated, then that funding can be used
23 elsewhere in the five-year program. So the idea of option three
24 is to leave the 189 project where it is in fiscal year '21.
25 Again, we're talking about phase one now. And instead of

1 accelerating the 189 project, ADOT staff believes that the
2 Carrow to Stephens section of US-93 is an excellent candidate to
3 be accelerated as early as fiscal year '18, which could utilize
4 that additional funding that's in fiscal year '18. However, and
5 then you see that there's additional funding available in '21
6 that the Board could choose to use either for expanding the 189
7 project or for other priorities as the Board sees fit.

8 Without accelerating 189, then this \$25 million
9 funding is not -- no longer slated for the 189 project, and then
10 the Board could provide direction to use that funding in another
11 fiscal year. This example shows fiscal year '19. What we could
12 do then is utilize this funding in '19 to advance some of the
13 things that we were going to deliver in '20 and '21 so that as
14 we get to fiscal year '21, we may have as much as 125 million of
15 revenue that's available either for expanding the 189 project or
16 whatever other priorities the Board feels is important in that
17 fiscal year.

18 MR. HALIKOWSKI: So Mike, when you talk about
19 waiting until '21 and expanding the project, there's two other
20 projects that have come up outside of the northbound, southbound
21 lanes, and I want you to talk a little bit about those, because
22 the community has raised a lot of interest or the industry has
23 in those two.

24 MR. KIES: Sure. There's other needs in the
25 Nogales area that has been talked about, and those are at two

1 interchange locations along the I-19 corridor at Rio Rico and
 2 Ruby Road. And as the Board will recall -- hang on just -- as
 3 the Board will recall, in June we talked about our six through
 4 ten-year program, '22 through '26, and the idea of the future
 5 projects that might be moving forward into the five-year program
 6 as more funding becomes available or as we move forward in our
 7 programming cycle, and the I-19 projects at Rio Rico and Ruby
 8 Road was one of those priorities that the Board concurred with
 9 to have in the six through ten-year program.

10 MR. HALIKOWSKI: So I guess the last thing I'd
 11 like to add is there was a question about whether we've talked
 12 to the public about these particular options. And no, we
 13 haven't, but we base these off of lots of public input that
 14 we've had with everybody who's interested in this project.

15 MR. KIES: So I don't know if -- I've got three
 16 slides. I just want to review the three options. The first one
 17 we're calling accelerate phase one of SR-189, and that was the
 18 first one that provides the opportunity for additional funding
 19 in '18 and '21.

20 MR. HAMMOND: Mike, can I ask one question?

21 MR. KIES: Of course.

22 MR. HAMMOND: I had heard briefly, not
 23 specifically, that the cost of that (inaudible). Is that urban
 24 legend or are --

25 MR. KIES: I think that's urban legend.

1 MR. HAMMOND: Okay.

2 MR. KIES: I think our cost estimates, and
 3 correct me if I'm wrong, Carlos, we're still thinking the
 4 ultimate is in the 140 -- it's a range, but 140 million is the
 5 right number.

6 MR. HAMMOND: Thank you.

7 MR. KIES: I'm getting head shaking. That's yes.

8 MR. ROEHRICH: Mr. Chair, Mr. Hammond, I think
 9 what we find is a lot of people out there will decide on their
 10 own or make assumptions on their own of what they think the cost
 11 is, and we've been hearing the same thing. Other people have
 12 been a little critical saying, well, ADOT, you're too
 13 conservative. I think that number's going to come down. And
 14 therefore, you should start planning around, you know, a lower
 15 number to do that.

16 And I guess I'd say, like anybody else, is how
 17 much risk are you willing to take? Because you move forward
 18 with a project that you think, okay, well, our best estimates at
 19 this point say it's going to be 140, but, well, we think it's
 20 going to get higher. You see the bid prices. Some are higher.
 21 Some are lower on projects. We do good depending upon the time
 22 when it's delivered and the economy. But the risk factor is you
 23 do -- move forward with the project that, you know, we're saying
 24 is 140. Say, well, you know, it's only 110, so let's program
 25 extra. And then when the time comes, you can't deliver it, and

1 now you start pulling and cutting out of it, and then -- and
2 then reprogramming (inaudible). And we've had so many problems
3 when that has come up.

4 So I think as everybody else, we weigh that, and
5 we look at trying to make the best estimates as possible as we
6 can and make decisions around that, and then as we get better
7 information and things start fleshing out better, we adjust the
8 decisions at that time.

9 MR. KIES: Thank you.

10 MS. BEAVER: Chairman.

11 CHAIRMAN LA RUE: Vice Chair.

12 MS. BEAVER: Would you mind just going back to
13 slide -- the six to ten year?

14 MR. KIES: Sure.

15 MS. BEAVER: Okay.

16 MR. CUTHBERTSON: I have a question, Mike.

17 MR. KIES: For the six through ten?

18 MR. CUTHBERTSON: Yeah. On this option one, is
19 there -- I mean, option two, you moved Carrow Springs project
20 into fiscal year '18. Can you do that also in option one? It
21 looks like you could do that also if you wanted to.

22 MR. KIES: That's true. That project is ready to
23 move forward, and that's why we -- that's why we're bringing
24 these as options, because actually there's hundreds of
25 permutations that we could talk about of all these. The concept

1 of these options is -- was option one is to accelerate the phase
2 one of 189, and we have the revenue to do that. Option two was
3 to accelerate the ultimate 189, but we don't have the revenue to
4 do that.

5 MR. CUTHBERTSON: Either one of those options in
6 fiscal year '18, if you were to do the two I-10 projects that --
7 or the three I-10 projects that you've got shown up there, we
8 still have \$35 million of potential programming for that?

9 MR. KIES: Correct. And this is an excellent
10 candidate project for -- to be accelerated in any of those
11 scenarios.

12 MR. CUTHBERTSON: Okay.

13 MS. BEAVER: Question. With regard to this
14 option two, if we were to, say, move forward on that, that's the
15 one right now where we've got that time constraint; is that
16 correct? In terms of --

17 MR. ROEHRICH: Mr. Chair, Ms. Beaver, there's a
18 time constraint on what the final would be, as the director
19 said, on how the revenue would be handled. That's if we end up
20 going in and developing a full public/private partnership.
21 There's still some question of whether the local industry and
22 the local leaders down in that area truly want to expand the
23 fees to generate that revenue. But we want to continue having
24 the discussion, if that's the desire of the Board to have the
25 agency continue that discussion.

1 MS. BEAVER: So I guess my question would be if
2 we don't go with option two, that wouldn't even be in the
3 consideration; am I correct? By approaching --

4 MR. ROEHRICH: Mr. Chair, Ms. Beaver --

5 MS. BEAVER: -- the private --

6 MR. ROEHRICH: -- actually, no. I think that
7 decision will -- that option will still be discussed, because
8 the locals have come to us with a couple -- a bunch of different
9 requests, different options to look at. We're having those
10 discussions, but we haven't brought them to the Board because
11 they haven't coalesced to is it something that the Board would
12 want to consider. Now it looks like here's how we can address
13 if you want to do -- to accelerate the full project, here's the
14 only option we have available to us.

15 CHAIRMAN LA RUE: You know, Floyd, maybe I
16 haven't been listening closely enough, but on option two here,
17 with the advancing of phase two of 189, is -- in this option, is
18 phase one, getting that done in 2019, somehow tied to or
19 conditioned upon the phase two, or are they separate projects?

20 MR. ROEHRICH: Mr. Chairman, they can be separate
21 projects. The way they've been scoped is they could be -- do
22 separate.

23 I do want to, I guess, clarify something. We
24 keep talking about accelerating phase two. This doesn't
25 accelerate phase two. This brings phase two into the program,

1 because it's not there. We only accelerate phase one. Phase
2 two is only a viable option if we bring in a separate funding
3 source, and then that brings it into the program. It doesn't
4 accelerate it --

5 CHAIRMAN LA RUE: Accelerate it. Thank you.

6 MR. ROEHRICH: -- within the confines of the
7 fiscally-constrained program.

8 CHAIRMAN LA RUE: Right. But if the Board goes
9 with this option and the P3 doesn't materialize, phase one still
10 gets built.

11 MR. ROEHRICH: Mr. Chair, that's correct. We
12 move forward with phase one, just as we would -- instead of
13 delivering it in '21, we'd deliver that in '19. And again, the
14 idea being if we can come to an agreement on a public/private
15 partnership, then we could do them both at the same time, give
16 the economy a scale that would probably help reduce some of
17 those costs. You know, the idea is the cost estimate we're
18 doing for phase one means it's estimated based upon only that
19 project. You don't have some of the economy of scale of having
20 the other scope in, because you can't add any additional scope
21 in that's meaningful until you have the full funding for that
22 element of work.

23 CHAIRMAN LA RUE: Okay. Mike. Board Member
24 Hammond.

25 MR. HAMMOND: I'm curious. My sense is it's --

1 Dallas, ADOT, everybody's (inaudible) have to move very fast to
 2 get a P3 put together and -- which would be great. I hope we're
 3 able to pursue that. But I'm curious. If we go with option two
 4 and try to do it, we put 189 phase one in the budget, and P3
 5 doesn't happen. We still build phase one. What -- can you give
 6 me just a sense, general sense -- I don't think you can give me
 7 (inaudible), but what's the inefficiency of doing phase one now
 8 and phase two or three later on? Is it 20 percent more cost?
 9 Ten? Fifty? I mean, what's the scale of inefficiency if the P3
 10 can't be put together (inaudible)?

11 MR. KIES: The way that the project is being
 12 planned now is that the northbound flyover and the southbound
 13 flyover are two separate ramps and could be built independently
 14 of each other. So it's not that there's a lot of an
 15 inefficiency to phase it between the northbound and southbound.

16 The inefficiency comes in is that there's a
 17 crossroad called Frank Reed Road, and the plan is to build an
 18 overpass over that and then continue with the flyovers to the
 19 interstate. There's some throwaway -- what we call throwaway
 20 construction work. If you build that flyover first, it starts
 21 at the ground level and then climbs up. And there's a portion
 22 of that that needs to then be reconstructed, because if you go
 23 over the Frank Reed intersection, you're already up in the air,
 24 and you don't need to go back down to ground level.

25 MR. HAMMOND: So it's the Frank Road crossing

1 that creates the biggest inefficiency, not the north and
 2 southbound --

3 (Speaking simultaneously.)

4 MR. KIES: Correct. That's right. It's the
 5 addition of the Frank -- well --

6 (Speaking simultaneously.)

7 MR. HAMMOND: -- immediate option may be
 8 considered by ADOT and Nogales where (inaudible) find Frank Reed
 9 portions not done, or (inaudible)?

10 MR. KIES: So the phase one project is not
 11 including the Frank Reed overpass.

12 MR. HAMMOND: (Inaudible.) But the full
 13 (inaudible) option, it does include?

14 MR. KIES: Correct.

15 MR. HAMMOND: Okay. What's -- is there any
 16 intermediate option being considered or not?

17 MR. KIES: Not at this time.

18 MR. HAMMOND: Okay.

19 MR. ROEHRICH: Mr. Chair, Mr. Hammond, there's
 20 not. Because even an intermediate option would require a
 21 sufficient amount of funding that we don't have in the program,
 22 again, without delaying something or moving something out from
 23 within the area.

24 I think the other inefficiency that you have is
 25 -- when I talked about inefficiencies, is really through the

1 procurement and contracting. You don't -- if you do them
 2 together at the same time under one contract, you're only doing
 3 that once. You're not doing that multiple times. So when you
 4 talk about inefficiency cost, you know, 10, 20, 50 percent, it's
 5 smaller in magnitude than that, other than whatever the
 6 construction cost is, and I'm not too sure how that would go.
 7 But, you know, it's a magnitude of probably, I'd say, well under
 8 20 percent differential just because of the difference in
 9 contracting and maybe adding in some of that. But there is a
 10 cost to that.

11 MS. BEAVER: Okay. Can I just -- Chairman.

12 CHAIRMAN LA RUE: Sure.

13 MS. BEAVER: Can I have clarification now? So
 14 we're saying that if we were to go with option two and move them
 15 both into '19, they would be consolidated into one as opposed to
 16 being kept separately?

17 MR. ROEHRICH: Mr. Chair, Ms. Beaver, that is
 18 correct. If we decide to move forward with those as phases, we
 19 would move forward with the intent of doing it as all one
 20 project. If the public/private partnership falls apart and we
 21 don't find additional revenue, then it is developed as just the
 22 phase one, before it's advertised. We would only advertise what
 23 we have in agreement and what we have funding that we can
 24 deliver.

25 MS. BEAVER: Okay. Then my follow-up question

1 would be if we did not go with option two, pursuing this
 2 public/private funding would be almost impossible, wouldn't it,
 3 at least in year '19?

4 MR. ROEHRICH: Mr. La Rue, Ms. Beaver, no.

5 Actually, you know, we could discuss the option two separate
 6 from whatever you decide, and again, we can amend the program
 7 later on if we come to an agreement on a public/private
 8 partnership. Just like we do with PPAC items and with the Board
 9 meetings every month, we will continue to have those
 10 discussions.

11 In fact, you probably wouldn't even approve
 12 option two at this point until we have the public/private
 13 partnership agreement in place. This is only a strategy of how
 14 to move the discussion forward. So we -- even if you say you
 15 approve only option one, we're still going to address option two
 16 with the locals and try to find that revenue stream. And when
 17 we find it, then we would come back to the Board and amend the
 18 program from there.

19 So option two really is to make you think about
 20 it and to probably start the dialogue and process, but it's not
 21 as important to decide that phase as it is what to do with that
 22 extra 36 million in fiscal year '18. Do you want to accelerate
 23 the 189 phase one that's in the program already and by
 24 legislation? And then what does that do with, you know, the
 25 additional money available with some of these other priorities.

1 And then on fiscal year '21, what to do with that, and I think
2 Mike's got some suggestions.

3 So really, it's to open up and expand the
4 discussion, but the decisions regarding public/private
5 partnership will not be finalized until we have something in
6 place that would identify those revenues.

7 MR. HAMMOND: One last question. On that 75
8 million P3, is that 50 percent public, 50 percent private, or
9 what's the breakout of that revenue on P3 versus -- what I'm
10 looking for is what is -- what's the private sector have to come
11 up with?

12 MR. ROEHRICH: Mr. Chair, Mr. Hammond, that's all
13 part of the tolling and revenue study that would be done. We've
14 started on a preliminary scale, but we haven't done it to the
15 degree that -- have a full understanding. But there would be
16 some measure of still public funds in there, as we talked about.

17 Also part of the legislative effort we needed is
18 where would we direct some of the existing set of funds, some of
19 the funds that are collected from the \$75 overweight border fund
20 there. That's split between ADOT and the locals. If part of
21 the discussion moving forward is would ADOT dedicate those funds
22 to this as part of the (inaudible), which would lower then the
23 private need, or would the local government be willing to
24 dedicate those funds?

25 So there's a lot of negotiations that would set

1 into that. I think the idea that 75 million is all generated by
2 private (inaudible) fees is all part of the discussion, and that
3 number will probably actually come down a little bit. To what
4 degree it is, at this time we don't know until we have those
5 definitive financial analyses and discussions.

6 MR. HALIKOWSKI: So I want to just -- if you
7 could give me a moment here -- say one more thing about the P3,
8 is that you remember I mentioned Rio Rico and Ruby Road. Those
9 could conceivably be worked into a P3 option, also, because
10 those have been pointed out by the industry as being very
11 important items, including the frontage road between Ruby and
12 Rio Rico.

13 The other thing about a P3 is that it doesn't
14 have to be in perpetuity once the project's paid for. However,
15 if the funds continue to be collected, there are a lot of local
16 and county issues involving the industry as far as overages from
17 the (inaudible), pavement improvements, things like that that
18 could be funneled into the community. So I don't want to limit
19 the discussion to say this is all we can talk about. There are
20 far more other issues within the P3 that could be included as
21 options.

22 MS. BEAVER: Chairman. If you could go to,
23 again, the sixth -- six years out, six to ten.

24 Okay. So Rio Rico/Ruby Road is in the 2026, and
25 I'm noticing the I-17, the Black Canyon to Sunset Point. And

1 I'm going to ask today that on our October agenda CYMPO be
 2 allowed to do a presentation on what they're working on with
 3 regard to the I-17. So I'm seeing that as factoring in maybe
 4 with regard to -- because they're also talking in terms of a P3
 5 and...

6 MR. HALIKOWSKI: That --

7 MS. BEAVER: I just don't want to eliminate that
 8 as --

9 MR. HALIKOWSKI: That would be a good discussion
 10 item, Mr. Chair. We're actually doing some work looking at that
 11 as a P3 possibility, also.

12 CHAIRMAN LA RUE: Okay. Board Member Teller.

13 MR. TELLER: Yes, sir. Go back to option three,
 14 if you don't mind, please.

15 There was a discussion of putting that 25
 16 million -- and it's up there in FY 2021, right?

17 MR. KIES: Right.

18 MR. TELLER: But is that state legislated?

19 MR. KIES: No. Essentially, I guess, the best
 20 word for it is it's a swap, is that the state legislative money
 21 would be spent in an earlier fiscal year, but we would look at a
 22 strategy of moving some of the priorities forward from '20 and
 23 '21, which would free up some of the federal aid in fiscal year
 24 '21.

25 MR. TELLER: And that state legislated 25 million

1 that is in '19 in the dark green, is that specific to a project?

2 MR. KIES: Well, it's specific to the 189
 3 project --

4 MR. TELLER: Okay.

5 MR. KIES: -- if it's accelerated.

6 MR. TELLER: (Inaudible.)

7 MR. KIES: If it's not accelerated --

8 MR. TELLER: Okay.

9 MR. KIES: -- then the way we interpret the
 10 legislation is it can be used for anything in the five-year
 11 program.

12 MR. TELLER: Are you sure?

13 MR. ROEHRICH: Mr. Chair, Mr. Teller, yes. We've
 14 met with the Attorney General's office. Once the -- the idea --
 15 if it's not used specifically for the acceleration of the State
 16 Route 189 project, it goes back into the five-year program at
 17 the discretion of the Board to program it, as you can see there,
 18 as part of the Five-Year Transportation Facilities Construction
 19 Program. Statewide highway construction.

20 MR. TELLER: The very bottom. Yes.

21 The reason why I'm asking is the state
 22 legislature appropriated some funds to northern Arizona that we
 23 sincerely appreciate. Not 25 million. It was, you know, 1.5
 24 for a route that is heavily used by school bus routes, and it's
 25 a dirt route. And in the legislation, it was specific to that

1 particular route.

2 And so the discussion from the other tribe, Hopi,
3 was considering, you know, well, why didn't they, you know,
4 consult with us? "They" being the State and County. They were
5 considering going back to the legislators, and we were sharing
6 that if the Hopi Nation is going to go back to legislators, they
7 could lose potentially their funding. And again, this is
8 children, kindergarten to high school, this bus route. Not a
9 freeway that's already paved. So that's what I'm getting at.

10 MR. KIES: And if this money is not slated for
11 the 189 project, meaning the project is not accelerated, then,
12 again, we go through the same programming process of how does
13 the Board see that that funding is applied to the five-year
14 program.

15 CHAIRMAN LA RUE: Michael.

16 MR. HAMMOND: Mike, it seems like the intent is
17 to accelerate 189, obviously, (inaudible), without a strong
18 reason. As a board member, forget about being part of southern
19 Arizona, I would be (inaudible) to kind of not do that so I
20 could get the money somewhere else. But if we make a decision
21 today on this, is it done?

22 CHAIRMAN LA RUE: We can't make a decision today.

23 (Speaking simultaneously.)

24 MR. HAMMOND: I asked if there's going to be some
25 input from -- was this an internal discussion, and they did.

1 It's right now. Before the final blessing is given, does it go
2 -- do we find out what the community wants?

3 MR. HALIKOWSKI: Mr. Chair, we've been working
4 with the community, as you know, for the past couple of years,
5 at least, if not longer on this. But yes. We wanted you to see
6 this, because, you know, outside of some permutations that
7 Mike's talked about, these, you know, pretty much appear to be
8 the three options that are available. But again, going back to
9 when you say that build 189, I just want to make sure everybody
10 understands, as far as this board has said, that is phase one.
11 That's that northbound ramp.

12 MR. HAMMOND: By the way, John, I asked that
13 question kind of knowing the answer. So --

14 MR. HALIKOWSKI: Okay. Well, it's a good
15 (inaudible).

16 MR. HAMMOND: But it would seem to me that the
17 intent is to accelerate 189, and so (inaudible).

18 CHAIRMAN LA RUE: Michael, do you have any other
19 -- I thought I heard somebody say you had other stuff to show
20 us.

21 MR. KIES: Not unless there's further questions.
22 I'd pass it on to Floyd about what the next steps are. I
23 believe (inaudible) --

24 CHAIRMAN LA RUE: Yeah. So what do you need --

25 MR. KIES: -- come back to the --

1 CHAIRMAN LA RUE: -- from the Board today?

2 MR. ROEHRICH: Mr. Chair, board members, I guess
3 what we're here to -- the study session is for you to debate
4 amongst yourselves what would you like to see us consider? Are
5 there other considerations you want with either moving projects
6 around or addressing some of these funding options? Is there
7 some other information you would like so we can go back and
8 study it?

9 The idea being is we take your input today, or
10 you take the information we gave you, you think about it. We
11 agenda this in September for either further discussion, a
12 possible action. You can come back after you've thought about
13 it and want to debate it again. [] You can want to ask for some
14 options. If you ask us to look at other options, we're probably
15 going to say, well, then we need time, because we've got to go
16 back and run them through the analysis, run them through fiscal
17 constraint. If they're minor tweaks, we could probably decide
18 there. And if the Board has consensus, you do a motion, and
19 then we moved forward with the making the adjustments
20 appropriately.

21 The idea here is to have the dialogue, have the
22 discussion, show you what staff did, make sure you know where
23 the money's available and when it's available, and what -- well,
24 then what consideration you want for the use of that money.

25 CHAIRMAN LA RUE: Board Member Sellers.

1 MR. SELLERS: Yeah. Are these slides available
2 to us?

3 MR. ROEHRICH: They will be. We'll get them out
4 to all of you. Mike was working on these late last night trying
5 to get done. So we didn't have time to send them out. They'll
6 be out today.

7 CHAIRMAN LA RUE: Board Member Stratton.

8 MR. STRATTON: A couple things. I think I made
9 it very well known before that I'm a huge advocate of the P3
10 system. I think it's the wave of the future, not only for
11 Arizona, but probably in the nation. And I think accelerating
12 the 189 project, at least phase one, is an economic boost to the
13 state.

14 We all have projects that we want, and I don't
15 think this is the proper venue to -- right now to start
16 advocating for our individual projects. I think we do that in
17 the five-year plan. Obviously we're all getting pressured from
18 our districts for certain projects that they want and that we
19 want, but I, for one, do think that accelerating the phase one
20 into '19 and looking at the P3 is a good situation.

21 CHAIRMAN LA RUE: So we -- so I think you're
22 talking option two?

23 MS. BEAVER: Chairman, I guess what I see, too,
24 when I look at this and I look at -- we were just discussing
25 I-11, and I don't know, are we at a place where we can kind of

1 say -- is it still proposed, I-11, or --

2 MR. KIES: It is proposed. Right.

3 MS. BEAVER: Proposed. Okay.

4 MR. KIES: Well, I mean, we haven't made a
5 recommendation.

6 MS. BEAVER: Both our former governor and our
7 current governor have been very supportive of the I-11. So if
8 we're looking at an option, this one seems to fulfill addressing
9 at least two sections of -- well, maybe more than that -- but
10 anyway, of working towards the ultimate objective if we end up
11 having an I-11. I know that South Mountain took, what, 40
12 years? So...

13 MR. ROEHRICH: Thirteen years formal study, but
14 people talked about it for 40 years.

15 MS. BEAVER: You know, I mean, this would almost
16 be an -- if we were able to move it and get something done
17 before 40 years, that would be impressive.

18 CHAIRMAN LA RUE: So Mike, if I can -- I'll
19 summarize a little bit some from what I'm hearing, and then
20 board members, you know, obviously this is not your particular
21 suggestion, but is more of just the flavor of what I'm hearing
22 is, is so the reason we're here today is really there's 109
23 million that's become available, but it's become available from
24 organizations like the federal government and the state
25 government that says, we want to see things happen. You know, I

1 don't think this money's come available so that we could sit on
2 it. I mean, they want to see action.

3 So I think the general tenor is to say, you know,
4 whatever option we come up with, we really have to move
5 something, accelerate something, make something happen, I mean,
6 with this money. And so this option two, you're kind of
7 starting to feel that, that something is going to happen.

8 And -- but I think the question that remains,
9 which I thought maybe is where -- I thought Floyd was saying you
10 might have information on is if you take this or something like
11 this and maybe you move that 93 in '21 to balance out '18,
12 you've got '21 with a lot of dough with no projects. And so do
13 we dip into that six through ten year? How do we get our arms
14 around that? You know, what do we do? And --

15 MR. KIES: So and -- oh, go ahead, Floyd.

16 MR. ROEHRICH: And Mr. Chair, I think the other
17 consideration you may want to make, the actions to us today that
18 the Board really needs to consider is we've got 36 million, if
19 you agree to put the I-10 all in one year, and then you've got
20 the 65 million if you want to accelerate the 189. All great
21 options, and because, as you said, you'd take care of that
22 additional 36 million. If you move that 93 project, you've got
23 that 99.5 million in '21. You don't really have to take -- make
24 that decision today.

25 CHAIRMAN LA RUE: Right.

1 MR. ROEHRICH: That -- because you're going to
 2 have three years of programming that lead up to that, you can
 3 then have further considerations on what is that six to ten or
 4 is there another priority that needs to be done? You could
 5 address '21 next programming cycle. The actions we need to
 6 decide is we've got that 109 million. We need to action how to
 7 make that 109 million work, whether it's one of our options or
 8 not.

9 In consideration of option one or option two, if
 10 the decision is accelerate the 189 phase one, we can do that.
 11 Continue the discussions of could you do a phase two within the
 12 time frame. As Mr. Hammond pointed out, the real critical is
 13 these times frames to do that. We could continue those
 14 discussions and have that, but we actually wouldn't want the
 15 Board -- and the Board wouldn't even be able to action that
 16 phase two until we have some type of a revenue identified for --
 17 to move that.

18 So the real issue is do you want to lump I-10
 19 together? Do you want to accelerate 189? Do you want to use
 20 all the funding available there? Find a project or find some
 21 type of an expense for that 36 million that's left in '18, and
 22 then give consideration to what you could probably do in '20 and
 23 '21 in the next programming cycle in order to really then expand
 24 and use all those funds.

25 CHAIRMAN LA RUE: And I think that's what I heard

1 Board Member Stratton -- I'll let him speak about saying let it
 2 come through the normal cycle.

3 MR. HALIKOWSKI: I just want to point out that we
 4 have not heard from the public yet --

5 CHAIRMAN LA RUE: Right.

6 MR. HALIKOWSKI: -- as Mr. Hammond said, and
 7 there is an option three. So there may be a potential for them
 8 to come back and ask you, well, could we wait until '21, and
 9 would you provide more funding over and above? So that
 10 potential is out there. I just wanted to point that out.

11 MR. STRATTON: That's -- that exactly was my
 12 point, and Floyd explained a little better than I did, and thank
 13 you. But I do echo your comments, too, on the grant funds. I
 14 think if we don't utilize them in an expeditious manner, then
 15 that does not help us in the future for any new applications
 16 that we go for, whether it's the legislature or the federal.
 17 There are very distinct things that these funds have been given
 18 for, and if we sit on them and don't act, we're not going to
 19 receive any more, I don't believe. I feel very strong about
 20 that.

21 So I think we need to expedite the projects that
 22 the funds are there for and move forward, and at a later date
 23 decide what to do with those other moneys through the general
 24 course of the public hearings next year. But I think we do need
 25 to, next month, which we can't today, but I would like to see it

1 on the agenda next month for some action and move forward.

2 CHAIRMAN LA RUE: Board Member Teller.

3 MR. TELLER: Thank you, sir. And I'd like to
4 echo that as well. Showcasing activity and expending these
5 grants is really important to the agencies to have some
6 confidence if our efforts, and I support that.

7 I would also like to advocate for the rural
8 communities for the next five, six years, especially to school
9 children who have to walk in mud, who have to walk on broken
10 sidewalks and broken roads that children in the cities don't
11 take -- they take advantage of those opportunities. So I'm
12 going to advocate strongly from here on out for that, that we
13 consider those communities that have the needs out there. Not
14 the corridors, not the freeways. We still have Arizonans out
15 there that are still in dirt. So thank you.

16 CHAIRMAN LA RUE: Board Member Hammond.

17 MR. HAMMOND: More just a clarification,
18 actually. Remind me again. I mean, we'd be blowing and going
19 on I-10 July next year? Is that when fiscal '18 starts?

20 MR. KIES: Correct.

21 MR. HAMMOND: I like that.

22 UNIDENTIFIED SPEAKER: You like that.

23 MR. KIES: Well, I mean, that starts when --

24 (Speaking simultaneously.)

25 MR. ROEHRICH: Mr. Chair, Mr. Hammond, the

1 fiscal --

2 CHAIRMAN LA RUE: From the planner, not the
3 (inaudible).

4 MR. ROEHRICH: The fiscal year starts July next
5 year. I don't know if we're going to be blowing and going on
6 I-10 just yet, but it would be within that fiscal year.

7 MS. BEAVER: Chairman, with regarded to what
8 Board Member Teller had brought up, that particular stretch of
9 highway, have we even reviewed it from an ADOT standpoint? What
10 can we do to get that stretch --

11 MR. KIES: Is that US-160? Is that what you're
12 referring to?

13 MR. TELLER: The legislated appropriation for --
14 is H-60. That's between Low Mountain and Polacca. Two
15 counties, two nations, and the funding's there --

16 MS. BEAVER: I guess what my question --

17 MR. ROEHRICH: Mr. La Rue, Ms. Beaver, that's not
18 a state route, so we've not looked at that route.

19 MS. BEAVER: Okay. So --

20 MR. ROEHRICH: That's a local route. That's why
21 the money was appropriated by the legislature directly to the
22 nation, because it's their route. The department and the Board
23 has no authority on that.

24 MR. TELLER: Right. (Inaudible) state side.
25 (Inaudible.)

1 MR. ROEHRICH: Right. Right.

2 MS. BEAVER: So with regard to when you're
3 speaking about a highway, a roadway that -- the school bus
4 issues up there on the reservation, is that a state route
5 highway?

6 MR. TELLER: There are several -- in three
7 counties, there are several communities that don't have
8 sidewalks that are on state facilities. There are several of
9 those communities that need bus pullouts, bus shelters. So I'm
10 thinking of those, and I'm also thinking of county routes as
11 well that aren't dirt roads on the three -- in the three
12 counties.

13 I'm not sure about the other tribal communities
14 in the state, but I'm sure they're facing the same issues. And
15 the USGAO was out here in May, and I'm going to receive a report
16 from that to see, you know, what kind of efforts are needed to
17 address school bus routes. And mainly, my focus is school
18 children, because those are our future leaders. So we need to
19 consider that in a planning session of some sort.

20 CHAIRMAN LA RUE: Steve, did you have a comment?

21 MR. STRATTON: As far as Board Member Teller's
22 comments about rural Arizona, I agree. We have to remember
23 rural Arizona. As I'm looking at this in a long range fashion,
24 hopefully if we expedite these freeway projects, it will bring
25 more economic benefit to the whole state, and therefore, more

1 money to rural Arizona, also.

2 CHAIRMAN LA RUE: So Floyd, I think we've
3 probably exhausted the discussion. Wrap up with you're going to
4 seek some of our input from our stakeholders?

5 MR. ROEHRICH: Mr. Chair, members of the Board,
6 absolutely. We will continue to have coordination. Obviously,
7 we'd do it in a public forum like this with the Board to gather
8 your input, and that's why it was presented here first, so we
9 could move forward.

10 Once we continue, between now and the September
11 board meeting -- which to remind everybody, September 16 in Lake
12 -- Bullhead City, I'm sorry, not -- I was going to say Lake
13 Havasu -- Bullhead City -- we'll have continued coordination,
14 but it will be agendaed as another public meeting where people
15 can come and present their recommendations and comment to the
16 Board as part of your consideration. You'll have the
17 opportunity to debate it there, whether you come to a consensus,
18 you want to make a decision or you want staff to analyze it
19 more.

20 That's the opportunity to -- for the Board to
21 hear public input and for -- and to give us the time frame for
22 the department to work with stakeholders on issues to bring back
23 to the next time for discussion. So we'd be looking at, as
24 Mr. Stratton said, agendaing this at the next board meeting for
25 discussion, possible action, and then from there, we'll go the

1 direction that the Board chooses.

2 MR. STRATTON: But we will receive these slides
3 before we get our packet for Bullhead?

4 MR. ROEHRICH: Absolutely.

5 MR. STRATTON: Okay.

6 MR. ROEHRICH: Mr. Chair, Mr. Stratton, yes, sir,
7 we'll get those slides out today, and we'll -- it's a pretty big
8 file, so I'm not sure how to --

9 UNIDENTIFIED SPEAKER: (Inaudible.)

10 MR. ROEHRICH: We'll post it online, and we'll
11 send you the link to it, and then if you want us to make hard
12 copies, what's ever easier. We'll do whatever works best for
13 you.

14 MR. STRATTON: The link is fine.

15 MR. ROEHRICH: But you'll have them today.

16 CHAIRMAN LA RUE: And is there -- I'm not sensing
17 -- so is there any urgency that there has to be a decision in
18 September, or this could -- from these projects?

19 MR. ROEHRICH: Mr. Chair, I-10 is maybe no real
20 urgency doing in September, but we're going to hit up fiscal
21 year '18 pretty quickly. We want to make sure that we're
22 developing the projects -- you know, things are underdeveloped
23 -- whether it's 93 or -- but if we need to reprioritize and do
24 something. So I wouldn't -- I wouldn't want to be having this
25 debate through the programming cycle (inaudible) January. If

1 it's not September, I think maybe it has to be October.

2 CHAIRMAN LA RUE: It has to be October. Okay.

3 MR. ROEHRICH: I'd say in the next month or two,
4 we need to have a decision.

5 MR. HALIKOWSKI: He's ready to blow and go.

6 MR. ROEHRICH: Definitely ready to go.

7 CHAIRMAN LA RUE: He's down there doing the
8 staking already.

9 MR. STRATTON: My reasoning for asking it to be
10 on the agenda was so that we could consider if we wanted, and we
11 could hear from the public and staff on that agenda item. If we
12 so choose to make a decision, we could, or it could be moved to
13 another --

14 CHAIRMAN LA RUE: Yeah. No, I --

15 MR. STRATTON: -- future agenda.

16 CHAIRMAN LA RUE: -- appreciate getting it on the
17 agenda. I was just wanting to make sure board members don't
18 feel the pressure that it has to be voted on in September. If
19 we don't feel that it's ready, that October is still there
20 and --

21 MR. ROEHRICH: And I think that's a great
22 comment. If you get a lot of comments in October -- or in
23 September that make the Board want to reconsider, we can --
24 you'll take the time to do that. I just want to make sure that
25 the 120 days we're not still debating this --

1 CHAIRMAN LA RUE: Right.

2 MR. ROEHRICH: -- because then we'll start
3 feeling some pressure, obviously.

4 CHAIRMAN LA RUE: Yeah. Perfect.

5 MS. BEAVER: Well, Chairman, I would just add
6 that on these projects that we're talking about down there in
7 the Nogales area, you know, that was a very interesting field
8 trip that we went on when we went down there, and if that port
9 is at full capacity ever, the road the way it's made up right
10 now is not going to work. There is that high school entrance
11 off of the -- would it be the southbound and -- I just see
12 horrible congestion down there. You know, I think that this is
13 going to have to be done in order to, you know, just for safety
14 in some respects and also to -- for movement down there in that
15 community.

16 CHAIRMAN LA RUE: Great. If there's no other
17 comments from the Board, that's -- we're done with Agenda Item
18 No. 3.

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

20 CHAIRMAN LA RUE: Thank you, Mike.

21 (End of excerpt.)
22
23
24
25

A motion to adjourn the Study Session of August 30, 2016 was made by Deanna Beaver and seconded by Steve Stratton. In a voice vote, the motion carries.

Meeting adjourned at 11:05 a.m. MST

Joseph E. La Rue, Vice Chairman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations 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 90 within the above referenced project.

The existing alignment, previously a county road known as the Bisbee - Fort Huachuca Road, was established as a state route on petition of the Cochise County Board of Supervisors by Resolution of the Arizona State Highway Commission, dated February 18, 1936, as entered on Page 495 of its Official Minutes; and was soon after established as a state highway by the Resolution dated May 08, 1936, shown on Pages 574 through 576 of the Official Minutes. The Resolution dated May 20, 1936, shown on Page 624 of the Minutes officially designated the Bisbee - Fort Huachuca Highway as State Highway 92. Resolution 61-102, dated January 10, 1961, renumbered and redesignated the route as State Highway 90. Thereafter, due to highway realignment, this segment, locally known as Buffalo Soldier Trail, was abandoned to the local jurisdiction by Arizona State Transportation Board Resolution 75-06-A-27, dated April 18, 1975, and is now also referred to as the Sierra Vista Bypass Route.

New right of way is now needed as a state route and state highway for the upcoming construction phase of this intersection improvement project 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 necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated August 05, 2016, NOGALES - LOWELL HIGHWAY, East Buffalo Soldier Trail - Hatfield Street Intersection, Project 090 CH 316 H8803 / NH-090-A(206)T".

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

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.

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

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 21, 2016, 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 90, as set forth in the above referenced project.

New right of way is now needed as a state route and state highway for the upcoming construction phase of this intersection improvement project 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, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated August 05, 2016, NOGALES - LOWELL HIGHWAY, East Buffalo Soldier Trail - Hatfield Street Intersection, Project 090 CH 316 H8803 / NH-090-A(206)T".

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, to include advance, future and early acquisition, 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

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 21, 2016

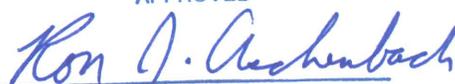
RES. NO. 2016-10-A-049
PROJECT: 090 CH 316 H8803 / NH-090-A(206)T
HIGHWAY: NOGALES - LOWELL
SECTION: East Buffalo Soldier Trail - Hatfield Street
Intersection
ROUTE NO.: State Route 90
ENG. DIST.: Southcentral
COUNTY: Cochise

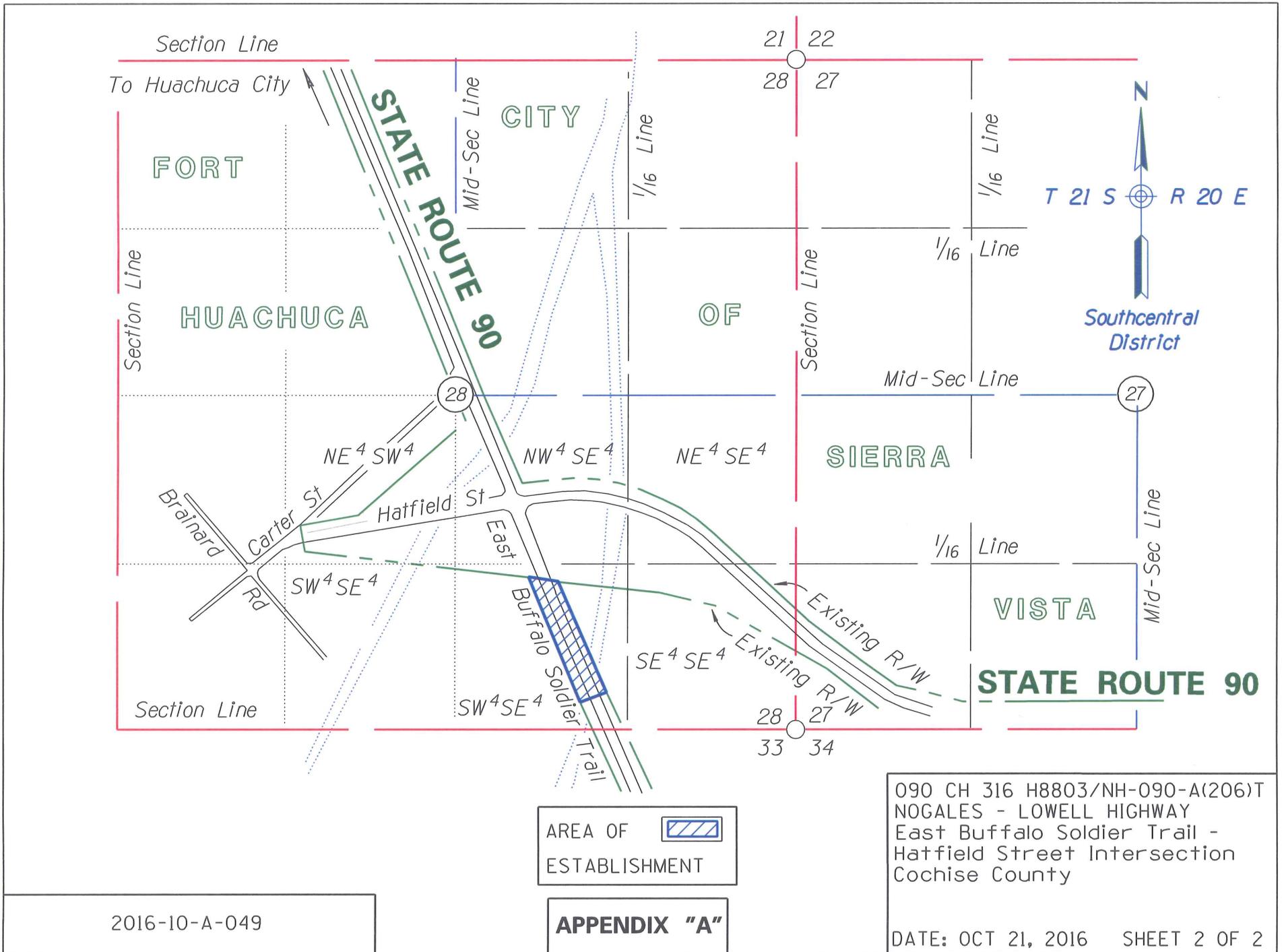
CERTIFICATION

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 21, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 21, 2016.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Assistant Attorney General
Attorney for Department
of Transportation
Date 10/4/16



2016-10-A-049

APPENDIX "A"

090 CH 316 H8803/NH-090-A(206)T
 NOGALES - LOWELL HIGHWAY
 East Buffalo Soldier Trail -
 Hatfield Street Intersection
 Cochise County

DATE: OCT 21, 2016 SHEET 2 OF 2

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the disposal of a portion of right of way easement for public highway purposes originally acquired for use within the above referenced project.

This portion of the alignment was previously established as a state highway, and designated the Tucson Controlled Access Highway by Resolution of the Arizona State Highway Commission, dated November 04, 1949, as set forth on Page 65 of its Official Minutes. The Commission's Resolution of January 13, 1958, shown on Page 2 of the Official Minutes, established additional right of way for the location, relocation, alteration and widening of this segment under Project I 002-3. Arizona State Transportation Board Resolution 90-08-A-65, dated August 17, 1990, adopted and approved the corridor for the location of a future controlled access highway, establishing the State Route Plan of the highway designated therein as Interstate Route 10, and providing for advance acquisition. Thereafter, Resolution 90-12-A-89, dated December 21, 1990, established a refined corridor for this segment of Interstate Route 10, the Casa Grande - Tucson Highway.

Said portion of highway right of way easement is no longer required in the State Transportation System, nor will it necessarily be used for public highway purposes. Accordingly, I recommend that said portion of highway right of way easement be removed from the State Transportation System by vacation and extinguishment thereof.

The portion of highway right of way easement to be vacated and extinguished was acquired by the State of Arizona, by and through its Highway Department, through that certain Grant of Easement, dated May 10, 1949, recorded July 10, 1950, in Docket No. 265, Page 205, records of Pima County, Arizona. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Arizona Highway Department Right-Of-Way Division CONTROLLED ACCESS HIGHWAY, F.I. Project 141, Tucson Arizona"; and on those entitled: "Right of Way Plan of the CASA GRANDE - TUCSON HIGHWAY, Speedway Blvd. - Congress St., Project 010 PM 257 H3188 01R / NH-10-4(141)", and is shown 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".

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

RESOLUTION OF EXTINGUISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 21, 2016, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Sections 28-7046, 28-7210 and 28-7214, recommending disposal of a portion of a right of way easement for public highway purposes from the State Transportation System by the vacation and extinguishment thereof.

The portion of highway right of way easement to be vacated and extinguished was acquired by the State of Arizona, by and through its Highway Department, through that certain Grant of Easement, dated May 10, 1949, recorded July 10, 1950, in Docket No. 265, Page 205, records of Pima County, Arizona. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Arizona Highway Department Right-Of-Way Division CONTROLLED ACCESS HIGHWAY, F.I. Project 141, Tucson Arizona"; and on those entitled: "Right of Way Plan of the CASA GRANDE - TUCSON HIGHWAY, Speedway Blvd. - Congress St., Project 010 PM 257 H3188 01R / NH-10-4(141)", and is shown in Appendix "A" attached hereto.

WHEREAS said portion of right of way easement for public highway is no longer needed for State transportation purposes, nor will it necessarily be used for public highway purposes; and

WHEREAS a remaining portion of right of way easement for public highway is still needed for State transportation purposes and is to be used for public highway purposes; and

WHEREAS because of these premises, this Board finds public convenience requires that said portion of highway right of way easement be removed from the State Transportation System by vacation and extinguishment; therefore be it

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

RESOLVED that the portion of right of way easement for public highway purposes no longer needed for State transportation purposes, is removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that the vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

RESOLVED that the remaining portion of the right of way easement for public highway purposes not being disposed herein shall remain in the State Transportation System for use as such.

October 21, 2016

RES. NO. 2016-10-A-050
PROJECTS: F. I. 141; and 010 PM 257 H3188 01R / NH-10-4(141)
HIGHWAY: TUCSON CONTROLLED ACCESS HIGHWAY
SECTION: Speedway Blvd. - Congress St. (Oury Park)
ROUTE: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D-SC-001

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 21, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 21, 2016.

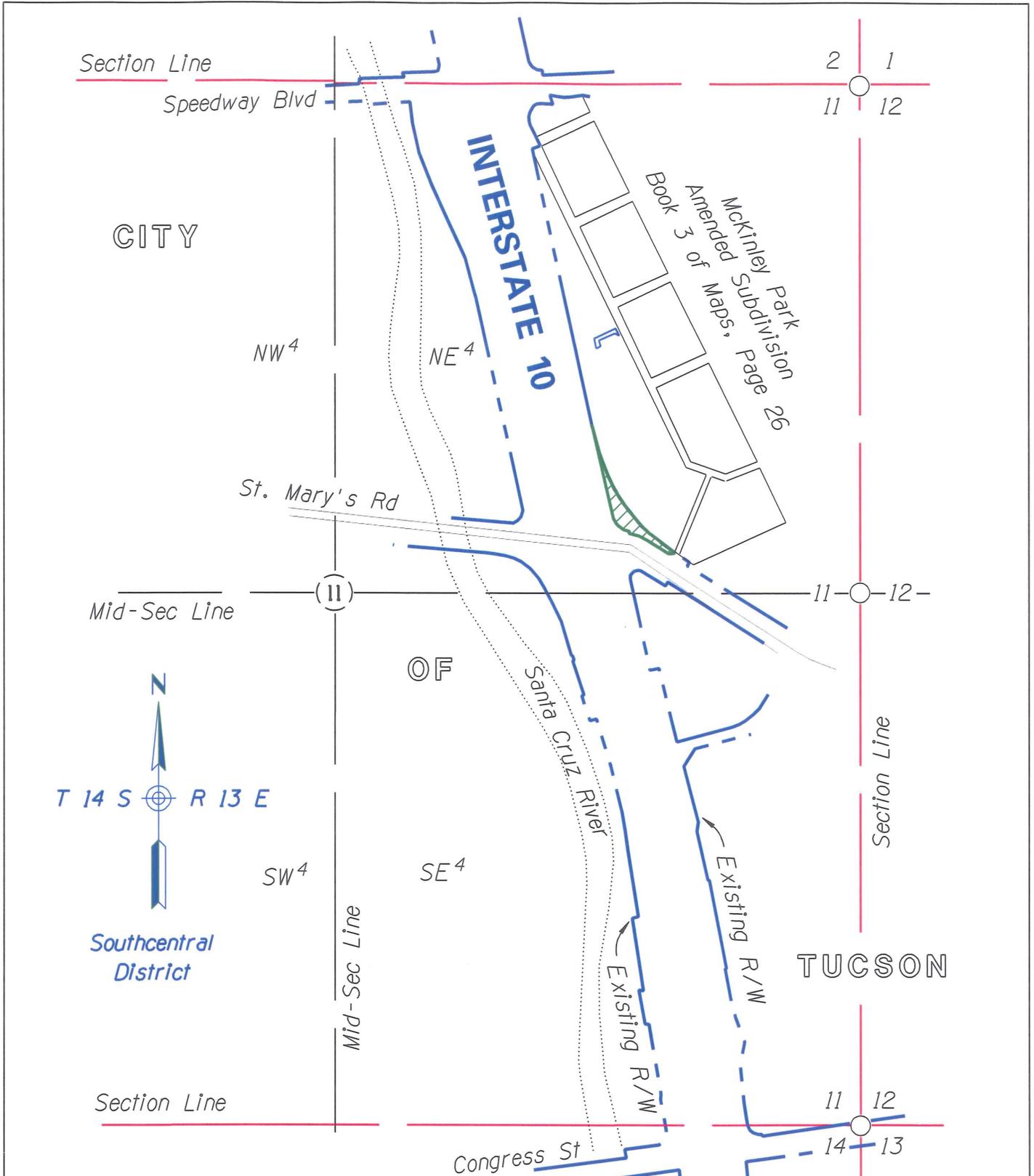
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 10/4/16



F.I. 141; and
 010 PM 257 H3188 01R / NH-10-4(141)
 CASA GRANDE - TUCSON HIGHWAY
 Speedway Blvd. - Congress St. (Oury Park)
 Pima County

AREA OF 
 EXTINGUISHMENT

DATE: OCT 21, 2016 SHEET 2 OF 4

APPENDIX "A"

2016-10-A-050

APPENDIX "A"
Legal Description

"Description of Extinguishment"

That portion of the existing right of way for the original alignment of Interstate Highway 10 (CASA GRANDE - TUCSON HIGHWAY), as depicted on sheet 7 of 16 of the maps and plans on file in the office of the State Engineer, Arizona Department of Transportation, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the CASA GRANDE - TUCSON HIGHWAY, dated September 30, 2010, Project 010 PM 257 H3188 01R / NH-10-4(141)", located in the South half of the Northeast quarter(S½NE¼) of Section 11, Township 14 South, Range 13 East, Gila and Salt River Meridian, Pima County, Arizona, which lies between the existing northeasterly right of way line of said Interstate Highway 10 and the following described NEW RIGHT OF WAY LINE:

COMMENCING at a 3 inch brass cap marking the Northeast corner of said Section 11, being North 89°53'34" East 2643.00 feet from a 2 inch brass cap marking the North quarter corner of said Section 11;

thence along the North line of said Section 11, South 89°53'34" West 1916.14 feet to the Eastbound Survey and Construction Centerline of said Interstate Highway 10;

thence along the Eastbound Survey and Construction Centerline of said Interstate Highway 10, South 13°08'56" East 1806.68 feet;

thence North 76°51'04" East 182.00 feet to the POINT OF BEGINNING on said northeasterly right of way line of Interstate Highway 10;

thence South 13°04'06" East 475.90 feet;

thence along a curve to the Left, having a radius of 100.00 feet, a length of 119.84 feet;

SHEET 3 OF 4

Resolution 2016-10-A-050 -- October 21, 2016
Disposal D-SC-001

thence South 08°07'04" West 7.72 feet;

thence South 66°10'10" East 57.14 feet;

thence South 60°28'56" East 163.73 feet;

thence North 84°59'51" East 30.99 feet;

thence North 21°34'33" East 5.77 feet to the POINT OF ENDING on the existing northeasterly right of way line of St. Mary's Road.

Containing 30,782 square feet (0.707 acres), more or less

Disposal D-SC-001 - 09/22/2016

SHEET 4 OF 4

Resolution 2016-10-A-050 -- October 21, 2016
Disposal D-SC-001

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for U. S. Route 66, later redesignated and now known as State Route 40-B, within the above referenced project.

The existing roadway was initially established as a state route and state highway, designated U. S. Route 66, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. This particular segment of the alignment was first established as a state highway by the relocation and alteration of Federal Interstate Project 40, as set forth on Page 4 of the Commission's Official Minutes dated January 05, 1951. Thereafter, the U. S. Route 66 designation was removed, and this alignment was renumbered and redesignated State Route Business 40 by Arizona State Transportation Board Resolution 84-10-A-66, dated October 26, 1984. Transportation Board Resolution 94-12-A-66, dated December 16, 1994, added a Historic Route designation to the State Route 40-B segments in Ash Fork, Williams, Winslow, Joseph City and Holbrook.

The right of way is no longer needed for state transportation purposes. The City of Holbrook has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 28, 2016. Accordingly, I recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Map WINSLOW - HOLBROOK HWY., Project F.I. 40"; and on those entitled: "Right of Way Plan of the FLAGSTAFF - HOLBROOK HIGHWAY, Holbrook Streets (West End), Project F-042-4-601", and is shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Holbrook as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209;

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 right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213.

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 21, 2016, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of a portion of right of way acquired for U. S. Route 66, later redesignated and now known as State Route 40-B, to the City of Holbrook within the above referenced project.

The right of way is no longer needed for state transportation purposes. The City of Holbrook has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 28, 2016. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Map WINSLOW - HOLBROOK HWY., Project F.I. 40"; and on those entitled: "Right of Way Plan of the FLAGSTAFF - HOLBROOK HIGHWAY, Holbrook Streets (West End), Project F-042-4-601", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

WHEREAS the City of Holbrook has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 28, 2016; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Holbrook, as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

RESOLVED that the Director provide written notice to the City of Holbrook, evidencing the abandonment of the State's interest.

October 21, 2016

RES. NO. 2016-10-A-051
PROJECTS: F. I. 40; and F-042-4-601
HIGHWAY: WINSLOW - HOLBROOK
SECTION: Holbrook Streets (West End)
ROUTE NO.: State Route 40-B (formerly U. S. Route 66)
ENG. DIST.: Northeast
COUNTY: Navajo
DISPOSAL: D-NE-001

CERTIFICATION

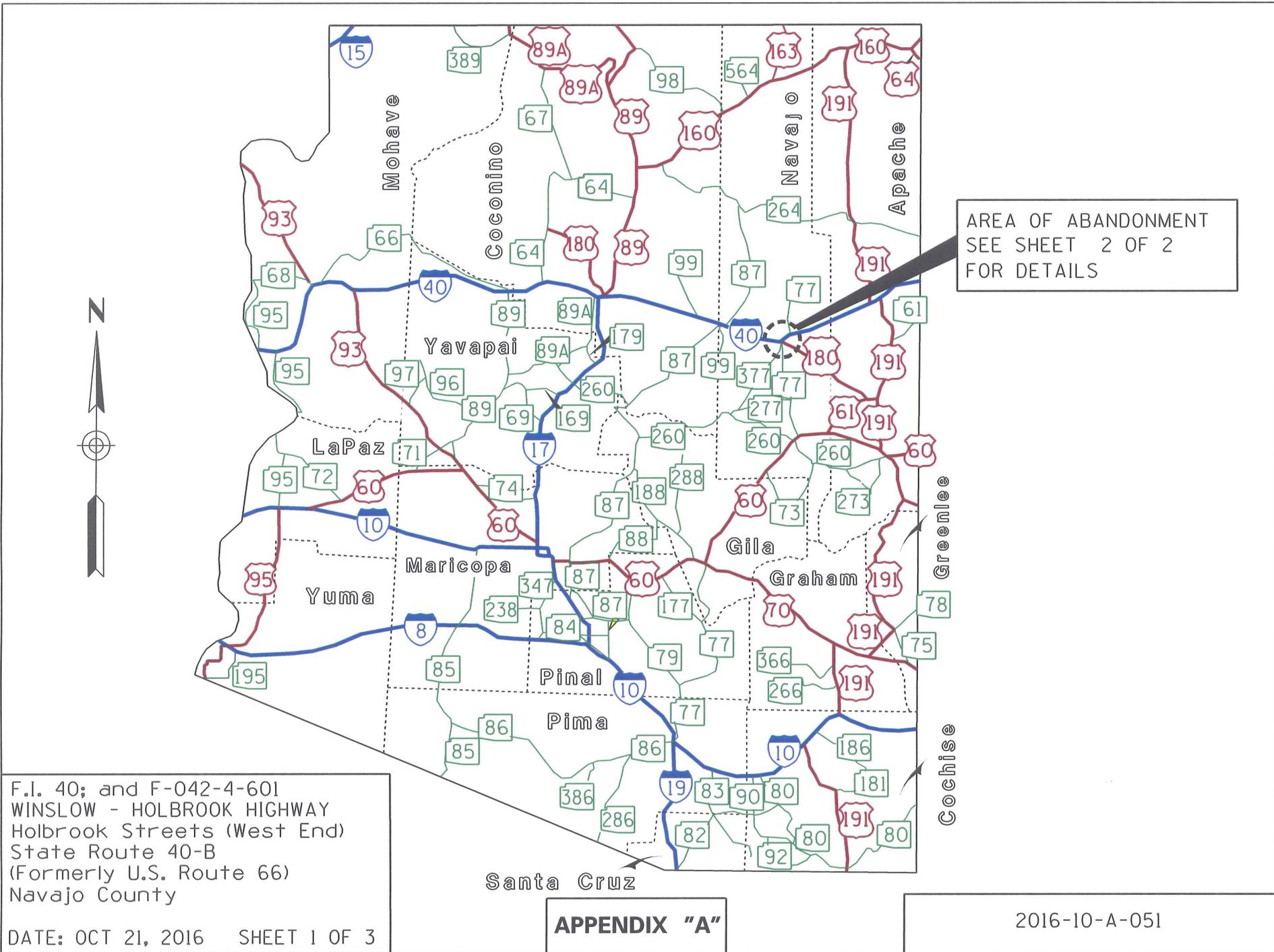
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on October 21, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 21, 2016.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Assistant Attorney General
Attorney for Department
of Transportation
Date 10/4/16



AREA OF ABANDONMENT
SEE SHEET 2 OF 2
FOR DETAILS

F.I. 40; and F-042-4-601
WINSLOW - HOLBROOK HIGHWAY
Holbrook Streets (West End)
State Route 40-B
(Formerly U.S. Route 66)
Navajo County

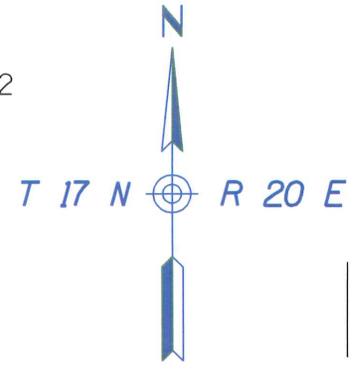
DATE: OCT 21, 2016 SHEET 1 OF 3

APPENDIX "A"

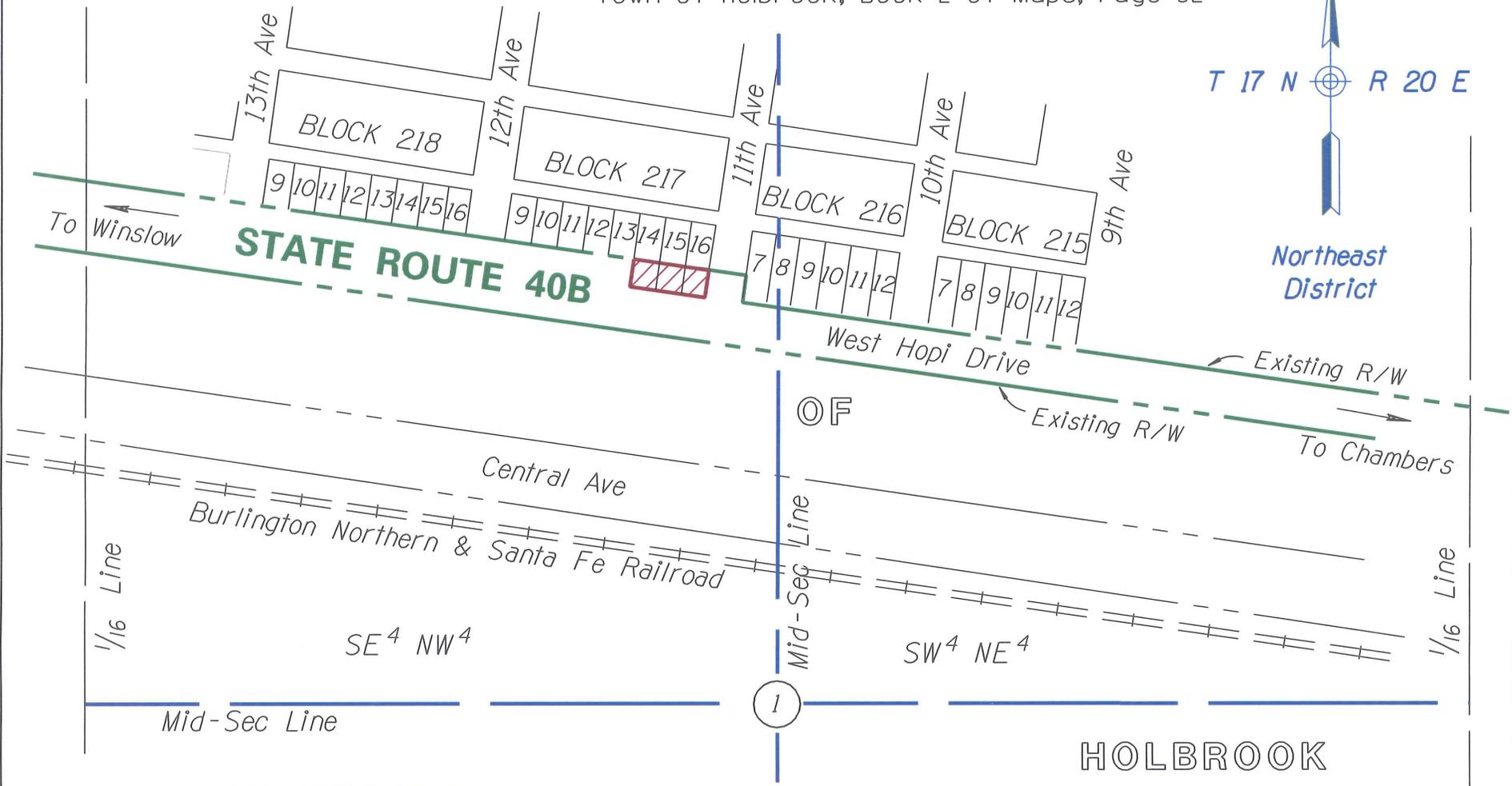
2016-10-A-051

CITY

Re-Plat and Supplemental Plat to the Newman & Scorse Addition to the Town of Holbrook, Book 2 of Maps, Page 32



Northeast District



F.I. 40; and F-042-4-601
WINSLOW - HOLBROOK HIGHWAY
Holbrook Streets (West End)
State Route 40-B
(Formerly U.S. Route 66)
Navajo County
DATE: OCT 21, 2016 SHEET 2 OF 3

AREA OF 
ABANDONMENT

APPENDIX "A"

2016-10-A-051

APPENDIX "A"
Legal Description

Area of Abandonment to the City of Holbrook

The portion of existing right of way of State Route 40-B to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Map WINSLOW - HOLBROOK HWY., Project F. I. 40"; and also on those entitled: "Right of Way Plan of the FLAGSTAFF - HOLBROOK HIGHWAY, Holbrook Streets (West End), Project F-042-4-601"; and was acquired by the State of Arizona, by and through its Highway Department, as conveyed by that certain Warranty Deed, dated February 23, 1951, recorded March 03, 1951, in Book 41 of Deeds, Page 566, records of Navajo County, Arizona, and is described as follows:

All that portion of Lots 14, 15 and 16 in Block 217 of the RE-PLAT AND SUPPLEMENTAL PLAT TO THE NEWMAN & SCORSE ADDITION TO THE TOWN OF HOLBROOK, Navajo County, Arizona, according to the plat thereof of record in the office of the County Recorder of Navajo County, in Book 2 of Maps at Page 32 thereof; lying southerly of the northerly 100-foot right of way line of the relocated WINSLOW - HOLBROOK HIGHWAY, Federal Interstate Project 40, and being more particularly described as follows:

BEGINNING at the Southeast corner of Block 217;

thence northerly along the east line thereof, a distance of 50 feet to a point on the northerly 100-foot right of way line of the aforementioned relocated highway;

thence North 81 degrees 48 minutes 33 seconds West, 100 feet northerly of and parallel to the relocated center line of said highway to a point on the west line of Block 219, said point being 90.93 feet southerly of the northwest corner of Lot 10, Block 219;

thence southerly along the west line of Block 219 to the southwest corner thereof;

thence easterly along the south line of Blocks 219, 218 and 217 to the POINT OF BEGINNING;

EXCEPTING THEREFROM dedicated streets.

Containing 7,695.59 square feet, more or less

SHEET 3 OF 3

Resolution 2016-10-A-051 - October 21, 2016
Disposal D-NE-001

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of Interstate Route 17 within the above referenced project.

This portion, originally known as Black Canyon Road, was first established as a state route and state highway by Resolution of the Arizona State Highway Commission, dated May 19, 1936, entered on Page 587 of its Official Minutes; and on the following day was designated as State Route 69, as set forth on Page 624 thereof. The Resolutions dated March 05, 1946, shown on Page 265; dated September 13, 1956 on Page 350; and dated April 05, 1957, on Page 119 of the Official Minutes, established as a state highway additional right of way for the location, relocation, alteration and widening of the Phoenix - Cordes Junction Highway. The Resolution dated May 02, 1957 shown on Page 155 of the Official Minutes proclaimed that all roads of the National System of Interstate and Defense Highways within the State shall be designated as fully access controlled highways. Numerous resolutions by the State Highway Commission, and thereafter by the Arizona State Transportation Board have established additional rights of way as a state route and state highway needed for additional improvements over subsequent years along this segment, now known as the Black Canyon Freeway portion of the Phoenix - Cordes Junction Highway. Among the more recent of these establishments are Resolution 2004-12-A-066, dated December 17, 2004; and Resolution 2005-05-A-030, dated May 20, 2005.

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to accommodate installation of upgraded storm pumps and improvements to drainage facilities to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easements needed.

The areas of temporary construction easement required for this improvement are depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated June, 2016, PHOENIX - CORDES JUNCTION HIGHWAY, I-17 at Cactus Road, Thunderbird Road and Greenway Road, Project 017 MA 209 H8805 / NH-017-A(242)T".

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

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 21, 2016, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of temporary construction easements necessary for the improvement of Interstate Route 17.

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to accommodate installation of upgraded storm pumps and improvements to drainage facilities to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easements needed.

The areas of temporary construction easement required for this improvement are depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated June 2016, PHOENIX - CORDES JUNCTION HIGHWAY, I-17 at Cactus Road, Thunderbird Road and Greenway Road, Project 017 MA 209 H8805 / NH-017-A(242)T".

WHEREAS temporary construction easements are needed beyond the existing right of way to accommodate installation of upgraded storm pumps and improvements to drainage facilities to enhance convenience and safety for the traveling public; and

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

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

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

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

October 21, 2016

RES. NO. 2016-10-A-052
PROJECT: 017 MA 209 H8805 / NH-017-A(242)T
HIGHWAY: PHOENIX - CORDES JUNCTION HIGHWAY
SECTION: I-17 at Cactus Road, Thunderbird Road and
Greenway Road
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on October 21, 2016.

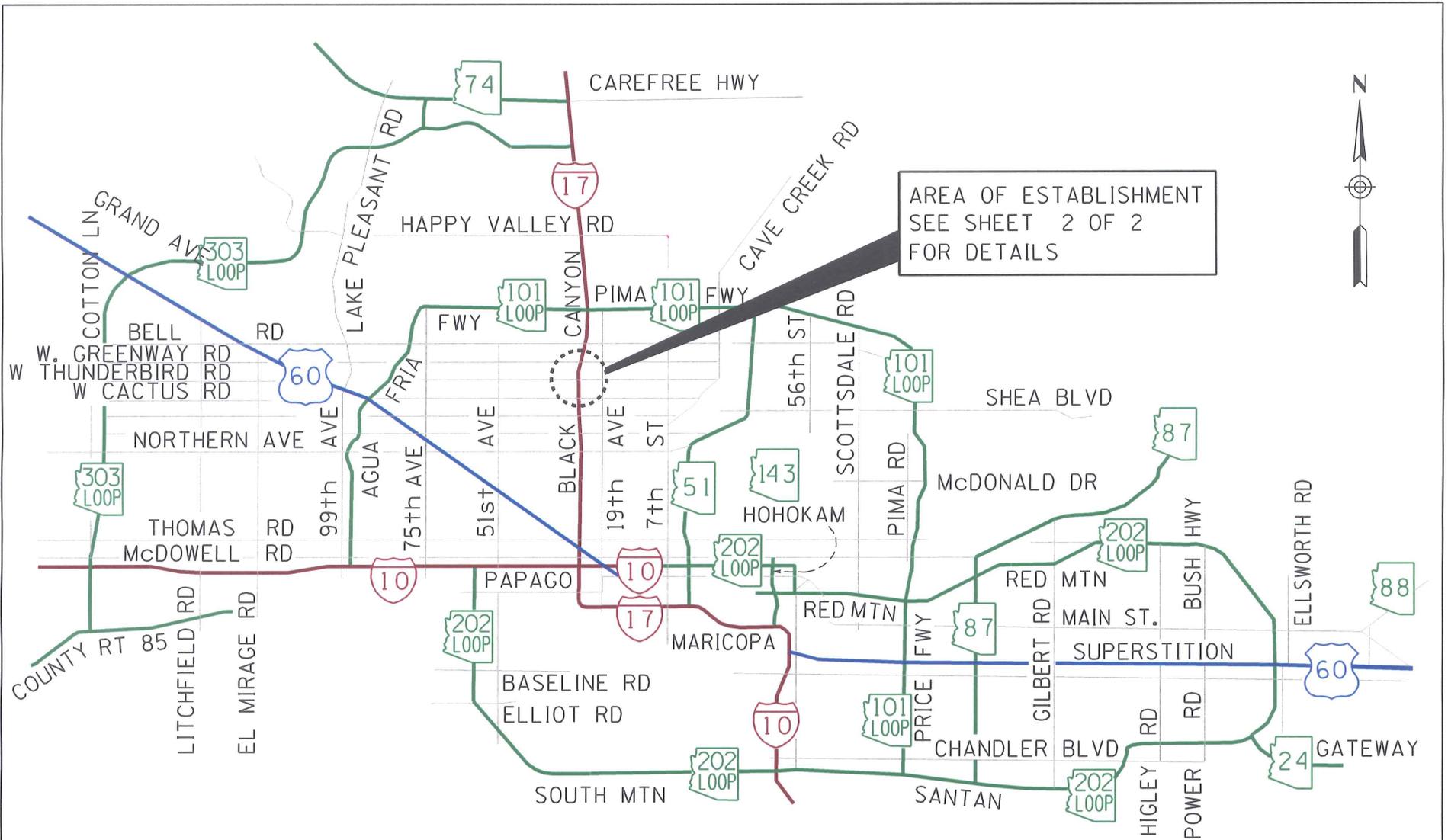
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 21, 2016.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED


Assistant Attorney General
Attorney for Department
of Transportation

Date 10/4/16



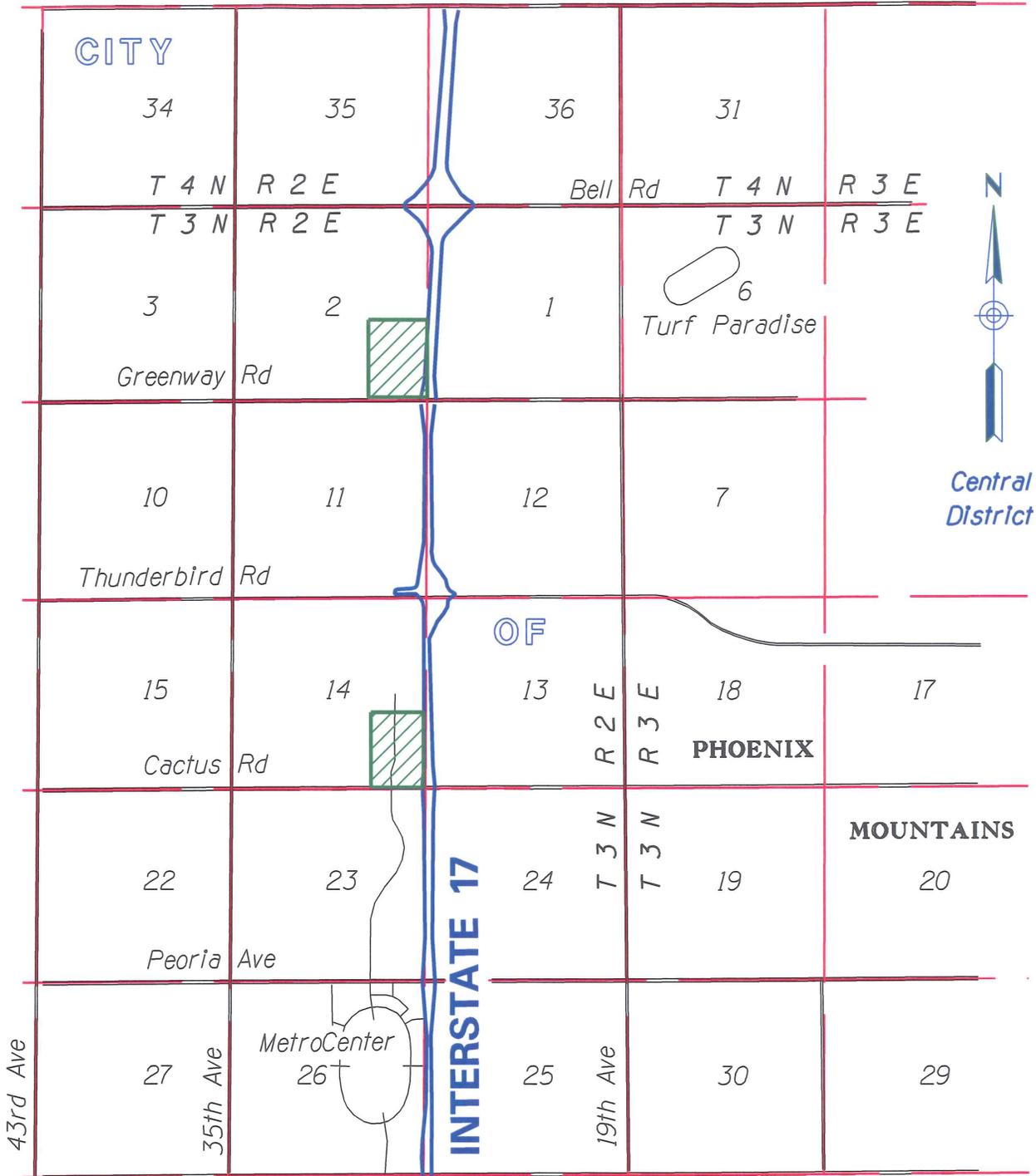
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

017 MA 209 H8805 / NH-017-A(242)T
PHOENIX - CORDES JUNCTION HIGHWAY
I-17 at Cactus Road, Thunderbird Road
and Greenway Road
Maricopa County

2016-10-A-052

APPENDIX "A"

DATE: OCT 21, 2016 SHEET 1 OF 2



AREA OF ESTABLISHMENT 

Existing R/W
Existing R/W

017 MA 209 H8805 / NH-017-A(242)T
PHOENIX - CORDES JUNCTION HIGHWAY
I-17 at Cactus Road, Thunderbird Road
and Greenway Road
Maricopa County

2016-10-A-052

APPENDIX "A"

DATE: OCT 21, 2016 SHEET 2 OF 2

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of Interstate Route 19 within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 89 by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. This alignment was recommended for inclusion with the National System of Interstate Highways by the Resolution dated June 08, 1945, entered on Page 70 of the Official Minutes. The Canada to Mexico Highway was realigned by the Resolution dated April 05, 1946, shown on Page 286 of the Official Minutes; and the American Association of State Highway Officials was therein petitioned to designate a uniform number for this route from Sweet Grass, Montana to Nogales, Arizona. In the Resolution dated April 04, 1950, shown on Page 350 of the Official Minutes, additional right of way was established as a state highway for location, relocation, and alteration of the Tucson - Nogales Highway along a relocated centerline, under Federal Interstate Project 86. Thereafter, by Resolution 67-14, dated February 15, 1967, additional right of way was established as a controlled-access state highway, under Project I-19-1(40)33, for the improvement thereof, then as part of Interstate Route 19.

New right of way is now needed to facilitate the upcoming construction phase of the Canoa Ranch Rest Area Rehabilitation Project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "95% Design Plans of the NOGALES - TUCSON HIGHWAY, Canoa Ranch Rest Area Rehabilitation, Project 999 SW 000 H8213 / STP-999-A(349)T"; and on those entitled: "Right of Way Plans of the NOGALES - TUCSON HIGHWAY, Canoa T. I. - Continental T. I., Project 019 PM 034 H7191 01R".

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

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

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on October 21, 2016, 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 Interstate Route 19, as set forth in the above referenced project.

New right of way is now needed to facilitate the upcoming construction phase of the Canoa Ranch Rest Area Rehabilitation Project necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "95% Design Plans of the NOGALES - TUCSON HIGHWAY, Canoa Ranch Rest Area Rehabilitation, Project 999 SW 000 H8213 / STP-999-A(349)T"; and on those entitled: "Right of Way Plans of the NOGALES - TUCSON HIGHWAY, Canoa T. I. - Continental T. I., Project 019 PM 034 H7191 01R".

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

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

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

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

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

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

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

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

October 21, 2016

RES. NO. 2016-10-A-053
PROJECTS: 999 SW 000 H8213 / STP-999-A(349)T; and
019 PM 034 H7191 01R
HIGHWAY: NOGALES - TUCSON
SECTION: Canoa Ranch Rest Area Rehabilitation
ROUTE NO.: Interstate Route 19
ENG. DIST.: Southcentral
COUNTY: Pima

CERTIFICATION

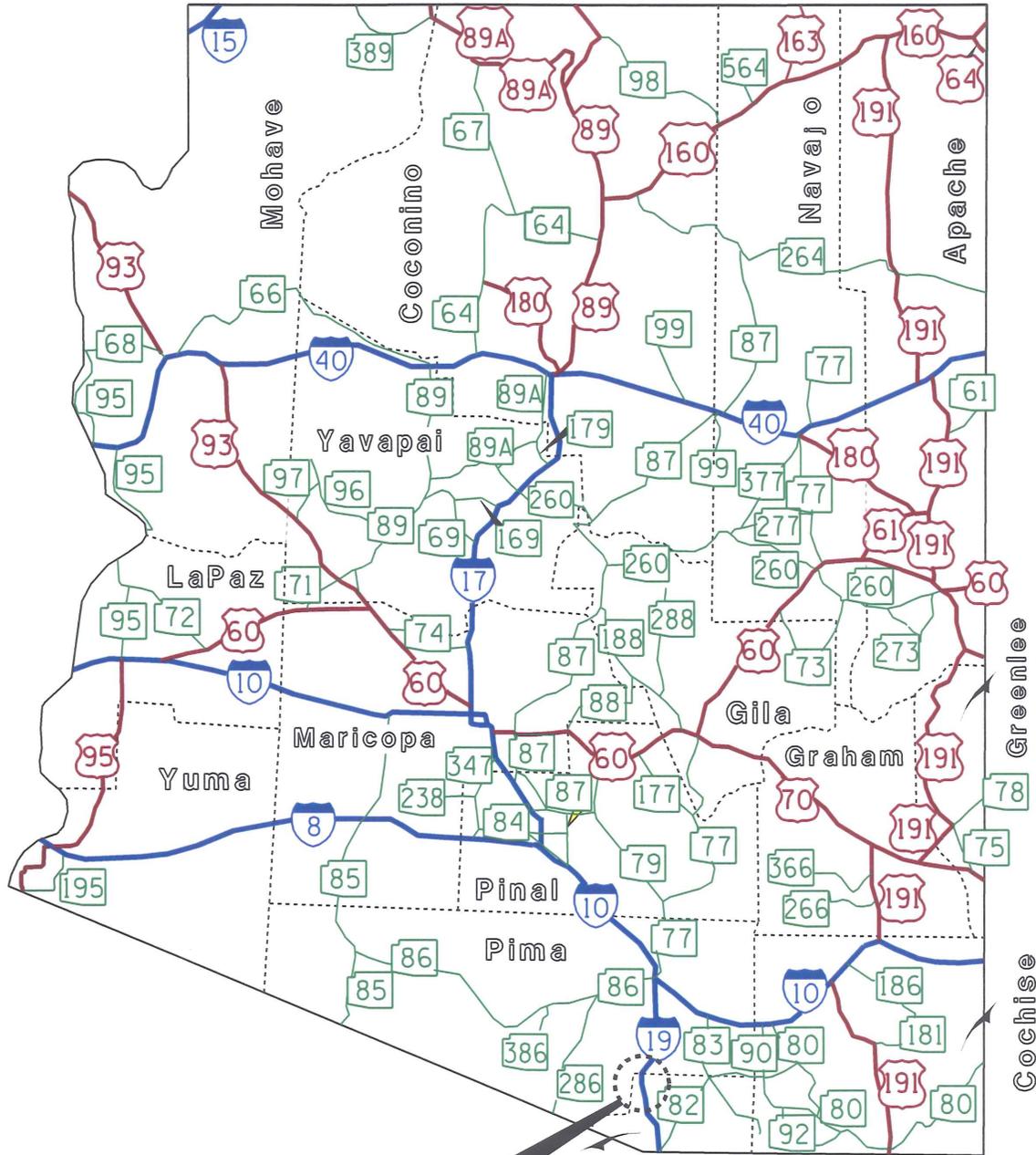
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on October 21, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 21, 2016.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Assistant Attorney General
Attorney for Department
of Transportation
Date 10/4/16



AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

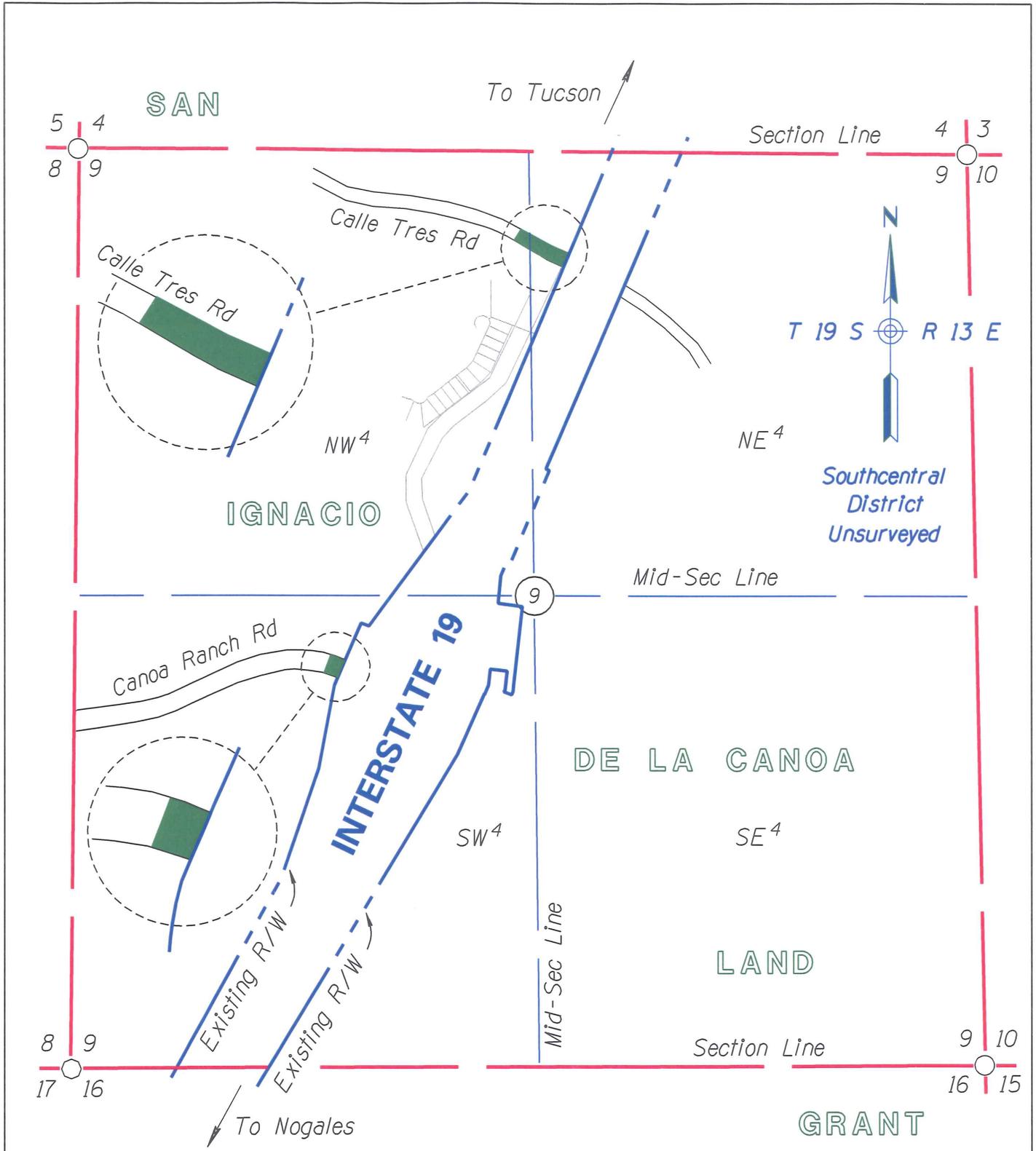
Santa Cruz

999 SW 000 H8213 / STP-999-A(349)T;
and 019 PM 034 H7191 01R
NOGALES - TUCSON HIGHWAY
Canoa Ranch Rest Area
Rehabilitation
Pima County

2016-10-A-053

APPENDIX "A"

DATE: OCT 21, 2016 SHEET 1 OF 2



* Sectional Information protracted

AREA OF ESTABLISHMENT

999 SW 000 H8213 / STP-999-A(349)T;
 and 019 PM 034 H7191 01R
 NOGALES - TUCSON HIGHWAY
 Canoa Ranch Rest Area
 Rehabilitation
 Pima County

2016-10-A-053

APPENDIX "A"

DATE: OCT 21, 2016 SHEET 2 OF 2

*ITEM 7b:

ROUTE NO: US 60 @ MP 138.0

Page 136

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: SR 303L to 99th Ave

TYPE OF WORK: Management Consultant RTPFP Program Management

PROGRAM AMOUNT: \$ 3,212,000

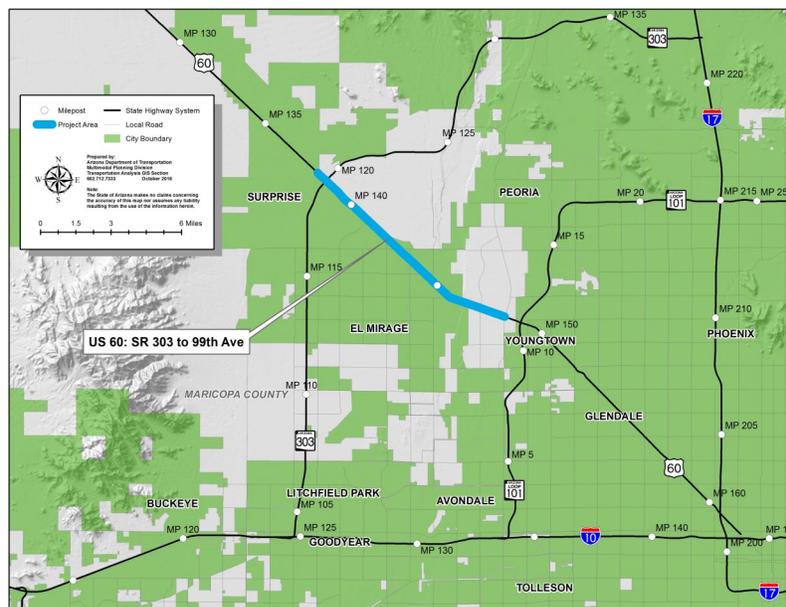
PROJECT MANAGER: Velvet Mathew

PROJECT: H686601L, ADOT TIP 8634

REQUESTED ACTION: Increase the project by \$71,000 to \$3,283,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Fund source identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 3,283,000



*ITEM 7c:

ROUTE NO: SR 101L @ MP 55.0

Page 139

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: Baseline Rd - SR 202L (Santan)

TYPE OF WORK: Management Consultant RTPFP Program Management

PROGRAM AMOUNT: \$ 1,821,000

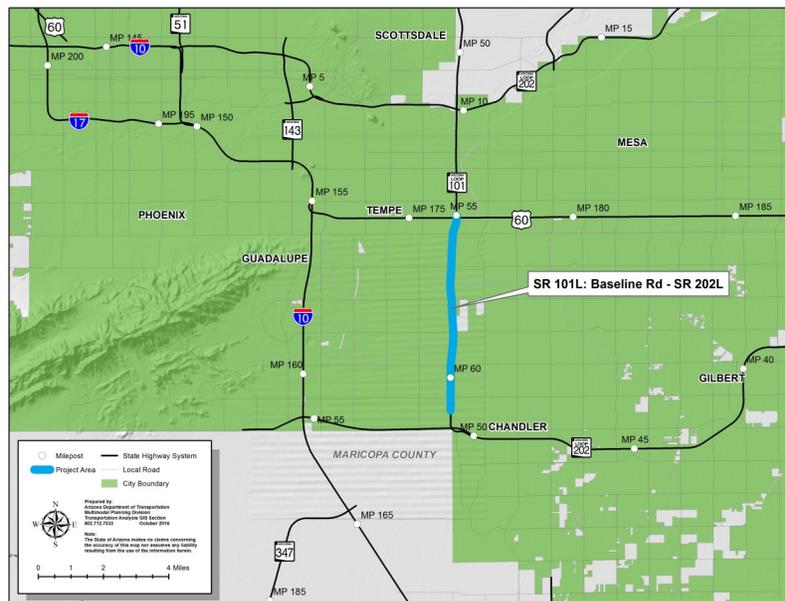
PROJECT MANAGER: Velvet Mathew

PROJECT: H687301L, ADOT TIP 7795

REQUESTED ACTION: Increase the project by \$71,000 to \$1,892,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Fund source identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 1,892,000



*ITEM 7d:

ROUTE NO: SR 303L @ MP 105.0

Page 141

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: MC 85 - Van Buren St

TYPE OF WORK: Management Consultant RTPFP Program Management

PROGRAM AMOUNT: \$ 5,995,000

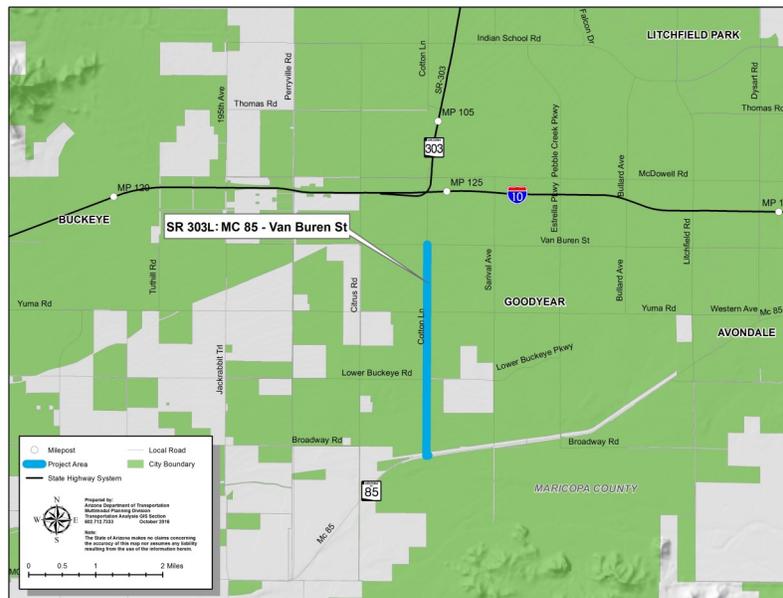
PROJECT MANAGER: Velvet Mathew

PROJECT: H687001L, ADOT TIP 7804

REQUESTED ACTION: Increase the project by \$71,000 to \$6,066,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Fund source identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 6,066,000



*ITEM 7e:

ROUTE NO: SR 30 @ MP 0.0

Page 144

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: SR 303L to SR 202L

TYPE OF WORK: Management Consultant RTPFP Program Management

PROGRAM AMOUNT: \$ 15,429,000

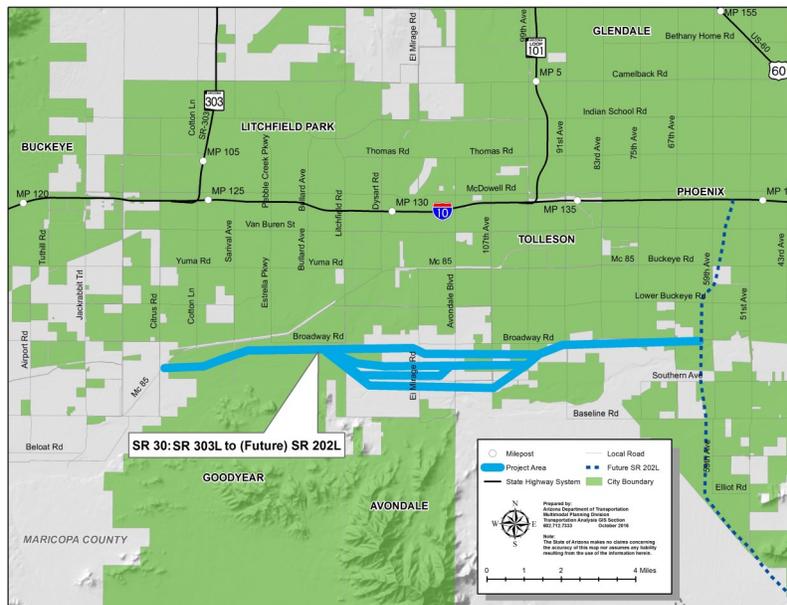
PROJECT MANAGER: Velvet Mathew

PROJECT: H687601L, ADOT TIP 5775

REQUESTED ACTION: Increase the project by \$71,000 to \$15,500,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Fund source identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 15,500,000



*ITEM 7f:

ROUTE NO: SR 101L @ MP 23.0

Page 146

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: I-17 - Princess Dr.

TYPE OF WORK: Management Consultant RTPFP Program Management

PROGRAM AMOUNT: \$ 3,494,000

PROJECT MANAGER: Velvet Mathew

PROJECT: H829701L, ADOT TIP 5182

REQUESTED ACTION: Increase the project by \$71,000 to \$3,565,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Fund source identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 3,565,000



*ITEM 7g:

ROUTE NO: I-10 @ MP 153.0

Page 148

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: Near Term Improvements (SR 143 - SR 202L Santan)

TYPE OF WORK: Management Consultant RTPFP Program Management

PROGRAM AMOUNT: \$ 2,082,000

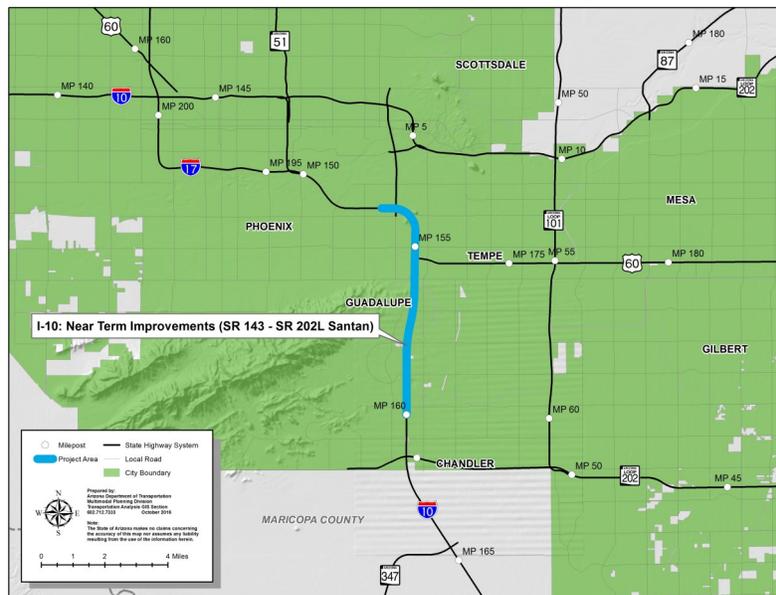
PROJECT MANAGER: Velvet Mathew

PROJECT: H876801L, ADOT TIP 7664

REQUESTED ACTION: Increase the project by \$71,000 to \$2,153,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Fund source identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 2,153,000



*ITEM 7h:

ROUTE NO: I-10 @ MP 151.0

Page 150

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: Salt River - Baseline Rd

TYPE OF WORK: Right of Way

PROGRAM AMOUNT: \$ 153,881,000

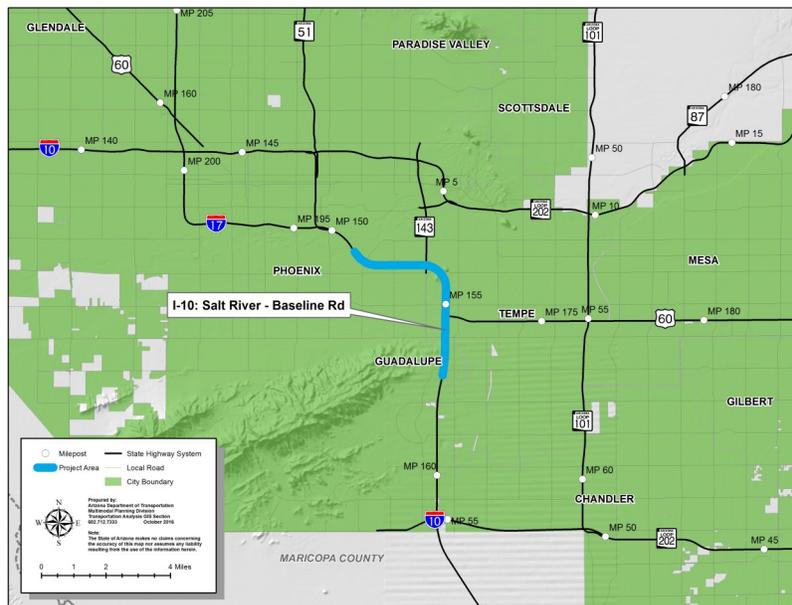
PROJECT MANAGER: Ron McCally

PROJECT: H744101R, ADOT TIP 5410

REQUESTED ACTION: Increase the right of way project by \$1,982,000 to \$155,863,000 in the Highway Construction Program. **Funds are available from the FY 2016 MAG RARF Contingency Fund #49917.** Identified in the MAG TIP as DOT 12-117RW3. Contingent upon MAG Regional Council approval on October 26, 2016.

NEW PROGRAM AMOUNT:

\$ 155,863,000



*ITEM 7i:

ROUTE NO: US 191 @ MP 317.0

Page 152

COUNTY: Apache

DISTRICT: Northeast

SCHEDULE: FY 2017

SECTION: Cemetery Rd - Generating Station Rd

TYPE OF WORK: Design Pavement Preservation

PROGRAM AMOUNT: \$ 320,000

PROJECT MANAGER: Derek Boland

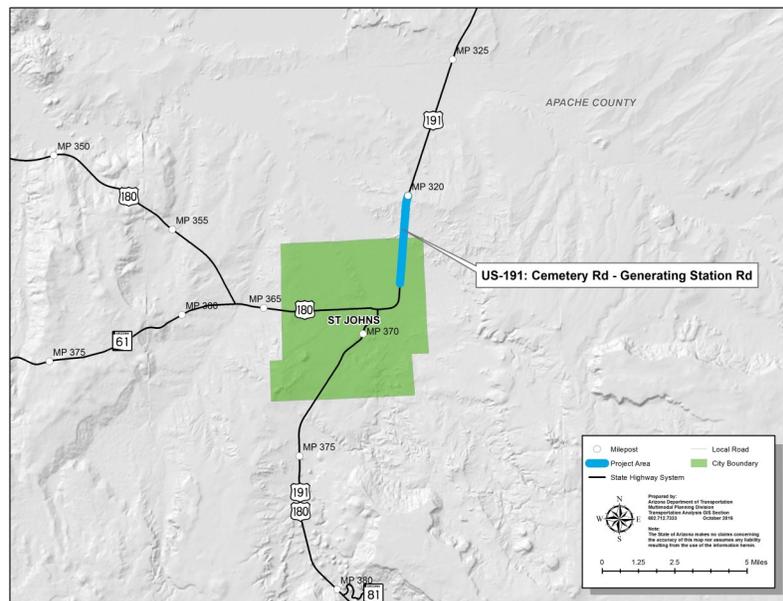
PROJECT: H8690001D, Item #28414, ADOT TIP 3440

REQUESTED ACTION: Increase the design project by \$415,000 to \$735,000 in the Highway Construction Program.

**Funds are available from the FY 2017
Statewide Engineering Development Fund
#70717.**

NEW PROGRAM AMOUNT:

\$ 735,000



*ITEM 7j:

ROUTE NO: US 163 @ MP 396.1

Page 154

COUNTY: Navajo

DISTRICT: Northeast

SCHEDULE: FY 2017

SECTION: Laguna Wash Bridge Str #25

TYPE OF WORK: Design Bridge Replacement

PROGRAM AMOUNT: \$ 745,000

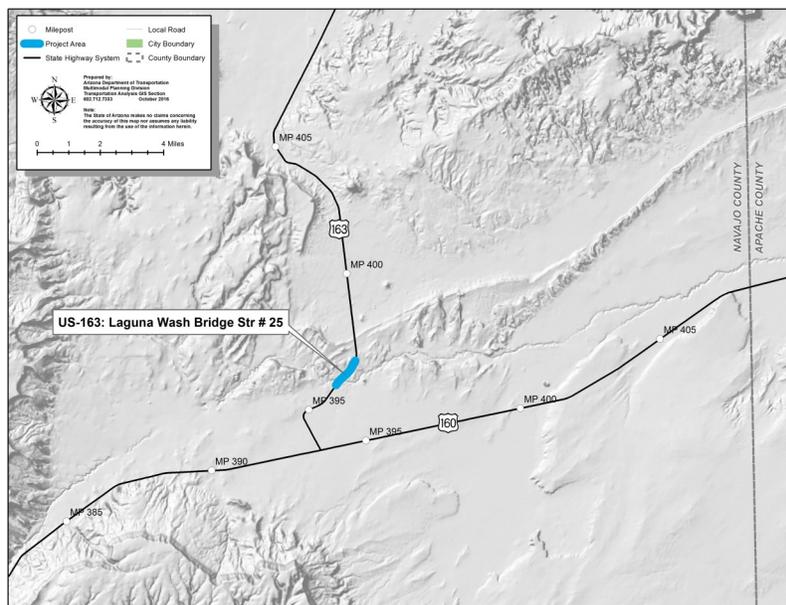
PROJECT MANAGER: Gary Sun

PROJECT: H845501D, Item #31312, ADOT TIP 7600

REQUESTED ACTION: Increase the design project by \$240,000 to \$985,000 in the Highway Construction Program. **Funds are available from the FY 2017 Bridge Replacement and Rehabilitation Fund #76217. Change the project name to "Laguna Creek Bridge Str #20088."**

NEW PROGRAM AMOUNT:

\$ 985,000



*ITEM 7k:

ROUTE NO: I-15 @ MP 13.0

Page 156

COUNTY: Mohave

DISTRICT: Northcentral

SCHEDULE: FY 2017

SECTION: Virgin River Bridges

TYPE OF WORK: Feasibility Study

PROGRAM AMOUNT: \$ 2,853,000

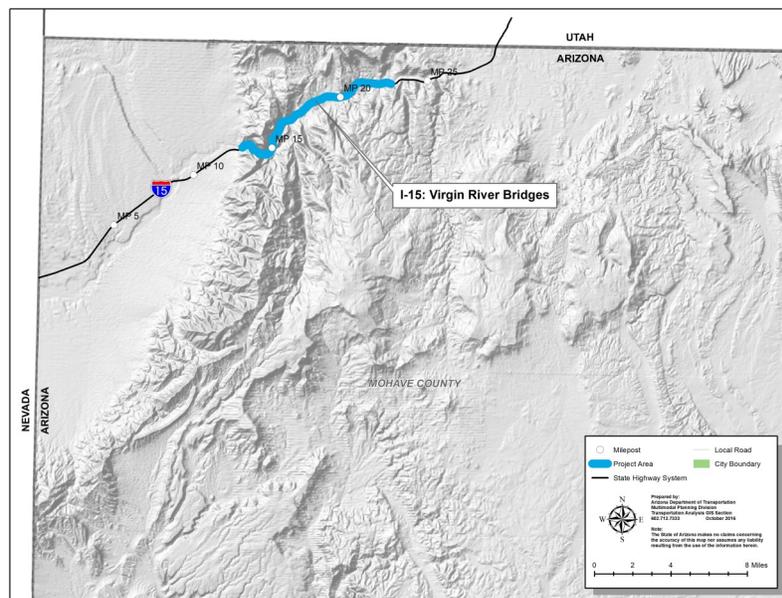
PROJECT MANAGER: Gary Sun

PROJECT: H834001L, ADOT TIP 3747

REQUESTED ACTION: Increase the study by \$300,000 to \$3,153,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Contingency Fund #72317.**

NEW PROGRAM AMOUNT:

\$ 3,153,000



*ITEM 7I:

COUNTY: Pima
 DISTRICT: Southcentral
 SCHEDULE: FY 2017
 SECTION: Liberty Bicycle Boulevard
 TYPE OF WORK: Sidewalk and Traffic Calming
 PROGRAM AMOUNT: \$ 100,000
 PROJECT MANAGER: Matt Bondy
 PROJECT: SL73202D, ADOT TIP 3999
 REQUESTED ACTION: Increase the design by \$86,000 to \$186,000 in the Highway Construction Program. **Funding sources are listed below.** Identified in the PAG TIP as #83.10.

Page 158

FY 2017 Transportation Alternatives Fund #71617 (Transportation Enhancement – TERC approved Round 18, 2010)	\$ 47,000
Local Match from the City of Tucson	\$ 3,000
FY 2017 Transportation Alternatives Fund #71617 (Safe Routes to Schools Program approved Cycle 5, 2011)	\$ 36,000
NEW PROGRAM AMOUNT:	\$ 186,000



*ITEM 7m:

ROUTE NO: SR 89 @ MP 327.0

Page 160

COUNTY: Yavapai

DISTRICT: Northcentral

SCHEDULE: FY 2017

SECTION: At Road 1 North

TYPE OF WORK: Design Signal

JPA: 16-06010 with Town of Chino Valley

PROGRAM AMOUNT: \$ 354,000

PROJECT MANAGER: Vivian Li

PROJECT: HX24701D, ADOT TIP 5028

REQUESTED ACTION: Increase the study by \$175,000 to \$529,000 in the Highway Construction Program. Identified in the CYMPO TIP as CY-DOT-15-34. **Funding sources are listed below.**

Local Funds from the Town of Chino Valley

\$ 75,000

Local Funds from Yavapai County

\$ 100,000

NEW PROGRAM AMOUNT:

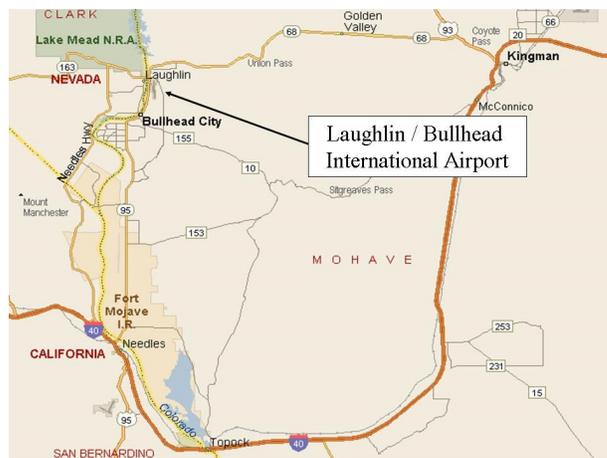
\$ 529,000



*ITEM 7n: COUNTY: Statewide Page 162
 DISTRICT: Statewide
 SCHEDULE: FY 2017
 SECTION: Statewide Weigh in Motion (WIM) Project
 TYPE OF WORK: Design to Install Sensors to Weigh Trucks
 ADVERTISEMENT DATE: May 17, 2017
 PROGRAM AMOUNT: \$ 834,000
 PROJECT MANAGER: Myrna Bondoc
 PROJECT: H873601D, ADOT TIP 6780
 REQUESTED ACTION: Increase the project by \$217,000 to \$1,051,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Engineering Development Fund #70717.**
NEW PROGRAM AMOUNT: \$ 1,051,000

AIRPORT PROJECTS

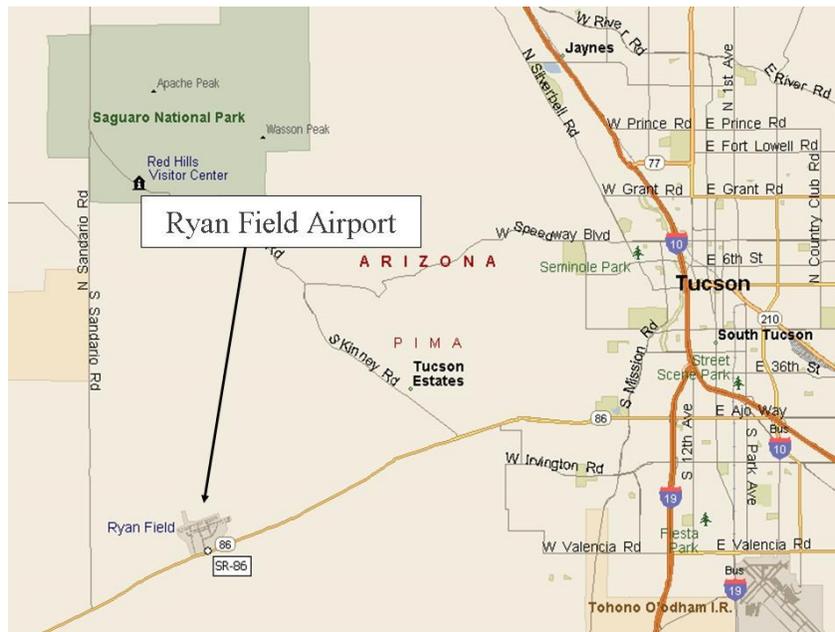
*ITEM 7o: AIRPORT NAME: Laughlin-Bullhead International Page 164
 SPONSOR: Mohave County Airport Authority
 AIRPORT CATEGORY: Commercial Service
 SCHEDULE: FY 2017-2021
 PROJECT #: E7F2E
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Scott Driver
 PROJECT DESCRIPTION: Extend Runway, Runway Incursion Markings, Rehabilitate Runway
 REQUESTED ACTION: Recommend STB approval
 FUNDING SOURCES: **FAA** \$8,866,038
Sponsor \$435,221
State \$435,220
Total Program **\$9,736,479**



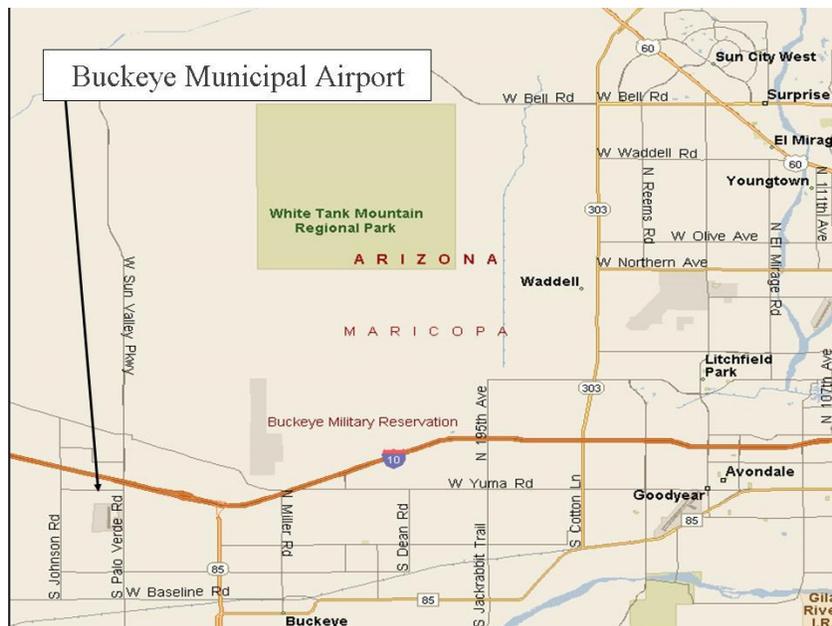
*ITEM 7p:	AIRPORT NAME:	Phoenix-Mesa Gateway	Page 165
	SPONSOR:	Phoenix-Mesa Gateway Airport Authority	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2F	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Rehabilitate North GA Apron	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$9,126,306
		Sponsor	\$447,997
		State	\$447,997
		Total Program	\$10,022,300



*ITEM 7q:	AIRPORT NAME:	Ryan Field	Page 166
	SPONSOR:	Tucson Airport Authority	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2G	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Rehabilitate 'Restaurant' Aircraft Pkg Apron	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$1,530,485
		Sponsor	\$75,129
		State	\$75,129
		Total Program	\$1,680,743



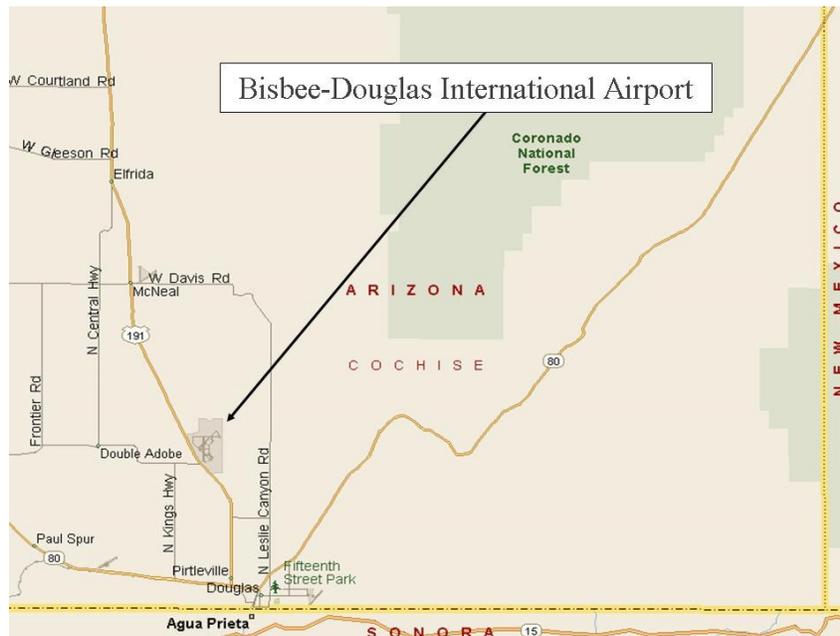
*ITEM 7r:	AIRPORT NAME:	Buckeye Municipal	Page 167
	SPONSOR:	Town of Buckeye	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2H	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Design Only Maintenance Equipment Building	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$155,591
		Sponsor	\$7,638
		State	\$7,637
		Total Program	\$170,866



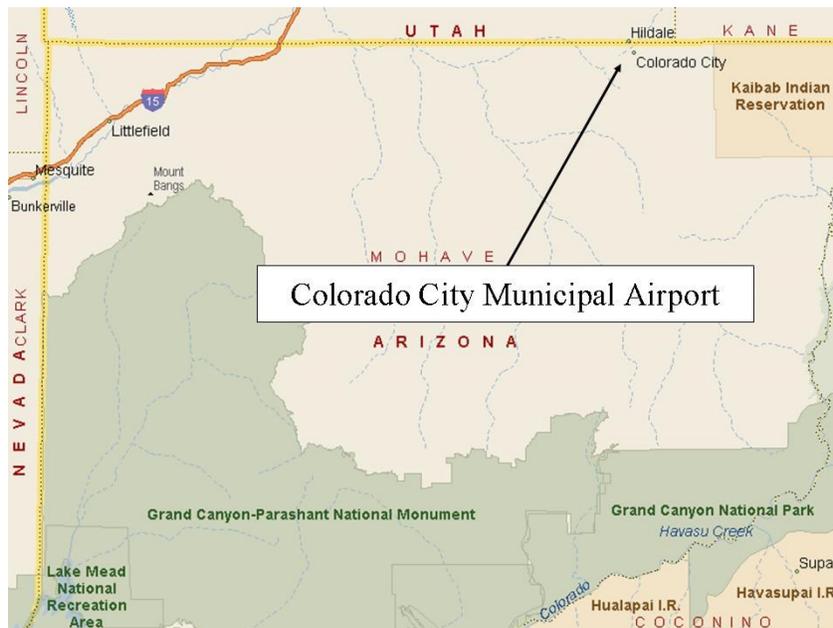
*ITEM 7s:	AIRPORT NAME:	Winslow-Lindbergh Regional	Page 168
	SPONSOR:	City of Winslow	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2I	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Rehabilitate Runway –Phase II Construct (ALT 4)	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$1,805,240
		Sponsor	\$88,617
		State	\$88,616
		Total Program	\$1,982,473



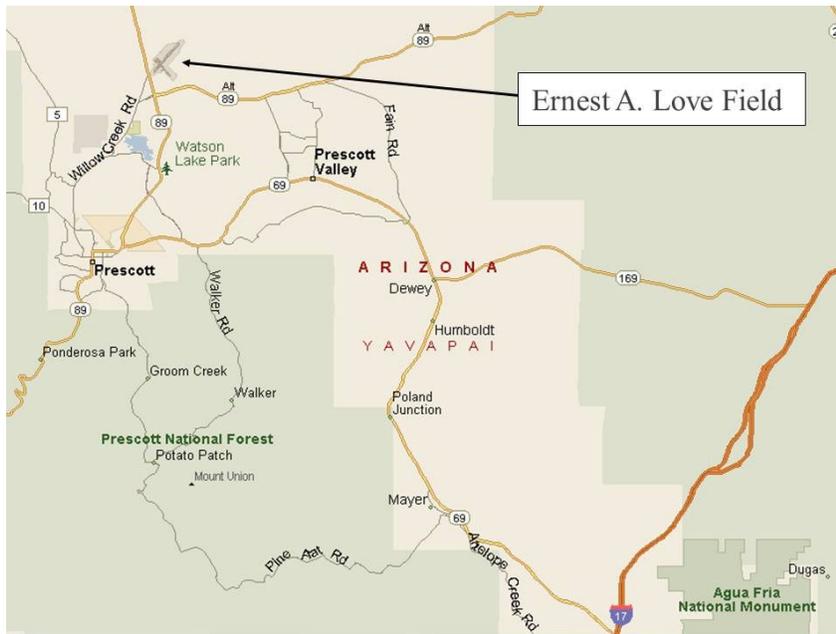
*ITEM 7t:	AIRPORT NAME:	Bisbee-Douglas International Airport	Page 169
	SPONSOR:	Cochise County	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2J	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Matt Smith	
	PROJECT DESCRIPTION:	Rehabilitate Taxiway A2-A4 (2,350 ft x 35 ft) Design Only	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$77,233
		Sponsor	\$3,791
		State	\$3,792
		Total Program	\$84,816



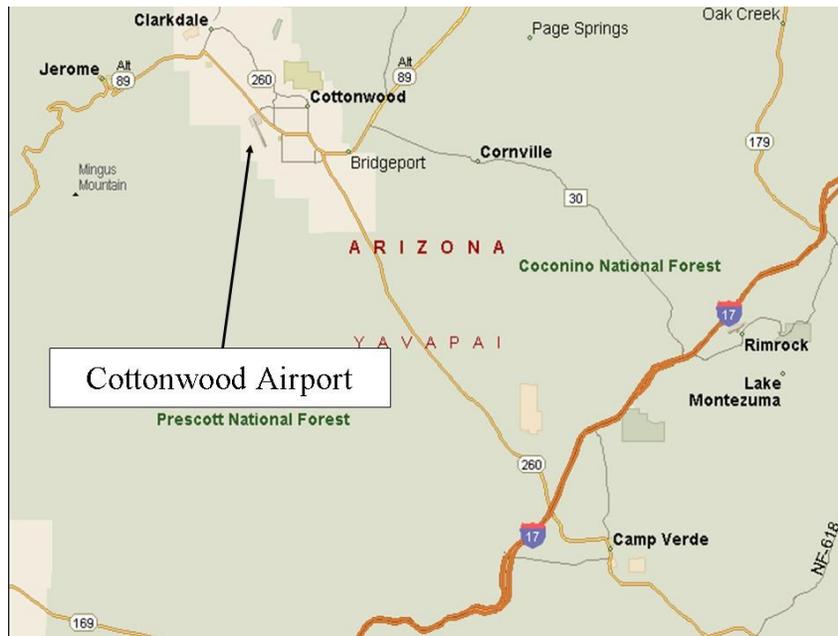
*ITEM 7u:	AIRPORT NAME:	Colorado City Muni	Page 170
	SPONSOR:	Town of Colorado City	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2M	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Rehabilitate Taxiway 'A' & 'B' & Connectors	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$102,034
		Sponsor	\$5,009
		State	\$5,008
		Total Program	\$112,051



*ITEM 7v:	AIRPORT NAME:	Ernest A. Love Field	Page 171
	SPONSOR:	City of Prescott	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2N	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Update Airport Master Plan	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$950,000
		Sponsor	\$25,000
		State	\$25,000
		Total Program	\$1,000,000



*ITEM 7w:	AIRPORT NAME:	Cottonwood	Page 172
	SPONSOR:	City of Cottonwood	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2O	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Rehabilitate Apron Base Bid and Alt One	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$962,954
		Sponsor	\$47,270
		State	\$47,270
		Total Program	\$1,057,494



*ITEM 7x:	AIRPORT NAME:	Flagstaff Pulliam Airport	Page 173
	SPONSOR:	City of Flagstaff	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2P	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Matt Smith	
	PROJECT DESCRIPTION:	Conduct Wildlife Hazard Assessment and Wildlife Hazard Management Plan	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$150,000
		Sponsor	\$7,363
		State	\$7,364
		Total Program	\$164,727



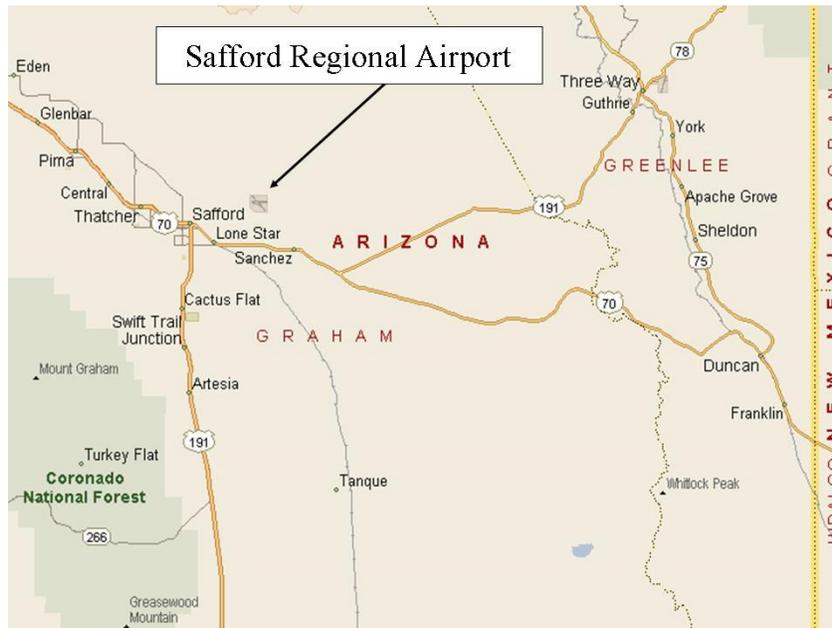
*ITEM 7y:	AIRPORT NAME:	Cochise County Airport	Page 174
	SPONSOR:	Cochise County	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2Q	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Matt Smith	
	PROJECT DESCRIPTION:	Taxiway A edge lighting; wind cone relocation; Segmented Circle; Rotating Beacon; Install Guidance Signs	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$270,258
		Sponsor	\$13,267
		State	\$13,266
		Total Program	\$296,791



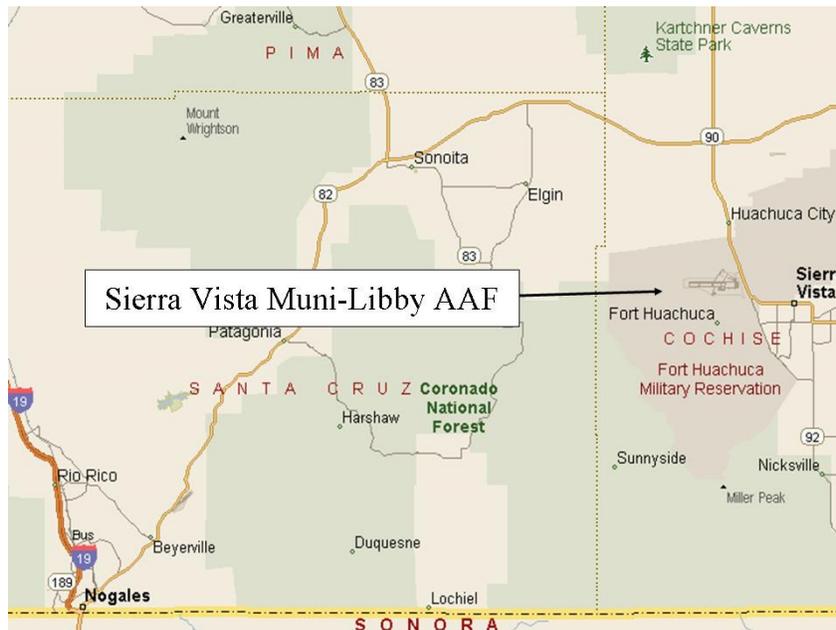
*ITEM 7z:	AIRPORT NAME:	Marana Regional	Page 175
	SPONSOR:	Town of Marana	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2017-2021	
	PROJECT #:	E7F2R	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Scott Driver	
	PROJECT DESCRIPTION:	Rehab. Apron, Rehab. Taxiway.	
	REQUESTED ACTION:	Recommend STB approval	
	FUNDING SOURCES:	FAA	\$400,945
		Sponsor	\$19,682
		State	\$19,682
		Total Program	\$440,309



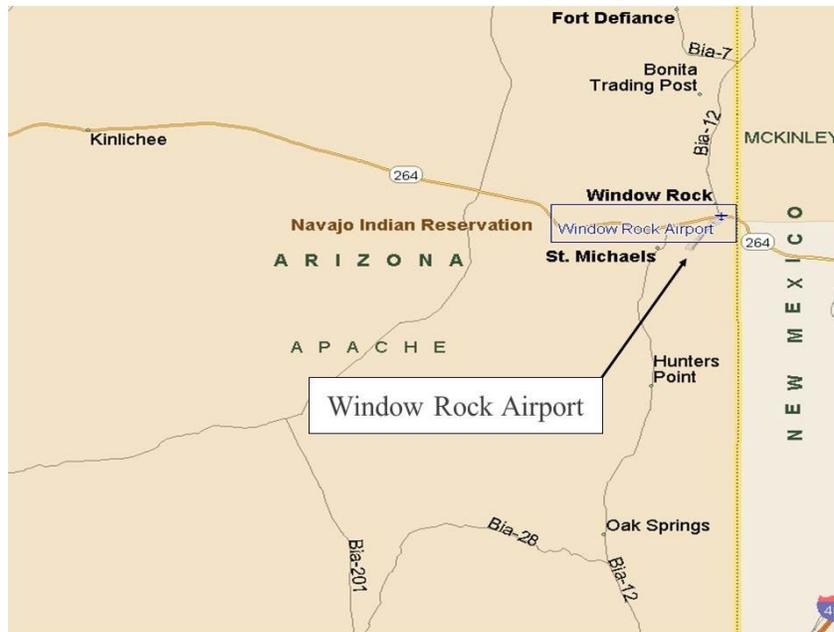
*ITEM 7aa: AIRPORT NAME:	Safford Regional	Page 176
SPONSOR:	City of Safford	
AIRPORT CATEGORY:	Public GA	
SCHEDULE:	FY 2017-2021	
PROJECT #:	E7F2S	
PROGRAM AMOUNT:	New Project	
PROJECT MANAGER:	Scott Driver	
PROJECT DESCRIPTION:	Perimeter Fencing Upgrades	
REQUESTED ACTION:	Recommend STB approval	
FUNDING SOURCES:	FAA	\$494,521
	Sponsor	\$24,275
	State	\$24,276
	Total Program	\$543,072



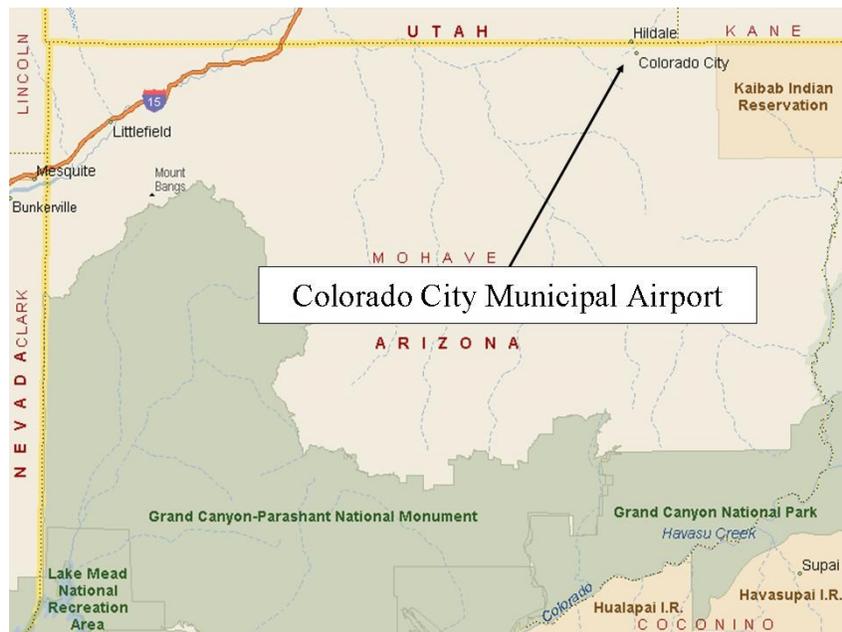
*ITEM 7ab: AIRPORT NAME:	Sierra Vista Municipal – Libby AAF	Page 177
SPONSOR:	City of Sierra Vista	
AIRPORT CATEGORY:	Commercial Service	
SCHEDULE:	FY 2017-2021	
PROJECT #:	E7F2T	
PROGRAM AMOUNT:	New Project	
PROJECT MANAGER:	Matt Smith	
PROJECT DESCRIPTION:	Reconstruct Taxiways C & G (~3,000' x 50') Construction Only	
REQUESTED ACTION:	Recommend STB approval	
FUNDING SOURCES:	FAA	\$1,756,657
	Sponsor	\$86,232
	State	\$86,231
	Total Program	\$1,929,120



*ITEM 7ac: AIRPORT NAME:	Window Rock	Page 178
SPONSOR:	Navajo Nation	
AIRPORT CATEGORY:	Public GA	
SCHEDULE:	FY 2017-2021	
PROJECT #:	E7F2U	
PROGRAM AMOUNT:	New Project	
PROJECT MANAGER:	Scott Driver	
PROJECT DESCRIPTION:	Rehab. Runway Lighting	
REQUESTED ACTION:	Recommend STB approval	
FUNDING SOURCES:	FAA	\$1,159,119
	Sponsor	\$56,889
	State	\$56,889
	Total Program	\$1,272,897



*ITEM 7ad: AIRPORT NAME:	Colorado City Muni	Page 179
SPONSOR:	Town of Colorado City	
AIRPORT CATEGORY:	Public GA	
SCHEDULE:	FY 2017-2021	
PROJECT #:	E7F2W	
PROGRAM AMOUNT:	New Project	
PROJECT MANAGER:	Jennifer Grunest	
PROJECT DESCRIPTION:	Conduct Environmental for Land Acquisition	
REQUESTED ACTION:	Recommend STB approval	
FUNDING SOURCES:	FAA	\$235,999
	Sponsor	\$11,585
	State	\$11,585
	Total Program	\$259,169



*ITEM 7ae: AIRPORT NAME:	Coolidge Municipal Airport	Page 180
SPONSOR:	City of Coolidge	
AIRPORT CATEGORY:	Public GA	
SCHEDULE:	FY 2017-2021	
PROJECT #:	E7F2X	
PROGRAM AMOUNT:	New Project	
PROJECT MANAGER:	Matt Smith	
PROJECT DESCRIPTION:	Rehabilitate Taxiway B (~2,000' x 35') Construction Only	
REQUESTED ACTION:	Recommend STB approval	
FUNDING SOURCES:	FAA	\$1,366,920
	Sponsor	\$67,100
	State	\$67,100
	Total Program	\$1,501,120





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

1. PRB MEETING DATE:09/27/2016

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:

09/28/2016

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

9252 Valley Proj Mgmt Rarf

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

CRISMON RD - MERIDIAN RD

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

EN1M

9. District:

Phoenix

10. Route:

60

11. County:

Maricopa

12. Beg MP:

192.0

13. TRACS #:

H866501L

14. Len (mi.):

3.0

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

1,761

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

40216

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

71

18b. Total Program Budget

After Request (in \$000):

1,832

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 612 **Fund Item #:** FY13
Comments: [Details:](#)
FY:0--.

Amount (in \$000): 1,067 **Fund Item #:** FY14
Comments: [Details:](#)
FY:0--.

Amount (in \$000): 82 **Fund Item #:** 42215
Comments: [Details:](#)
FY:0--.

Amount (in \$000): 71 **Fund Item #:** 42217
Comments: [Details:](#)
FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$65k

ICAP \$6k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 10/5/2016 . 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:09/27/2016

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:

09/27/2016

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

SR 303L TO 99TH AVE

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

GO1H

9. District:

Phoenix

10. Route:

60

11. County:

Maricopa

12. Beg MP:

138.0

13. TRACS #:

H686601L

14. Len (mi.):

10.1

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

40309

18. Current Approved

Program Budget (in \$000):

3,212

18a. (+/-) Program Budget

Request (in \$000):

71

18b. Total Program Budget

After Request (in \$000):

3,283

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 121 **Fund Item #:** 42207
Comments: **Details:**
FY:0--.

Amount (in \$000): 770 **Fund Item #:** 42208
Comments: **Details:**
FY:0--.

Amount (in \$000): 833 **Fund Item #:** 42209
Comments: **Details:**
FY:0--.

Amount (in \$000): 2 **Fund Item #:** 70509
Comments: **Details:**
FY:0--.

Amount (in \$000): 83 **Fund Item #:** 42210
Comments: **Details:**
FY:0--.

Amount (in \$000): 572 **Fund Item #:** 42211
Comments: **Details:**
FY:0--.

Amount (in \$000): 486 **Fund Item #:** 42212
Comments: **Details:**
FY:0--.

Amount (in \$000): 69 **Fund Item #:** 42213
Comments: **Details:**
FY:0--.

Amount (in \$000): 8 **Fund Item #:** 42214
Comments: **Details:**
FY:0--.

Amount (in \$000): 51 **Fund Item #:** 42215
Comments: **Details:**
FY:0--.

Amount (in \$000): 217 **Fund Item #:** VARSP
Comments: **Details:**
FY:0--.

Amount (in \$000): 71 **Fund Item #:** 42217
Comments: **Details:**
FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$65

ICAP \$6k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 10/5/2016 . 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:09/27/2016

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:

09/27/2016

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

9252 Valley Proj Mgmt Rarf

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

BASELINE RD - SR 202L (SANTAN)

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

YH1M

9. District:

Phoenix

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

55

13. TRACS #:

H687301L

14. Len (mi.):

6

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

1,821

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

7795

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

71

18b. Total Program Budget

After Request (in \$000):

1,892

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,651 **Fund Item #:** 42212

Comments:
Details:
FY:0--.

Amount (in \$000): 71

Comments: **Fund Item #:** 42217

Details:
FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

Amount (in \$000): 170 **Fund Item #:** 42216

Comments:
Details:
FY:0--.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$65k

ICAP \$6k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 10/5/2016 . 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:09/27/2016

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:

09/27/2016

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

MC 85 - VAN BUREN ST

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

MZ1H

9. District:

Phoenix

10. Route:

303L

11. County:

Maricopa

12. Beg MP:

105.0

13. TRACS #:

H687001L

14. Len (mi.):

4.0

15. Fed ID #:

NH
303-A(ASO)

PROJECT REQUEST SUMMARY

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

5,995

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

40319

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

71

18b. Total Program Budget

After Request (in \$000):

6,066

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 887 Comments:	Fund Item #: 42208 Details: FY:0--.	Amount (in \$000): 71 Comments:	Fund Item #: 42217 Details: FY:2017-MAG REGIONWIDE-Preliminary Engineering (Management Consultants, 30% Plans Design)
Amount (in \$000): 1,259 Comments:	Fund Item #: 42309 Details: FY:0--.		
Amount (in \$000): 631 Comments:	Fund Item #: 42210 Details: FY:0--.		
Amount (in \$000): 62 Comments:	Fund Item #: 42211 Details: FY:0--.		
Amount (in \$000): 138 Comments:	Fund Item #: 42212 Details: FY:0--.		
Amount (in \$000): 1,695 Comments:	Fund Item #: 42214 Details: FY:0--.		
Amount (in \$000): 387 Comments:	Fund Item #: 42216 Details: FY:0--.		
Amount (in \$000): 896 Comments:	Fund Item #: OTHR Details: FY:0--.		
Amount (in \$000): 40 Comments:	Fund Item #: 42213 Details: FY:0--.		

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$65
ICAP \$6k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 10/5/2016 .
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:09/27/2016

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:

09/27/2016

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

SR 303L - SR 202L

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

JG1H

9. District:

Phoenix

10. Route:

30

11. County:

Maricopa

12. Beg MP:

0.0

13. TRACS #:

H687601L

14. Len (mi.):

24.0

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

15,429

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

5775

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

71

18b. Total Program Budget

After Request (in \$000):

15,500

19. Currently Approved Budget Funding List:

Amount (in \$000): 15,100

Comments:

Fund Item #: 40208

Details:

FY:2017-SR 303L TO SR
202L-Management Consultant
RTPRP Program Management
/ R/W Protection

Amount (in \$000): 329

Comments:

Fund Item #: 42215

Details:

FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 71

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

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:

This request will fund the Management Consultant's program management support for FY 17. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$65

ICAP \$6k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 10/5/2016 . 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:09/27/2016

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:

09/27/2016

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

SR 101L PIMA: I-17 - PRINCESS DR, GP LANES

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

OP1L

9. District:

Phoenix

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

23.0

13. TRACS #:

H829701L

14. Len (mi.):

13.0

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

5182

18. Current Approved

Program Budget (in \$000):

3,494

18a. (+/-) Program Budget

Request (in \$000):

71

18b. Total Program Budget

After Request (in \$000):

3,565

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,428 **Fund Item #:** 42211

Comments:

Details:

FY:0--.

Amount (in \$000): 71 **Fund Item #:** 42217

Comments:

Details:

FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

Amount (in \$000): 599 **Fund Item #:** 42213

Comments:

Details:

FY:0--.

Amount (in \$000): 90 **Fund Item #:** 42214

Comments:

Details:

FY:0--.

Amount (in \$000): 355 **Fund Item #:** 42215

Comments:

Details:

FY:0--.

Amount (in \$000): 22 **Fund Item #:** 42216

Comments:

Details:

FY:0--.

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant’s program management support for FY 17. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$65

ICAP \$6k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Request to be in PPAC Agenda for 10/5/2016 . Change in Budget.	Item(s) Approved. Subject to PPAC Approval. PRB APPROVED



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

1. PRB MEETING DATE:09/27/2016

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:

09/28/2016

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

I-10 Near Term Improvements (SR143-SR202 Santan)

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

E11N

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

153

13. TRACS #:

H876801L

14. Len (mi.):

7

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

2,082

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

7664

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

71

18b. Total Program Budget

After Request (in \$000):

2,153

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,902

Comments:

Fund Item #: 42214

Details:

FY:0--.

Amount (in \$000): 71

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

Amount (in \$000): 180

Comments:

Fund Item #: 42216

Details:

FY:0--.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$65

ICAP \$6k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 10/5/2016 . 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:09/13/2016

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:

10/03/2016

4. Project Manager / Presenter Information:

Ronald Mccally

(602) 712-7646

5. Form Created By:

Ronald Mccally

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

SALT RIVER - BASELINE ROAD

7. Type of Work:

RIGHT OF WAY

8. CPS Id:

HC1L

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

151.0

13. TRACS #:

H744101R

14. Len (mi.):

5.6

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

5410

18. Current Approved

Program Budget (in \$000):

153,881

18a. (+/-) Program Budget

Request (in \$000):

1,982

18b. Total Program Budget

After Request (in \$000):

155,863

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):	300	Fund Item #:	42716
Comments:		Details:	FY:0--.
Amount (in \$000):	1,200	Fund Item #:	42616
Comments:		Details:	FY:0--.
Amount (in \$000):	3,000	Fund Item #:	42615
Comments:		Details:	FY:0--.
Amount (in \$000):	7,100	Fund Item #:	49915
Comments:		Details:	FY:0--.
Amount (in \$000):	142,281	Fund Item #:	OTHR10
Comments:		Details:	FY:0--.

Amount (in \$000):	1,982	Fund Item #:	49917
Comments:		Details:	FY:0--.

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Budget

26. JUSTIFICATION:

Based on updated (9/5/16) Additional budget is requested based on R/W Group estimate on costs associated with modifications to existing buildings that extend into ADOT R/W and conflict with future I-10 widening. When modifications to the buildings are completed, R/W Property Management will market the property with an anticipated yield of \$12-16 million.

MAG TIP: 12-117RW2

R/W costs \$1,590K
15pct Contingency \$ 239K
ICAP \$ 153K
Total \$1,982K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Change in Scope. Request to be in PPAC Agenda for 10/5/2016 . Change in Budget.	Item(s) Approved. Subject to PPAC Approval. Contingent upon MAG Regional Council approval on October 26, 2016.

PRB APPROVED



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

1. PRB MEETING DATE:09/13/2016

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:

10/06/2016

4. Project Manager / Presenter Information:

Derek Boland

(602) 712-6660

5. Form Created By:

Derek Boland

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

CEMETERY ROAD - GENERATING STATION ROAD

7. Type of Work:

DESIGN PAVEMENT PRESERVATION

8. CPS Id:

UO1M

9. District:

Globe

10. Route:

191

11. County:

Apache

12. Beg MP:

317.0

13. TRACS #:

H869001D

14. Len (mi.):

3.0

15. Fed ID #:

STP
191-D(201)T

PROJECT REQUEST SUMMARY

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

320

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

28414

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

415

18b. Total Program Budget

After Request (in \$000):

735

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 320

Fund Item #: 28414

Comments:
Design funding

Details:
FY:2017-CEMETERY ROAD
TO GENERATING STATION
ROAD-Design Pavement
Preservation

Amount (in \$000): 415

Comments:
Design funding

Fund Item #: 70717

Details:
FY:2017-INTERMODAL
TRANSPORTATION
DIVISION-Statewide
Engineering Development

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?Yes

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?Yes

24d. What is the current Stage?Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase design budget

26. JUSTIFICATION:

The project scoping document recommended a geotechnical investigation be performed to identify soil conditions throughout the corridor and determine the appropriate action to address subgrade issues that contribute to undulation in the road. Moreover, drainage analysis was needed to assess overtopping of the roadway and determine whether or not pipe culverts are undersized.

The geotech investigation determined Chinle clay is present at locations where undulation is occurring and remediation efforts are needed to fix this issue. Drainage analysis determined several pipes are undersized and need to be replaced. Also, a drainage easement is being requested by the District to help maintain sediment buildup in the pipes.

The original approved budget did not include funding for a geotechnical investigation or a drainage analysis. This request is to increase the budget to fund the geotech investigation (completed), drainage analysis (completed), completion of a design based on recommendations from the geotech investigation and drainage analysis, and the drainage easement.

ADOT TIP:3440

STAFF - \$253
ROW - \$130k
ICAP - \$32k
TOTAL - \$415k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

Preventing moisture from infiltrating the subgrade is believed to be the ideal solution for this location, in lieu of full reconstruction.

Maintenance continues to exhaust resources patching and grinding segments of this roadway as a result of undulations between MP 318 and 320.

28. OTHER ALTERNATIVES:

<p>REQUESTED ACTIONS:</p> <p>Change in Scope. Change in Work Type. Request to be in PPAC Agenda for 10/5/2016 . Change in Budget.</p>	<p>APPROVED/RECOMMENDED ACTIONS:</p> <p>Item(s) Approved. Subject to PPAC Approval.</p> <p style="text-align: right;">PRB APPROVED</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------



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

1. PRB MEETING DATE:09/27/2016

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:

09/27/2016

4. Project Manager / Presenter Information:

Gary Sun

(602) 712-4711

5. Form Created By:

Gary Sun

205 S 17th Ave, ,

PROJECT INFORMATION

6. Project Location / Name:

LAGUNA WASH BRIDGE #25

7. Type of Work:

DESIGN BRIDGE REPLACEMENT

8. CPS Id:

RF1L

9. District:

Holbrook

10. Route:

163

11. County:

Navajo

12. Beg MP:

396.1

13. TRACS #:

H845501D

14. Len (mi.):

1.0

15. Fed ID #:

BR
163-A(201)A

PROJECT REQUEST SUMMARY

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

745

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

7600

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

240

18b. Total Program Budget

After Request (in \$000):

985

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 745

Fund Item #: 76212

Comments:

Details:
FY:0--.

Amount (in \$000): 240

Fund Item #: 76217

Comments:

Details:
FY:2017-BRIDGE
REPLACEMENT &
REHABILITATION-Bridge
Replacement & Rehabilitation

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?Yes

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?Stage III

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Increase Budget.

Change the project name.

26. JUSTIFICATION:

Final design funding was requested prior to completion of Project Assessment (PA). Therefore, the full extent of the scope was unknown and the requested design budget was insufficient. Funds are needed to perform design and environmental tasks related to the PA recommended bridge replacement alternative as well as design of embankment erosion and extra geotechnical costs due to limited access.

Request that project name be changed to "Laguna Creek Bridge STR #20088".

Staff \$208K
Consultant \$13K
ICAP \$19K
TOTAL \$240K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

This project is located within the Navajo Nation. Project schedule and budget could be impacted due to Navajo Nation review and approval for environmental permits and temporary construction easement acquisition.

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Project Name/Location.
Request to be in PPAC Agenda for 10/5/2016 .
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:09/27/2016

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:
10/05/2016

4. Project Manager / Presenter Information:
Gary Sun

(602) 712-4711

5. Form Created By:
Gary Sun

205 S 17th Ave, ,

PROJECT INFORMATION

6. Project Location / Name:
VIRGIN RIVER BRIDGES

7. Type of Work:
FEASIBILITY STUDY

8. CPS Id: FA1N	9. District: Flagstaff	10. Route: 15	11. County: Mohave	12. Beg MP: 9.0	13. TRACS #: H834001L	14. Len (mi.): 1.0	15. Fed ID #: 015-A(204)A
---------------------------	----------------------------------	-------------------------	------------------------------	---------------------------	---------------------------------	------------------------------	-------------------------------------

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): _____ **17. Original Program Item # (Current 5 Yr Program):** 3747

18. Current Approved Program Budget (in \$000):
2,853

18a. (+/-) Program Budget Request (in \$000):
300

18b. Total Program Budget After Request (in \$000):
3,153

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,853 **Fund Item #:** 14912
Comments:
Details:
FY:2017-VIRGIN RIVER BRIDGES-Feasibility Study/Implementation Plan

Amount (in \$000): 300 **Fund Item #:** 72317
Comments:
Details:
FY:2017-CONTINGENCY-Pro gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:
22. Current Bid Pkg Ready Date:
23. Current Bid Adv Date:

21a. Request Fiscal Year to:
22a. Request Bid Pkg Ready Date to:
23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget

26. JUSTIFICATION:

The feasibility study provided several alternatives but no recommendation. This request is to finalize the feasibility study by specifically evaluating a full bridge replacement versus a superstructure replacement and making a recommendation. The request also funds survey work that will be needed in either scenario.

Consultant \$100K
Staff \$177K
ICAP \$23K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 10/5/2016 .
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:09/27/2016

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:

09/28/2016

4. Project Manager / Presenter Information:

Matt Bondy

(602) 712-6961

5. Form Created By:

Matt Bondy

205 S 17th Ave, 295,

PROJECT INFORMATION

6. Project Location / Name:

LIBERTY BICYCLE BOULEVARD

7. Type of Work:

SIDEWALK & TRAFFIC CALMING

8. CPS Id:

OH1M

9. District:

Tucson

10. Route:

0000

11. County:

Pima

12. Beg MP:

TUC

13. TRACS #:

SL73202D

14. Len (mi.):

2.0

15. Fed ID #:

TEA
TUC-0(251)D

PROJECT REQUEST SUMMARY

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

100

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

3999

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

86

18b. Total Program Budget

After Request (in \$000):

186

19. Currently Approved Budget Funding List:

Amount (in \$000): 47	Fund Item #: 71614
Comments: TEA 94.3pct	Details: FY:0-.-.
Amount (in \$000): 3	Fund Item #: OTHR14
Comments: Local Match 5.7pct	Details: FY:0-.-.
Amount (in \$000): 50	Fund Item #: 71614
Comments: SRTS 100pct	Details: FY:0-.-.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 47	Fund Item #: 71617
Comments: TEA 94.3pct	Details: FY:2017-TRANSPORTATION ALTERNATIVES-Projects of Opportunity Local TA Projects
Amount (in \$000): 3	Fund Item #: OTHR17
Comments: Local Match 5.7pct	Details: FY:0-.-.
Amount (in \$000): 36	Fund Item #: 71617
Comments: SRTS 100pct	Details: FY:2017-TRANSPORTATION ALTERNATIVES-Projects of Opportunity Local TA Projects

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This is a combined Safe Routes to School (awarded in 2011 - Cycle 5 for approximately \$399,880) and Transportation Enhancement project (awarded in 2010 Round 18 for approximately \$749,968). Projects were combined in 2012. Project consists of construction of sidewalk, bike and ADA ramps, pavement markings, traffic circles, traffic signals, speed tables and signing. The City has completed the PA and is now initiating final design. The City requests that \$47,180 TEA and \$35,901 SRTS funds be authorized for final design.

Current approved budget was for the Final Project Assessment. This request is for Final Design.

Federal TEA 94.3pct = \$47K
Local Match 5.7pct = \$3K
Federal SRTS 100pct = \$36K

PAG TIP ID # 83.10

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 10/5/2016 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: 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:09/27/2016

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:

09/28/2016

4. Project Manager / Presenter Information:

Pei-jung Li

(602) 712-8708

5. Form Created By:

Pei-jung Li

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, , 605E

PROJECT INFORMATION

6. Project Location / Name:

SR 89, AT ROAD 1 NORTH

7. Type of Work:

Design Signal

8. CPS Id:

FS1M

9. District:

Prescott

10. Route:

89

11. County:

Yavapai

12. Beg MP:

327.0

13. TRACS #:

HX24701D

14. Len (mi.):

0.1

15. Fed ID #:

FA
089-B(213)T

PROJECT REQUEST SUMMARY

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

354

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

5028

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

175

18b. Total Program Budget

After Request (in \$000):

529

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 134 **Fund Item #:** 71213
Comments: **Details:**
FY:0--.

Amount (in \$000): 75 **Fund Item #:** OTHR17
Comments: **Details:**
Chino Valley FY:0--.

Amount (in \$000): 220 **Fund Item #:** 71214
Comments: **Details:**
FY:0--.

Amount (in \$000): 100 **Fund Item #:** OTHR17
Comments: **Details:**
Yavapai County FY:0--.

20. JPA #s: JPA 16-0006010

ALL of the JPA(s) been signed? No

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:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase design budget.

26. JUSTIFICATION:

The State started Project design prior to it being cancelled in FY16 due to insufficient funding. Chino Valley and Yavapai County will contribute \$75k and \$100k respectively for a total of \$175K in FY17 to complete the design of the project. Completion of design is necessary to assess utility relocation, right of way acquisition, and construction costs. The new signal will improve the operational characteristics at SR89 and SR North 1 Road interchange

Right of way survey and Title report - \$77K

Utility potholing - \$16K

Staff - \$68K

ICAP - \$14K

CYMPO TIP # CY-DOT 15-34

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 10/5/2016 . 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:09/13/2016

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:

09/26/2016

4. Project Manager / Presenter Information:

Myrna Bondoc

(602) 712-8716

5. Form Created By:

Myrna Bondoc

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

STATEWIDE WEIGH IN MOTION (WIM) PROJECT

7. Type of Work:

Install Sensors to Weigh Trucks

8. CPS Id:

ZJ1M

9. District:

10. Route:

999

11. County:

Statewide

12. Beg MP:

13. TRACS #:

H873601D

14. Len (mi.):

15. Fed ID #:

999-A(436)T

PROJECT REQUEST SUMMARY

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

834

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

6780

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

217

18b. Total Program Budget

After Request (in \$000):

1,051

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):	383	Fund Item #:	70014
Comments:		Details:	FY:0--.
Amount (in \$000):	451	Fund Item #:	72315
Comments:		Details:	FY:0--.

Amount (in \$000):	217	Fund Item #:	70717
Comments:		Details:	FY:2017-INTERMODAL TRANSPORTATION DIVISION-Statewide Engineering Development

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:	17
22. Current Bid Pkg Ready Date:	04/17/2017
23. Current Bid Adv Date:	05/17/2017

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

25. DESCRIPTION OF REQUEST:

Increase Design Budget

26. JUSTIFICATION:

In order for WIM Equipment warranties to be honored, the WIM installations must meet strict ASTM requirements. ASTM requires the pavement around the WIMS be of a specific smoothness, preferably paved within one year or PCCP. The roadway alignment must also be relatively straight with no adverse horizontal and vertical curves, and no severe cross slopes.

In order to determine the current conditions of the roadway segments where 38 WIM sites are planned to be installed, we must collect and analyze pavement smoothness data (IRI data) and LIDAR data. The LIDAR cost is less expensive than Traffic Control and represents a reasonable alternative to having field crews in the roadway. This not only reduces disruption of traffic, it also increases safety.

LIDAR will be collected by the consultant and the pavement smoothness data collected by in-house forces at the following cost:

\$160K Consultant (LIDAR Collection)

\$ 40K In-house (Pavement Smoothness Data (IRI))

\$200K

\$ 17K ICAP at 8.36pct

\$217K TOTAL

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Scope.
Request to be in PPAC Agenda for 10/5/2016 .
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: PHOENIX-MESA GATEWAY
SPONSOR: PHOENIX-MESA GATEWAY AIRPORT AUTHORITY
CATEGORY: Commercial Service
PROJECT NUMBER: 7F2F
AIP NUMBER: 3-04-0078-038-2016
DATE: August 23, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate North GA Apron	2017	\$447,997.00	\$447,997.00	\$9,126,306.00	\$10,022,300.00	150
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Federal Match Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,504,452	\$783,496	\$2,720,956	\$2,272,959

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: August 23, 2016

Aeronautics Representative:

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: RYAN FIELD
SPONSOR: TUCSON AIRPORT AUTHORITY
CATEGORY: Reliever
PROJECT NUMBER: 7F2G
AIP NUMBER: 3-04-044-028-2016
DATE: August 10, 2016

New Project
 Changed Project

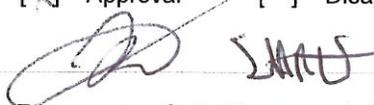
Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate 'restaurant' aircraft - parking apron (24,600 square yards)	2017	\$75,129.00	\$75,129.00	\$1,530,485.00	\$1,680,743.00	150
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Federal Match Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,504,452	\$1,231,493	\$2,272,959	\$2,197,830

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval Date: August 24, 2016

Aeronautics Representative: _____



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval Date: October 21, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: BUCKEYE MUNI
SPONSOR: TOWN OF BUCKEYE
CATEGORY: Public GA
PROJECT NUMBER: 7F2H
AIP NUMBER: 3-04-0005-018-2016
DATE: July 7, 2016

New Project
 Changed Project

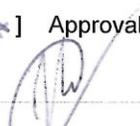
Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Ddesign Only - Maintenance Equipment Building	2017	\$7,637.00	\$7,638.00	\$155,591.00	\$170,866.00	19
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Federal Match Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,504,452	\$1,306,622	\$2,197,830	\$2,190,193

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval Date: August 24, 2016

Aeronautics Representative: _____




Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval Date: October 21, 2016

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: WINSLOW-LINDBERGH RGNL
SPONSOR: CITY OF WINSLOW
CATEGORY: Public GA
PROJECT NUMBER: 7F2I
AIP NUMBER: 3-04-0052-020-2016
DATE: August 22, 2016

New Project

Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Runway - Phase II Construction (Alternate 4)	2017	\$88,616.00	\$88,617.00	\$1,805,240.00	\$1,982,473.00	230
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: FAA Match Grant						

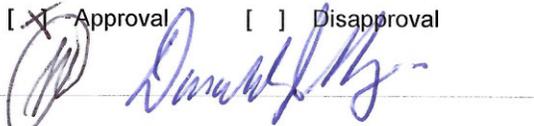
Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,504,452	\$1,314,259	\$2,190,193	\$2,101,577

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: August 25, 2016

Aeronautics Representative:



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 27, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: BISBEE DOUGLAS INTL
SPONSOR: Cochise County
CATEGORY: Public GA
PROJECT NUMBER: 7F2J
AIP NUMBER: 3-04-0013-010-2016
DATE: September 9, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Taxiway A2-A4 (2,350 ft x 35 ft) Design Only	2017	\$3,792.00	\$3,791.00	\$77,233.00	\$84,816.00	155
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Match FAA AIP Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,507,450	\$1,484,519	\$2,022,931	\$2,019,139

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval Date: September 9, 2016

Aeronautics Representative: _____

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval Date: October 21, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: COLORADO CITY MUNI
SPONSOR: TOWN OF COLORADO CITY
CATEGORY: Public GA
PROJECT NUMBER: 7F2M
AIP NUMBER: 3-04-0076-020-2016
DATE: August 11, 2016

New Project

Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Taxiway 'A' (820'x35') & ' B' (2766' x35') & Connectors	2017	\$5,008.00	\$5,009.00	\$102,034.00	\$112,051.00	155
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Federal Match Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,504,452	\$1,406,667	\$2,097,785	\$2,092,777

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: August 26, 2016

Aeronautics Representative:

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: ERNEST A. LOVE FIELD
SPONSOR: CITY OF PRESCOTT
CATEGORY: Commercial Service
PROJECT NUMBER: 7F2N
AIP NUMBER: 3-04-0030-037-2016
DATE: September 8, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Update Airport Master Plan	2017	\$25,000.00	\$25,000.00	\$950,000.00	\$1,000,000.00	100
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Federal Match Grant						

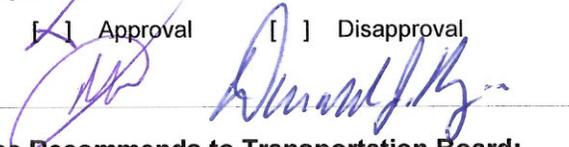
Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,507,450	\$1,408,677	\$2,098,773	\$2,073,773

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: September 8, 2016

Aeronautics Representative: _____



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: COTTONWOOD
SPONSOR: CITY OF COTTONWOOD
CATEGORY: Public GA
PROJECT NUMBER: 7F2O
AIP NUMBER: 3-04-0012-017-2016
DATE: July 28, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Apron Base Bid and Alternate One	2017	\$47,270.00	\$47,270.00	\$962,954.00	\$1,057,494.00	150
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Federal Match Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,507,450	\$1,433,677	\$2,073,773	\$2,026,503

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: September 8, 2016

Aeronautics Representative: _____



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: FLAGSTAFF PULLIAM
SPONSOR: CITY OF FLAGSTAFF
CATEGORY: Commercial Service
PROJECT NUMBER: 7F2P
AIP NUMBER: 4-04-0015-040-2015
DATE: September 9, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Conduct Wildlife Hazard Assessment and Wildlife Hazard Management Plan	2017	\$7,364.00	\$7,363.00	\$150,000.00	\$164,727.00	16
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Match FAA AIP Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,507,450	\$1,480,947	\$2,026,503	\$2,019,139

Aeronautics Project Development Committee Recommends to PPAC:

Approval [] Disapproval

Date: September 9, 2016

Aeronautics Representative: _____

Priority Planning Committee Recommends to Transportation Board:

[] Approval [] Disapproval

Date: October 5, 2016

State Transportation Board Action:

[] Approval [] Disapproval

Date: October 21, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: COCHISE COUNTY
SPONSOR: COCHISE COUNTY
CATEGORY: Public GA
PROJECT NUMBER: 7F2Q
AIP NUMBER: 3-04-0049-005-2016
DATE: September 13, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Taxiway A edge lighting; windcone relocation; Segmented Circle; Rotating Beacon; Install Guidance Signs	2017	\$13,266.00	\$13,267.00	\$270,258.00	\$296,791.00	192
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Match FAA AIP Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,507,450	\$1,488,311	\$2,019,139	\$2,005,873

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Aeronautics Representative: Donald J. B...

Date: September 13, 2016

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: MARANA RGNL
SPONSOR: TOWN OF MARANA
CATEGORY: Reliever
PROJECT NUMBER: 7F2R
AIP NUMBER: 3-04-0058-021-2016
DATE: September 13, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehab. Apron, Rehab. Twy.	2017	\$19,682.00	\$19,682.00	\$400,945.00	\$440,309.00	155
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Federal Match Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,507,450	\$1,501,577	\$2,005,873	\$1,986,191

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval
 Aeronautics Representative: 

Date: September 13, 2016
9/13/16

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: SAFFORD RGNL
SPONSOR: CITY OF SAFFORD
CATEGORY: Public GA
PROJECT NUMBER: 7F2S
AIP NUMBER: 3-04-0031-025-2016
DATE: September 13, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Perimeter Fence Upgrades	2017	\$24,276.00	\$24,275.00	\$494,521.00	\$543,072.00	191
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Federal Match Grant						

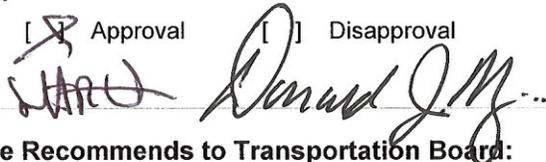
Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,507,450	\$1,521,259	\$1,986,191	\$1,961,915

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: September 13, 2016

Aeronautics Representative:



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

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: 7F2T
AIP NUMBER: 3-04-0060-030-2016
DATE: September 13, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruct Taxiways G & J (~3,000' x 50')-Construction	2017	\$86,231.00	\$86,232.00	\$1,756,657.00	\$1,929,120.00	230
Justification For Recommendation:						
Mach FAA AIP grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,514,082	\$1,538,903	\$1,975,179	\$1,888,948

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: September 13, 2016

Aeronautics Representative:



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: WINDOW ROCK
 SPONSOR: Navajo Nation
 CATEGORY: Public GA
 PROJECT NUMBER: 7F2U
 AIP NUMBER: 3-04-0051-014-2016
 DATE: September 14, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehab. Rwy Lighting	2017	\$56,889.00	\$56,889.00	\$1,159,119.00	\$1,272,897.00	191
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Federal Match Grant						

Source of Funds: 2017 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,514,082	\$1,625,134	\$1,888,948	\$1,832,059

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: September 14, 2016

Aeronautics Representative: _____

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: COLORADO CITY MUNI
SPONSOR: TOWN OF COLORADO CITY
CATEGORY: Public GA
PROJECT NUMBER: 7F2W
AIP NUMBER: 019
DATE: August 7, 2015

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Conduct Environmental Study for Land Acquisition in RPZ	2017	\$11,585.00	\$11,585.00	\$235,999.00	\$259,169.00	17
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Federal Match Grant						

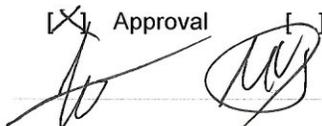
Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,514,082	\$1,682,023	\$1,832,059	\$1,820,474

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: September 15, 2016

Aeronautics Representative: _____



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: COOLIDGE MUNI
 SPONSOR: CITY OF COOLIDGE
 CATEGORY: Public GA
 PROJECT NUMBER: 7F2X
 AIP NUMBER: 3-04-0011-011-2016
 DATE: September 20, 2016

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Taxiway B (~2,000' x 35') Construction Only	2017	\$67,100.00	\$67,100.00	\$1,366,920.00	\$1,501,120.00	155
Justification For Recommendation:						
Sponsor received FAA AIP Grant						

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,514,082	\$1,693,608	\$1,820,474	\$1,753,374

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: September 20, 2016

Aeronautics Representative:

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: October 5, 2016

State Transportation Board Action:

Approval Disapproval

Date: October 21, 2016

STATE ENGINEER'S REPORT
September 2016

The Status of Projects Under Construction report for September 2016 shows 126 projects under construction valued at \$1,740,790,789.23. The transportation board awarded 18 projects during September valued at approximately \$23.9 million.

During September the Department finalized 10 projects valued at \$18,709,835.88. 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 26 projects. The total cost of these 26 projects has exceeded the contractors bid amount by -1.8%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -5.1%.

MONTHLY CONSTRUCTION REPORT

September 2016

PROJECTS UNDER CONSTRUCTION	126
MONETARY VALUE OF CONTRACTS	\$1,740,790,789.23
PAYMENTS MADE TO DATE	\$669,829,564.74
INTERSTATE	29
PRIMARY	47
LOCAL GOVERNMENT	44
NON-FEDERAL AID	6
OTHER	0
CONTRACTS EXECUTED IN SEPTEMBER 2016	11
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$22,194,812.94

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2017
September, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
IM-010-F(216)T 11815101C	DRAGOON RD - WEST WILLCOX TRAIL SouthCent District						
Working Days: 128 = 120 + 7 + 1 Days Used: 113							
		6,369,870.10	MEADOW VALLEY CONTRACTORS, INC.	Low Bid = (\$731,012.04) or 11.48% under State Estimate \$5,638,858.06	\$5,768,079.37	\$129,221.31	2.3 %
PE0-0-(214)T SS98501C	NEW RIVER TRAIL: NORTHERN AVE Central District						
Working Days: 169 = 135 + 34 Days Used: 169							
		1,235,132.00	CARSON CONSTRUCTION CO., INC.	Low Bid = \$164,564.40 or 13.32% over State Estimate \$1,399,696.40	\$1,402,148.26	\$2,451.86	0.2 %
089-D-(202)T H786601C	GRAY SPOT WASH- NORTH RED HILL NorthCent District						
Working Days: 125 = 115 + 10 Days Used: 114							
		5,327,243.89	FNF CONSTRUCTION, INC.	Low Bid = \$1,579,255.02 or 29.64% over State Estimate \$6,906,498.91	\$7,289,436.92	\$382,938.01	5.5 %
NH-085-B(206)T H873801C	MP 121.52 - MP 130.42 SouthWest District						
Working Days: 120 Days Used: 85							
		3,028,920.00	FANN CONTRACTING, INC	Low Bid = (\$330,582.00) or 10.91% under State Estimate \$2,698,338.00	\$2,729,023.59	\$30,685.59	1.1 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2017
September, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
EGR-0-(203)T SZ08201C Working Days: 95 Days Used: 75	SCHOOL BUS ROAD Central District		SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$105,708.65) or 12.70% under State Estimate \$726,500.00	\$618,051.65	(\$108,448.35)	-14.9 %
095-D-(207)T H859801C Working Days: 200 Days Used: 10	SR 95, AVIATION WAY TO BULLHEA NorthWest District						
095-D-(210)T H874501C Working Days: 200 Days Used: 10	SR 95, LAUGHLIN BRIDGE INTERSE NorthWest District		FANN CONTRACTING, INC	Low Bid = (\$119,647.05) or 7.41% under State Estimate \$1,495,095.95	\$347,625.75	(\$1,147,470.20)	-76.7 %
APJ-0-(207)T SH57601C Working Days: 100 Days Used: 100	IRONWOOD DR: ELLIOTT AVE - BAS Central District						
APJ-0-(209)S SH59101C Working Days: 100 Days Used: 100	IRONWOOD DR: ELLIOTT AVE - BAS Central District						
APJ-0-(208)T SH59201C Working Days: 100 Days Used: 100	IRONWOOD DR: ELLIOTT AVE - BAS Central District		J. BANICKI CONSTRUCTION, INC.	Low Bid = (\$100,703.10) or 15.55% under State Estimate \$546,999.90	\$555,470.34	\$8,470.44	1.5 %

Completed Contracts (Fiscal Year 2017)

September, 2016

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 10	7	\$19,055,820.64	\$19,411,987.22	\$18,709,835.88
		<u>Monetary</u>		<u>Monetary</u>
		\$356,166.58		(\$702,151.34)

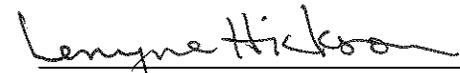
Accumulation to Date (Fiscal Year 2017 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
22	\$36,021,602.96	\$36,627,826.44	\$35,970,358.56	(\$657,467.88)	-1.8%

Prepared By:

Checked By:

Yvonne Navarro
Field Reports Unit, X6849



Lenyne Hickson, Manager
Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2017

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-16	\$ 5,778,041	\$ 254,018	\$ 6,994	\$ -	\$ -	\$ 261,012	\$ 5,860,947	\$ 5,517,029	-5.9%
Aug-16	\$ 17,260,523	\$ 172,649	\$ 164,634	\$ 1,491	\$ -	\$ 599,786	\$ 17,215,839	\$ 16,660,737	-3.2%
Sep-16	\$ 35,970,359	\$ 278,392	\$ 336,750	\$ -	\$ -	\$ 1,214,928	\$ 36,627,826	\$ 34,755,431	-5.1%
Oct-16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
Nov-16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
Dec-16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
Jan-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
Feb-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
Mar-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
Apr-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
May-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
Jun-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,214,928	\$ -	\$ (1,214,928)	
		\$ 705,059	\$ 508,377	\$ 1,491	\$ -	\$ 1,214,928			
e-mail to Barb Domke at year end									

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 207

BIDS OPENED: September 16, 2016

HIGHWAY: CITY OF AVONDALE

SECTION: DYSART ROAD; RANCHO SANTA FE BOULEVARD TO
INDIAN SCHOOL ROAD

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-AVN-0(216)T : 0000 MA AVN SZ07901C

FUNDING: 94 % FEDS 6% STATE

LOW BIDDER: J. BANICKI CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 502,807.00

STATE ESTIMATE: \$ 625,660.00

\$ UNDER ESTIMATE: (\$ 122,853.00)

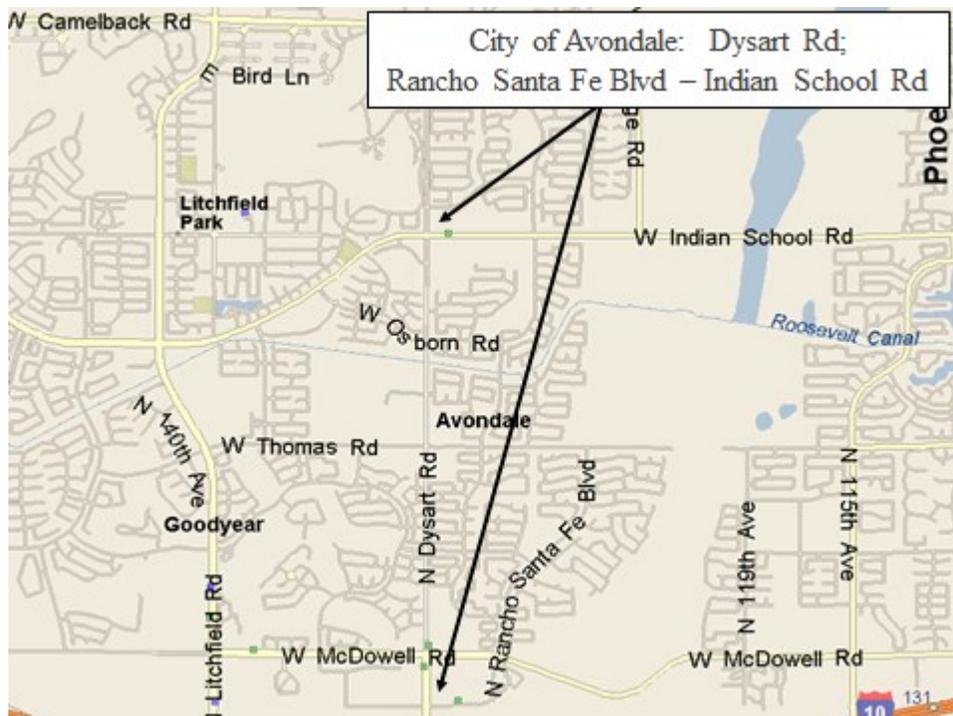
% UNDER ESTIMATE: (19.6%)

PROJECT DBE GOAL: 2.01%

BIDDER DBE PLEDGE: 45.26%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 9b: BOARD DISTRICT NO.: 5

BIDS OPENED: August 19, 2016

HIGHWAY: FLAGSTAFF-HOLBROOK HIGHWAY (I 40)

SECTION: I-40, MP 279.20 TO MP 279.70

COUNTY: NAVAJO

ROUTE NO.: I 40

PROJECT : TRACS: FA-040-D(218)T : 040 NA 279 H832101C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 744,619.13

STATE ESTIMATE: \$ 1,196,498.58

\$ UNDER ESTIMATE: (\$ 451,879.45)

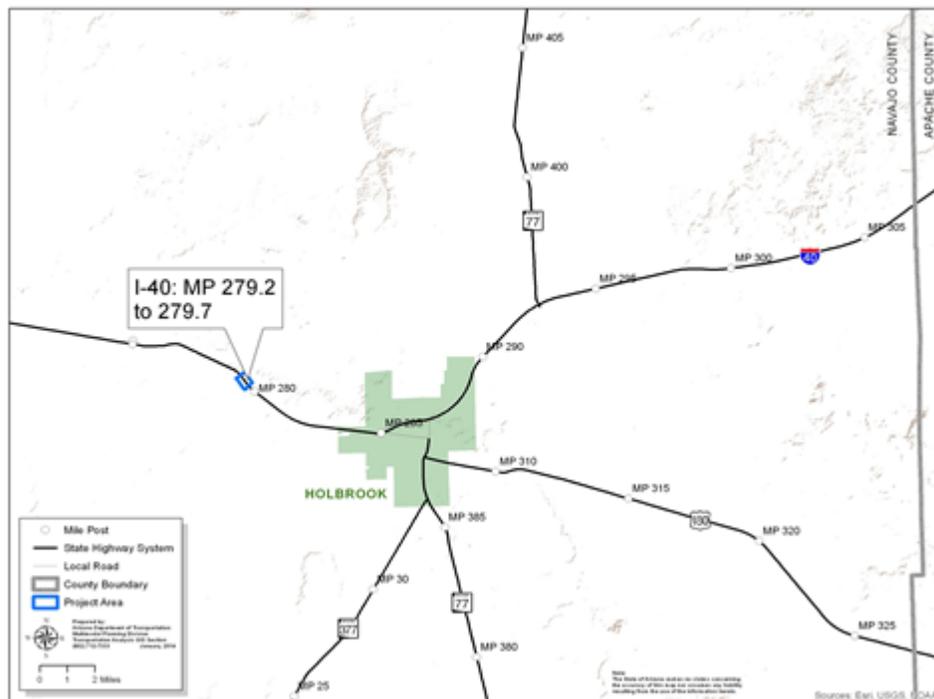
% UNDER ESTIMATE: (37.8%)

PROJECT DBE GOAL: 3.88%

BIDDER DBE PLEDGE: 3.89%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 9c: BOARD DISTRICT NO.: 4

Page 215

BIDS OPENED: September 23, 2016

HIGHWAY: GLOBE-LORDBURG HIGHWAY (US 70)

SECTION: TRIPP CANYON-300 WEST

COUNTY: GRAHAM

ROUTE NO.: US 70

PROJECT : TRACS: TEA-070-A(211)T : 070 GH 329 H839701C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 855,555.00

STATE ESTIMATE: \$ 631,761.75

\$ OVER ESTIMATE: \$ 223,793.25

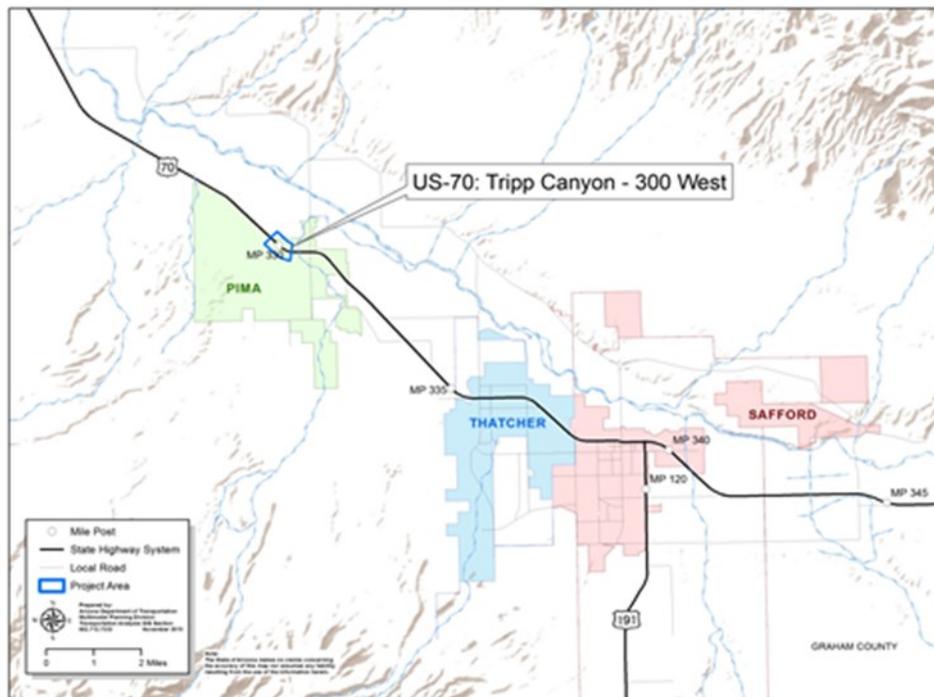
% OVER ESTIMATE: 35.4%

PROJECT DBE GOAL: 6.18%

BIDDER DBE PLEDGE: 9.02%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Working Days

This project is located in Maricopa County within the Town of Gilbert at the utility crossings of Baseline Road and Eastern Canal Trail, Guadalupe Road and the Salt River Project (SRP) Powerline Corridor, and Elliot Road and the SRP Powerline Corridor. The work includes the installation of Pedestrian Hybrid Beacon signal poles with mast arms, sidewalk and ramps, curb and gutter, bus stop relocation, and other related work.

Bid Opening Date : 9/16/2016, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA GIL SL73001C GIL-0-(211)T	TOWN OF GILBERT	BASELINE, GUADALUPE, & ELLIOT Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$460,980.80	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
	\$476,702.80	DEPARTMENT	
2	\$509,699.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
3	\$549,510.80	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
4	\$569,876.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
5	\$598,423.30	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

Apparent Low Bidder is 3.3% Under Department Estimate (Difference = (\$15,722.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, July 15, 2016, at 11:00 A.M. (M.S.T.)

TRACS No.: 0000 MA GIL SL730 01C
Project No.: TEA-GIL-0(211)T
Termini: Town of Gilbert
Location: Mid-block Crossings on Baseline, Guadalupe, and Elliot Roads

ROUTE No. MILEPOST DISTRICT ITEM No.
n/a n/a Central Local

The amount programmed for this contract is \$585,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

This project is located in Maricopa County within the Town of Gilbert at the utility crossings of Baseline Road and Eastern Canal Trail, Guadalupe Road and the Salt River Project (SRP) Powerline Corridor, and Elliot Road and the SRP Powerline Corridor. The work includes the installation of Pedestrian Hybrid Beacon signal poles with mast arms, sidewalk and ramps, curb and gutter, bus stop relocation, and other related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Includes items like Concrete (Sidewalk, Driveway), 0.090" White Extruded Thermoplastic Pavement Marking, Elec. Conduit, Poles, Mast Arms, Pedestrian Signal, Audible Pedestrian Push Button, Traffic Signal Assembly, Cabinets, 180 Watt LED Luminaires, Relocate Bus Shelter.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 130 Working Days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.41 Percent.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$33, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. 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 the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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 in paper format shall be submitted only in the envelope provided by the Department to:

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

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

Engineering Specialist:	Thomas Mowery-Racz	(602) 712-6741
Construction Supervisor:	Girgis Girgis	(602) 712-6813

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

0000 MA GIL SL730 01C
TEA-GIL-0(211)T
PROJECT ADVERTISED ON: June 7, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed project is located in Maricopa County within the Salt River Pima-Maricopa Indian Community on Longmore Road beginning at McDowell Road and extending 1.5 miles north to Osborn Road, including approximately 300 feet east on Osborn Road. The work consists of grading shoulder ditch; installing driveway culverts; constructing concrete curb and gutter, driveways, and sidewalk; planting trees; installing decomposed granite; installing pedestrian solar lighting; and other related work.

Bid Opening Date : 9/23/2016, Prequalification Required, Engineer Specialist : Shah Rimpal

Project No.	Highway Termini	Location	Item
0000 MA SRI SZ15501C SRI-0-(202)T	SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY	SALT RVR PIMA-MARICOPA INDIAN Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$689,440.00	DEPARTMENT	
1	\$739,514.62	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
2	\$741,614.04	BLUCOR CONTRACTING, INC.	21738 E. ORION WAY QUEEN CREEK, AZ 85142
3	\$785,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
4	\$811,162.18	CARSON CONSTRUCTION CO., INC.	51426 US Highway 60 89 WICKENBURG, AZ 85390
5	\$896,540.95	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323
6	\$949,000.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$1,193,990.10	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201

Apparent Low Bidder is 7.3% Over Department Estimate (Difference = \$50,074.62)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY AUGUST 26, 2016 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA SRI SZ15501C
PROJ NO CMAQ-SRI-0(202)T
TERMINI SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
LOCATION LONGMORE RD; McDOWELL RD. – OSBORN RD.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$699,500. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County within the Salt River Pima-Maricopa Indian Community on Longmore Road beginning at McDowell Road and extending 1.5 miles north to Osborn Road, including approximately 300 feet east on Osborn Road. The work consists of grading shoulder ditch; installing driveway culverts; constructing concrete curb and gutter, driveways, and sidewalk; planting trees; installing decomposed granite; installing pedestrian solar lighting; and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Sidewalk, Driveway and Slabs	Sq.Ft.	1,435
Removal of Asphaltic Concrete Pavement	Sq.Yd.	1,705
Aggregate Base, Class 2	Cu.Yd.	337
Asphaltic Concrete (Misc. Structural)	Ton	494
Pipe, RCP (Class IV) (11" X 18")	L.Ft.	394
Pedestrian Lighting (Solar)	Each	9
Rock Mulch (Gradation C)	Sq.Yd.	5,870
Tree (5 Gallon)	Each	121
Landscaping Establishment	L.Sum	1
Concrete Sidewalk	Sq.Ft.	56,579
Concrete Driveway	Sq.Ft.	4,970
Concrete Sidewalk Ramp (Various Types)	Each	10
Construction Surveying and Layout	L.Sum	1

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

The time allowed for the completion of the work included in the Construction Phase of the contract will be **80** working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be **90** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.99.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$36, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. 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 the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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 in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations 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:	Daniel Haskins	(602) 712-2302

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

0000 MA SRI SZ15501C
CMAQ-SRI-0(202)T
06/29/2016

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Fixed Completion Date:

03/10/2017

The proposed project is located in Santa Cruz County on I-19, just north of the City of Nogales. Part of the project is located within the San Xavier District of the Tohono O'Odham Nation. The project begins at milepost 0.8 and ends at milepost 57.8. The work consists of removing trees and any other woody vegetation within the recovery zone.

Bid Opening Date : 9/16/2016, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
019 SC H882501C 019-A-(231)T	NOGALES - TUCSON HIGHWAY (I-19)	NOGALES - SAN XAVIER RD. SouthCent District	18116

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$885,233.00	DEPARTMENT	
1	\$903,862.95	TIFFANY CONSTRUCTION COMPANY	2800 N. 24TH STREET PHOENIX, AZ 85008
2	\$946,843.00	BrightView Landscape Development, Inc.	24141 Ventura Boulevard Calabasas, CA 91302
3	\$1,061,010.00	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
4	\$1,134,963.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
5	\$1,462,453.00	M. ANDERSON CONSTRUCTION, CORP.	4650 N KAIN AVENUE TUCSON, AZ 85705

Apparent Low Bidder is 2.1% Over Department Estimate (Difference = \$18,629.95)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 26, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 019 SC 000 H882501C
PROJ NO HSIP-019-A(231)T
TERMINI NOGALES – TUCSON HIGHWAY (I – 19)
LOCATION Nogales – San Xavier Road

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I - 19	0.8 to 57.8	Southcentral	18116

The amount programmed for this contract is \$1,200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Santa Cruz County on I-19, just north of the City of Nogales. Part of the project is located within the San Xavier District of the Tohono O'Odham Nation. The project begins at milepost 0.8 and ends at milepost 57.8. The work consists of removing trees and any other woody vegetation within the recovery zone.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Trees	Acre	560

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

The time allowed for the completion of the work included in this project will be 200 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.42.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$7.00, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. 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 the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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 in paper format shall be submitted only in the envelope provided by the Department to:

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

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

C&S Technical Leader:	Ata Zarghami	(602) 712-6761
Construction Supervisor:	Daniel Casmer	(520) 780-4109

STEVE BEASLEY,
Manager
Contracts & Specifications

June 30, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Working Days

The proposed project is located on US 93 in the Northwest District (formerly referred to as both Kingman and Prescott Districts), Mohave County approximately 60 miles south of Las Vegas, Nevada, and 22 miles north of Kingman, Arizona. The project limits begin at MP 28.09 and proceeds northwesterly approximately 10 miles to MP 17.35. The work consists of milling and replacing the existing pavement surface, the project also includes roadway excavation for widening of shoulders, drainage pipe and box culvert extensions, pavement marking, traffic control and other related work.

Bid Opening Date : 9/23/2016, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
093 MO 017 H840801C 093-A-(203)T	HOOVER DAM - KINGMAN HIGHWAY	WILLOW BEACH RD TO WHITE HILLS NorthWest District	17114

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$9,550,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
2	\$9,847,396.55	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
3	\$9,930,615.59	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
	\$10,546,313.00	DEPARTMENT	

Apparent Low Bidder is 9.4% Under Department Estimate (Difference = (\$996,313.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 22, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 093 MO 017 H8408 01C
 PROJ NO HSIP-093-A(203)T
 TERMINI HOOVER DAM – KINGMAN HIGHWAY (US 93)
 LOCATION WILLOW BEACH – WHITE HILLS ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 93	17.35 to 28.09	NORTHWEST	17114

The amount programmed for this contract is \$ 20,100,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located on US 93 in the Northwest District (formerly referred to as both Kingman and Prescott Districts), Mohave County approximately 60 miles south of Las Vegas, Nevada, and 22 miles north of Kingman, Arizona. The project limits begin at MP 28.09 and proceeds northwesterly approximately 10 miles to MP 17.35. The work consists of milling and replacing the existing pavement surface, the project also includes roadway excavation for widening of shoulders, drainage pipe and box culvert extensions, pavement marking, traffic control and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Guard Rail	L.FT.	1,954
Remove Bituminous Pavement (Milling) (2-1/2" & 3")	SQ.YD.	416,436
Roadway Excavation	CU.YD.	97,400
Structural Excavation	CU.YD.	1,331
Aggregate Base (Class 2)	CU.YD.	35,721
Bituminous Tack Coat	TON	285
Asphalt Binder (PG 70-10)	TON	4,407
Asphaltic Concrete Friction Course (Asphalt-Rubber)	TON	9,590
Asphalt Rubber Material (FOR AR-ACFC)	TON	930
Asphaltic Concrete (3/4" Mix)(End Product)(Special Mix)	TON	88,132
Structural Concrete (Class "S")	CU.YD.	165
Reinforcing Steel	LB.	25,749
Pipe Culvert (24", 30" and 36")	L.FT.	165
Delineator Assembly (Flexible)(Concrete Foundation)	EACH	325
Pavement Marking (White & Yellow Extruded Thermoplastic)(0.09")	L.FT.	395,575
Seeding (Class II)	ACRE	165
Contractor Based On-The-Job Training	HOUR	3,000
Construction Surveying and Layout	L.SUM	1
Ground-In Rumble Strip (12 INCH)	L.FT.	226,954

The time allowed for the completion of the work included in this project will be **200** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **6.44**.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. 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 \$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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. 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 the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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 in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations 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:	Rene Teran	(602) 712-8264
Construction Supervisor:	Allison Baker	(928) 681-6046

For 

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

093 MO 017 H8408 01C
HSIP-093-A(203)T
June 27, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

85 Working Days

The proposed work is located in Maricopa County within the City of Avondale on Dysart Road from Rancho Santa Fe Boulevard to Indian School Road. The proposed work consists of the installation of fiber optic cable, conduit, pull boxes, closed circuit television (CCTV) cameras, and associated equipment.

Bid Opening Date : 9/16/2016, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA AVN SZ07901C AVN-0-(216)T	CITY OF AVONDALE	Dysart Rd; Rancho Santa Fe Blv Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$502,807.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
2	\$550,150.50	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$567,675.50	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	\$578,485.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
5	\$593,171.34	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303
6	\$597,642.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
	\$625,660.00	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$725,218.59	MP NEXLEVEL, LLC	500 CO RD 37 E MAPLE LAKE, MN 55358

Apparent Low Bidder is 19.6% Under Department Estimate (Difference = (\$122,853.00))

**ARIZONA DEPARTMENT OF TRANSPORTATION
SECOND BID CALL
ADVERTISEMENT FOR BIDS**

BID OPENING: Friday, September 16, 2016, at 11:00 A.M. (M.S.T.)

TRACS No: 0000 MA AVN SZ079 01C
 Project No: CM-AVN-0(216)T
 Termini: City of Avondale
 Location: Dysart Rd; Rancho Santa Fe Blvd. to Indian School Rd.

<u>ROUTE No.</u>	<u>MILEPOST</u>	<u>DISTRICT</u>	<u>ITEM No.</u>
N/A	N/A	CENTRAL	LOCAL

This project is being readvertised. Firms that already purchased contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, must download or purchase from Contracts and Specifications the revised Second Bid Call documents.

The amount programmed for this contract is **\$746,000.00**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County within the City of Avondale on Dysart Road from Rancho Santa Fe Boulevard to Indian School Road. The proposed work consists of the installation of fiber optic cable, conduit, pull boxes, closed circuit television (CCTV) cameras, and associated equipment.

REPRESENTATIVE ITEMS:	UNIT	QUANTITY
Electrical Conduit (Various Sizes and Configurations)	L.Ft.	10,500
Rigid Metal Conduit (Various Sizes)	L.Ft.	260
No. 9 & 7 Pull Boxes	Each	22
12 & 96 Fiber SMFO Cable	L.Ft.	11,500
ASC/3 Controller	Each	7
Department Furnished CCTV	Each	4
Gigabit Ethernet Switch	Each	9

The time allowed for the completion of the work included in this project will be **85** Working Days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **2.01 percent**.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is **\$17**, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. 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 the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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 in paper format shall be submitted only in the envelope provided by the Department to:

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

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

Engineering Specialist:	Thomas Mowery-Racz	(602) 712-6741
Construction Supervisor:	Girgis Girgis	(602) 712-6813

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA AVN SZ079 01C
CM-AVN-0(216)T
PROJECT ADVERTISED ON: July 29, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

85 Working Days

The project is located in Navajo County on Interstate 40, approximately six miles west of the City of Holbrook between MP 279.20 and MP 279.70. The work consists of rock excavation, rock scaling, seeding, and other related work.

Bid Opening Date : 8/19/2016, Prequalification Required, Engineer Specialist : Kamal Jalal

Project No.	Highway Termini	Location	Item
040 NA 279 H832101C 040-D-(218)T	FLAGSTAFF - HOLBROOK HIGHWAY (I-40)	I-40 MP 279.2 TO MP 279.7 NorthEast District	20216

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$744,619.13	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
2	\$1,021,899.08	TIFFANY CONSTRUCTION COMPANY	2800 N. 24TH STREET PHOENIX, AZ 85008
3	\$1,069,696.96	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
	\$1,196,498.58	DEPARTMENT	
4	\$1,262,123.05	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
5	\$1,385,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284

Rank	Bid Amount	Contractor Name	Address of Contractor
	NON RESPONSIVE	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
	SHOW LOW CONSTRUCTION, INC. PERMITTED TO WITHDRAW BID DUE TO CLERICAL ERROR, NOT JUDGMENT ERROR, WHICH WAS SIGNIFICANT IN DOLLAR VALUE.		

Apparent Low Bidder is 37.8% Under Department Estimate (Difference = (\$451,879.45))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 22, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 NA 279 H8321 01C
PROJ NO	FA-040-D(218)T
TERMINI	FLAGSTAFF – HOLBROOK HIGHWAY (I-40)
LOCATION	I-40, MP 279.20 TO MP 279.70

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	279.20 to 279.70	NORTHEAST	20216

The amount programmed for this contract is \$ 1,850,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The project is located in Navajo County on Interstate 40, approximately six miles west of the City of Holbrook between MP 279.20 and MP 279.70. The work consists of rock excavation, rock scaling, seeding, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	CU.YD.	25,000
Seeding	ACRE	3
Rock Scaling	SQ. YD.	4,000
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be **85** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **3.88**.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$19, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. 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 the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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 in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations 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:	JALAL KAMAL	(602) 712-6920
Construction Supervisor:	RICHARD YOUNG	(928) 524-5407

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

J.K.h832101c: Advertised on June 14, 2016

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 160 Working Days

The proposed project is located along US 70 between mileposts 329.8 and 330.3 in the Town of Pima. The work includes constructing a 6-foot wide sidewalk and a pedestrian bridge over Cottonwood Wash. The work also includes the installation of drainage features, fence, aggregate base, asphaltic concrete, curb and gutter, ADA standard sidewalk ramps, and related work.

Bid Opening Date : 9/23/2016, Prequalification Required, Engineer Specialist : Patton Samuel James

Project No.	Highway Termini	Location	Item
070 GH 329 H839701C 070-A-(211)T	GLOBE-LORDSBURG HIGHWAY (US 70)	TRIPP CANYON - 300 WEST SouthEast District	21214

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$631,761.75	DEPARTMENT	
1	\$855,555.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
2	\$952,000.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
3	\$969,993.08	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
4	\$1,016,881.73	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021

Apparent Low Bidder is 35.4% Over Department Estimate (Difference = \$223,793.25)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 23, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 070 GH 329 H839701C
PROJ NO TEA-070-A(211)T
TERMINI GLOBE-LORDSBURG (US 70)
LOCATION TRIPP CANYON – 300 WEST

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 70	329.8 to 330.3	SOUTHEAST	21214

The amount programmed for this contract is \$840,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located along US 70 between milepost 329.8 and milepost 330.3 in the Town of Pima. The work includes the constructing of a 6-foot wide sidewalk and a pedestrian bridge over Cottonwood Wash. The work also includes the installation of drainage features, the installation of fence, the installation of aggregate base and asphaltic concrete, the installation of curb and gutter, the installation of ADA standard sidewalk ramp and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Asphaltic Concrete (Misc. Str.)	Ton	23
Pipe, Corrugated Metal, 42"X29"	L.FT.	52
Structural Concrete (Class)(F'c = 3,500)	CU.YD.	46
Structural Concrete (Class)(F'c = 4,500)	CU.YD.	39
Concrete Sidewalk (C-05.20)	SQ.FT.	14,431
Retaining Wall (MUC Wall)	SQ.FT.	685
Precast, P/S Member	L.FT.	223
Drilled Shaft Foundations	L.FT.	180

The time allowed for the completion of the work included in this project will be 160 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.18.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$34, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. 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 the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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 in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations 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:	Brian Jevan	(928) 432-4936

STEVE BEASLEY,
Manager
Contracts & Specifications

070 GH 329 H839701C
TEA-070-A(211)T
8/26/2016