



# Arizona Department of Transportation

## State Transportation Board

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

**Janice K. Brewer**  
*Governor*

**John S. Halikowski**  
*Director*

**William J. Feldmeier**  
*Chairman*

**Bobbie Lundstrom**  
*Vice Chairwoman*

**Felipe A. Zubia**  
**Victor Flores**  
**Stephen W. Christy**  
**Kelly Anderson**  
**Hank Rogers**

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

### **BOARD AUTHORITY**

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

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

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

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

### **CITIZEN INPUT**

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

### **MEETINGS**

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

### **BOARD MEETING PROCEDURE**

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

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

### **BOARD CONTACT**

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

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

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a meeting open to the public, on Thursday, August 18, 2011, beginning at 9:00 a.m. (MST), at the Town of Tusayan - Best Western Grand Canyon Squire Inn, 74 State Route 64 Tusayan, AZ 86023 in the Navajo Room.

Members of the Transportation Board will attend either in person or by telephone conference call. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public.

**EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Thursday, August 18, 2011, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

**AMERICANS WITH DISABILITIES ACT**

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

**AGENDA**

A copy of the agenda and agenda background material for this meeting will be available for public inspection at the office of the Transportation Board at 206 S. 17<sup>th</sup> Avenue, Room 135, at least 24 hours in advance of the meeting.

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

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

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

**Dated this 11th day of August, 2011**  
**STATE TRANSPORTATION BOARD**  
By: Kay Alberty

# Arizona Highways, Airports, and Railroads



## State Highway System

- Interstate
- State Route
- US Highway

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



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

July 2009

0 20 40 60 80 Miles



**AGENDA**  
**STATE TRANSPORTATION MEETING**  
**9:00 a.m. (MST), Thursday, August 18, 2011**  
**Town of Tusayan - Best Western Grand Canyon Squire Inn**  
**74 State Route 64**  
**Tusayan, AZ 86023**

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The Board may vote to go into Executive Session, which will not be open to the public, to discuss certain matters relating to any items on the agenda. Members of the Transportation Board will attend either in person or by telephone conference call.

**EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Thursday, August 18, 2011. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

**Pledge**

The Pledge of Allegiance led by Chairman Feldmeier.

**Record of Board Member Attendance**

Attendance by Chairman Feldmeier.

**Opening Remarks**

Opening remarks by Chairman Feldmeier

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

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

**Please fill out a Request for Public Input Form** and turn in to the Secretary if you wish to address the Board.  
**Please limit your comments to 3 minutes, so everyone is given the chance to speak.**

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

District Engineer will provide an update on projects and issues of regional significance.  
(For information and discussion only - John Harper, Flagstaff District Engineer)

**ITEM 2: Director's Report**

The Director will provide a report on current issues and events affecting ADOT.  
(John Halikowski, Director)

**A) Individual Topics**

- 1. Discussion with Utah and Nevada regarding I-15** – The Director will report on a recent meeting with the DOT Directors of Utah and Nevada to discuss possible P3 tolling and a TIGER III grant options to fund needed improvements on I-15.
- 2. Tangerine Road** – The Director will report on recent correspondence and discussions regarding the future of Tangerine Road as a possible State Highway.

(For information and discussion only)

**B) Last Minute Items to Report**

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

**\*ITEM 3: Consent Agenda**

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

**PAGE 8**

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

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

**ITEM 4: Financial Report**

Staff will provide summary reports on revenue collections for Highway User Revenues, Maricopa Transportation Excise Tax Revenues, and Aviation Revenues comparing fiscal year results to last year's actuals and forecasts, and report on interest earnings, HELP Fund status, the Federal-Aid Highway Program, and other financial information relative to the Board and Department.

(For information and discussion only – John Fink)

- ITEM 5: Financing Program**  
Staff will provide an update on financing issues affecting the Board and the Department, including HURF and RARF Bonding, GAN issuances and Board Funding Obligations.  
(For information and discussion only – John Fink)
- \*ITEM 6: Adoption of Authorizing Resolution, Transportation Excise Tax Revenue Bonds, 2011** **PAGE 104**  
Staff will present a Resolution Supplementing the Master Resolution Adopted September 21, 2007, authorizing the Board’s anticipated issuance of Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series bonds, in an amount not to exceed \$185,000,000.  
(For discussion and possible action – John Fink)
- ITEM 7: Multimodal Planning Division Report**  
Staff will present an update on the long-range statewide transportation plan and other planning activities pursuant to A.R.S. 28-506.  
(For information and discussion only – Jennifer Toth)
- \*ITEM 8: Priority Planning Advisory Committee (PPAC)** **PAGE 133**  
Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2012 - 2016 Statewide Transportation Facilities Construction Program.  
(For discussion and possible action – Jennifer Toth)
- ITEM 9: State Engineer’s Report** **PAGE 159**  
Staff will present a report showing the status of highway projects under construction, including total number and dollar value.  
(For information and discussion only - Floyd Roehrich)
- \*ITEM 10: Construction Contracts** **PAGE 167**  
Staff will present recommended construction project awards that are not on the Consent Agenda.  
(For discussion and possible action – Floyd Roehrich)
- ITEM 11: Public Private Partnership (P3) Update**  
Staff will report on progress on the implementation of the Department’s P3 program.  
[http://www.azdot.gov/highways/Projects/Public\\_Private\\_Partnerships/FAQ.asp](http://www.azdot.gov/highways/Projects/Public_Private_Partnerships/FAQ.asp)  
(For information and discussion only – John McGee)

**\*ITEM 12: Interstate 11 - Update, Discussion and Possible Action**

Staff will update the Board on developments regarding the proposed “Interstate 11” including history, background, funding, current activities, future plans for the short and long-term development of this potential corridor, and recent changes in FHWA environmental funding interpretive guidance. The Board may take actions concerning the I-11 update topics, including the possible formation of a sub-committee of the Board to study the topic and recommend appropriate future actions.  
(For discussion and possible action – Jennifer Toth)

**ITEM 13: Comments and Suggestions**

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

**\*Adjournment**

\*ITEMS that may require Board Action

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

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- Highway Program Monitoring Report
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- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
  - ♦ Low bidder is no more than 15% under state estimate
  - ♦ Low bidder is no more than 10% over state estimate

**MINUTES APPROVAL**

- PPAC Minutes, June 29, 2011
- Board Meeting Minutes, June 17 and July 15, 2011
- Highway Program Monitoring Report

**RIGHT OF WAY RESOLUTIONS**

**ITEM 3a:** RES. NO: 2011-08-A-056  
 PROJECT: F-019; F-25; F-36; F-61 / 089YV312H088801R  
 HIGHWAY: PRESCOTT – ASH FORK  
 SECTION: (MP. 312.95 – 313.99) and (MP. 316.27 – 319.00)  
 ROUTE NO. State Route 89  
 ENG. DIST. Yavapai  
 COUNTY: Prescott  
 RECOMMENDATION: Abandon a portion of State Route 89 to the City of Prescott for continued public transportation use.

**ITEM 3b:** RES. NO: 2011-08-A-057  
 PROJECT: N 900-0-700 / 079PN134H5551  
 HIGHWAY: ORACLE JCT. – FLORENCE JCT.  
 SECTION: Gila River Bridge, Str. # 501  
 ROUTE NO. State Route 79  
 ENG. DIST. Tucson  
 COUNTY: Pinal  
 RECOMMENDATION: Establish T.C.E.’s for construction of staging and access area for bridge improvements.

**ITEM 3c:** RES. NO: 2011-08-A-058  
 PROJECT: S89-A (200) A / 089AYV326H8160  
 HIGHWAY: PRESCOTT – FLAGSTAFF  
 SECTION: Fain Road MP. 326.24 to State Route 69  
 ROUTE NO. State Route 89A Spur  
 ENG. DIST. Prescott  
 COUNTY: Yavapai  
 RECOMMENDATION: Establish new right of way as an access controlled state route and state highway for widening and improvements.

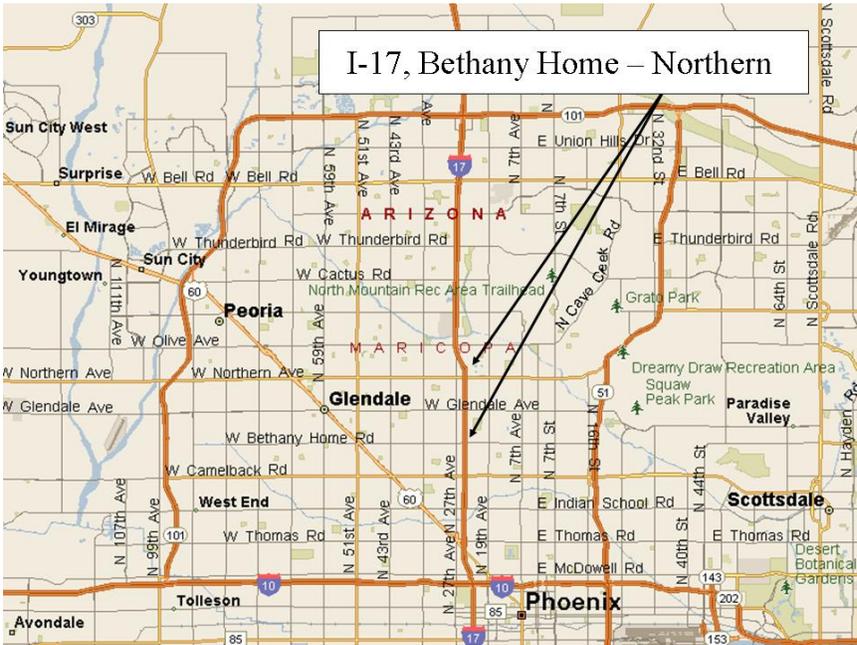
**ITEM 3d:** RES. NO: 2011-08-A-059  
PROJECT: F-039-1-810 / 093MO031H88801R  
HIGHWAY: HOOVER DAM - KINGMAN  
SECTION: White Hills (Rosie's)  
ROUTE NO. U.S. Route 93  
ENG. DIST. Kingman  
COUNTY: Mohave  
RECOMMENDATION: Dispose of a portion of an easement by Extinguishment.

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CONTRACTS

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

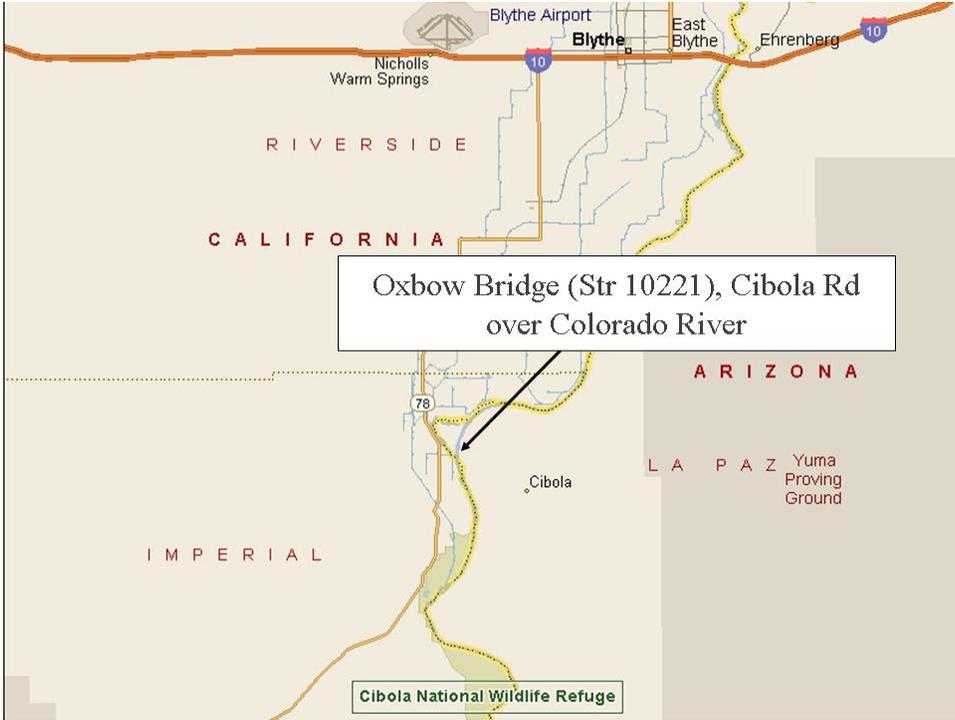
<b>ITEM 3e :</b>	<b>BIDS OPENED:</b>	July 22, 2011	<b>PAGE 171</b>
	<b>HIGHWAY:</b>	PHOENIX-CORDES JUNCTION HIGHWAY (I-17)	
	<b>SECTION:</b>	Bethany Home Rd – Northern Ave (SB Frontage Rd)	
	<b>COUNTY:</b>	Maricopa	
	<b>ROUTE NO.:</b>	I-17	
	<b>PROJECT:</b>	CMAQ-017-A(216)A 017 MA 205 H788701C	
	<b>FUNDING:</b>	100% Federal	
	<b>LOW BIDDER:</b>	Michael J. Valente Contracting, Inc.	
	<b>AMOUNT:</b>	\$ 440 465.00	
	<b>STATE AMOUNT:</b>	\$ 479,175.00	
	<b>\$ UNDER :</b>	\$ (38,710.00)	
	<b>% UNDER:</b>	8.1%	
	<b>NO. BIDDERS:</b>	10	
	<b>RECOMMENDATION:</b>	AWARD	





**ITEM 3g :**

BIDS OPENED:	July 15, 2011	<b>PAGE 179</b>
HIGHWAY:	OXBOW BRIDGE (STRUCTURE NO. 10221)	
SECTION:	Cibola Road over the Colorado River	
COUNTY:	La Paz	
PROJECT:	BR-LLA-0(008)A 0000 LA LLA SB41801C	
FUNDING:	94% Federal                  6% State	
LOW BIDDER:	Lawrence Construction Company DBA LCCO Construction Corp.	
AMOUNT:	\$            979,712.42	
STATE AMOUNT:	\$            1,102,236.00	
\$ UNDER :	\$            (122,523.58)	
% UNDER:	11.1%	
NO. BIDDERS:	5	
RECOMMENDATION:	AWARD	





ITEM 3i :

BIDS OPENED: July 22, 2011

HIGHWAY: GILA BEND – CASA GRANDE HIGHWAY, SR 84

SECTION: Stanfield – Montgomery Rd

COUNTY: Pinal

ROUTE NO.: SR 84

PROJECT: STP-084-A(201)A 084 PN 166 H8089 01C

FUNDING: 94% Federal 6% State

LOW BIDDER: Fisher Sand & Gravel Co. DBA Southwest Asphalt Paving

AMOUNT: \$ 2,458,000.00

STATE AMOUNT: \$ 2,731,074.00

\$ UNDER : \$ (273,074.00)

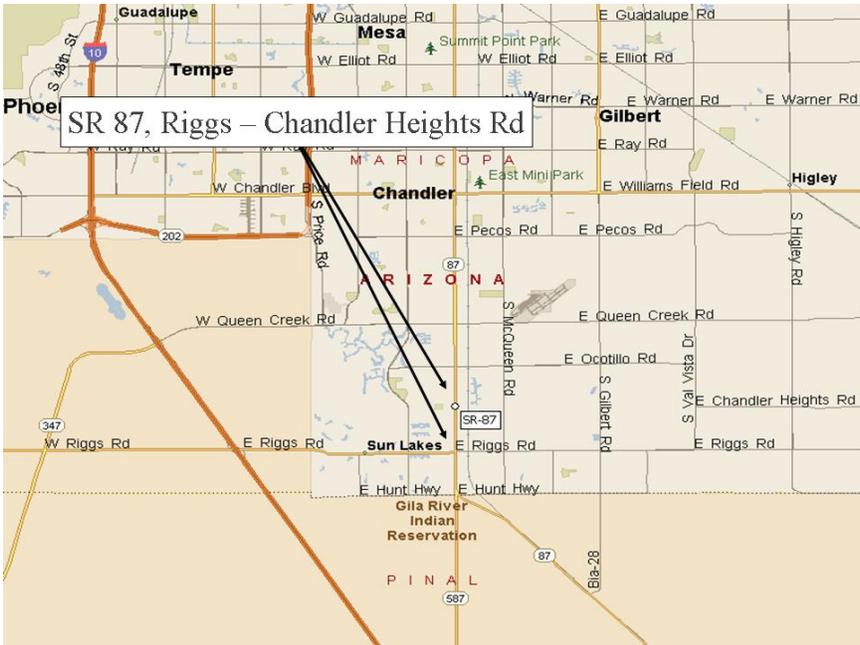
% UNDER: 10.0%

NO. BIDDERS: 11

RECOMMENDATION: AWARD



**ITEM 3j :** BIDS OPENED: July 15, 2011 **PAGE 189**  
HIGHWAY: PICACHO – COOLIDGE – CHANDLER - MESA HIGHWAY (SR 87)  
SECTION: Riggs Rd–Chandler Heights Rd  
COUNTY: Maricopa  
ROUTE NO.: SR 87  
PROJECT: NH-087-A(203)A 087 MA 160 H814801C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Nesbitt Contracting Co., Inc.  
AMOUNT: \$ 534,435.90  
STATE AMOUNT: \$ 594,989.00  
\$ UNDER : \$ (60,553.10)  
% UNDER: 10.2%  
NO. BIDDERS: 6  
RECOMMENDATION: AWARD



**ITEM 3k :** BIDS OPENED: July 15, 2011

HIGHWAY: PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)

SECTION: Larry Caldwell Dr - Glassford Hill Rd

COUNTY: Yavapai

ROUTE NO.: SR 89A

PROJECT: STP-A89-A(207)A 089A YV 318 H8227 01C

FUNDING: 94% Federal 6% State

LOW BIDDER: Combs Construction Company, Inc

AMOUNT: \$ 657,563.52

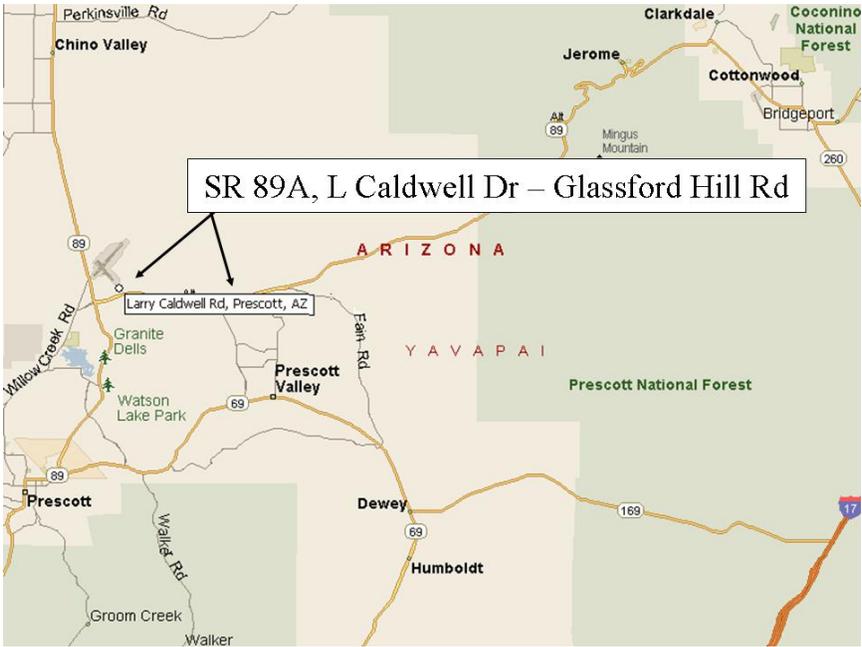
STATE AMOUNT: \$ 738,000.00

\$ UNDER: \$ (80,436.48)

% UNDER: 10.9%

NO. BIDDERS: 3

RECOMMENDATION: AWARD







**MINUTES OF THE  
ARIZONA DEPARTMENT OF TRANSPORTATION  
PRIORITY PLANNING ADVISORY COMMITTEE  
206 S. 17<sup>TH</sup> AVE., PHOENIX, ARIZONA  
TRANSPORTATION BOARD ROOM  
10:00 A.M., WEDNESDAY, JUNE 29, 2011**

The meeting of the Priority Planning Advisory Committee (PPAC) was held on June 29, 2011, at 10:00 AM with Chairman Jennifer Toth presiding.

Other committee members were present as follows:

Floyd Roehrich, Scott Omer, John Fink, Mike Normand, Kenneth Potts for Michael Klein, Paula Gibson for Sam Maroufkhani, Robert Samour, Eileen Colleran, Matt Burdick, Terry Conner, Michael Kies replacing Shannon Scutari.

**1. CALL TO ORDER**

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

**2. ROLL CALL**

Lynn Sugiyama conducted a Roll Call of the committee members, Roc Arnett was not present.

**3. CALL TO THE AUDIENCE**

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

**4. APPROVAL OF MINUTES OF JUNE 1, 2011**

The minutes of the meeting held in June 1, 2011 were approved.

**Chairman Toth called for a motion to approve minutes of the meetings of June 1 and**

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

**Kenneth Potts seconded the motion. The motion carried unanimously.**

**5. HIGHWAY CONTINGENCY FUND REPORT**

Joan Cameron reported that the Highway Contingency Fund as of June 22, 2011 was at a positive \$24,754,000.00.

John Fink reported that the Highway Program Monitoring Report will be revised to reflect cash flow balances. He will be discussing these changes with Jennifer Toth in a future meeting.

**James Reeves presented Item 6a.**

6 a. COUNTY Maricopa Page 26  
DISTRICT: Phoenix Construction  
SCHEDULE: New Project Request  
SECTION: Various Locations in Maricopa County  
TYPE OF WORK: Breakway Cable Terminal (BCT) Replacement  
ADVERTISEMENT DATE: August 1, 2011  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: James Reeves  
PROJECT: H793301C  
REQUESTED ACTION: Establish a new safety project  
for \$1,750,000 in the FY 2012  
Highway Construction Program.  
**Funds are available from the  
Highway Safety Improvement  
Program #72811.**  
NEW PROGRAM AMOUNT: \$ 1,750,000

**Chairman Toth called for a motion to approve Item 6a.**

**Floyd Roehrich made the motion to approve Item 6a.**

**John Fink seconded the motion.**

**This project was approved at the MAG Regional Council Meeting on June 29, 2011.**

**The motion carried unanimously.**

**James Reeves presented Item 6b.**

6 b. ROUTE NO: US 60 @ MP 107.5 Page 27  
COUNTY: Maricopa  
DISTRICT: Prescott  
SCHEDULE: New Project  
SECTION: Vulture Mine Rd to Los Altos Dr  
TYPE OF WORK: Construct Multi-use Path  
ADVERTISEMENT DATE: To Be Determined  
PROGRAM AMOUNT: \$ 908,000  
PROJECT MANAGER: Ronald Foluch  
PROJECT: H732501C  
JPA: 10-228 with the Town of Wickenburg  
REQUESTED ACTION: Increase the construction project by  
\$1,905,000 to \$2,813,000 in the  
Highway Construction Program.  
**Change Type of Work to “Multi-use  
Path and Dual Center Turning  
Lane.” Funds are available from the  
Highway Safety Improvement  
Program #72812.**  
NEW PROGRAM AMOUNT: \$ 2,813,000

**Chairman Toth called for a motion to approve Item 6b.**  
**Floyd Roehrich made the motion to approve Item 6b.**  
**Mike Normand seconded the motion.**  
**This project was approved at the MAG Regional Council Meeting on June 29, 2011.**  
**The motion carried unanimously.**

**James Reeves presented Item 6c.**

6 c. ROUTE NO: SR 87 @ MP 134.0 Page 29

COUNTY: Pinal

DISTRICT: Tucson

SCHEDULE: New Project Request

SECTION: Hunt Highway to SR 287

TYPE OF WORK: Safety Improvements

ADVERTISEMENT DATE: August 1, 2011

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Ronald Foluch

PROJECT: H789601C

REQUESTED ACTION: Establish a new safety project  
for \$8,945,000 in the FY 2012  
Highway Construction Program.

**Funding sources are listed  
below.**

FY 2011 Highway Safety Improvement Program #72811 \$ 7,745,000

FY 2011 Pavement Preservation Fund #72511 \$ 1,200,000

NEW PROGRAM AMOUNT: \$ 8,945,000

**Chairman Toth called for a motion to approve Item 6c.**  
**Floyd Roehrich made the motion to approve Item 6c.**  
**Mike Normand seconded the motion.**  
**The motion carried unanimously.**

**Jennifer Toth requested that Item 6 d be withdrawn from agenda due to lack of funding in the FY 2011 Statewide Contingency Fund.**

6 d. ROUTE NO: I-17 @ MP 280.0 Page 31

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: New Project Request

SECTION: I-17 Southbound Climbing Lane

TYPE OF WORK: Safety Improvements

ADVERTISEMENT DATE: September 1, 2011

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Vicki Bever

PROJECT: H702701C

REQUESTED ACTION: Establish a new climbing lane project for \$15,500,000 in the FY 2012 Highway Construction Program. Project is 7 miles in length. **Funds are available from the Statewide Contingency Fund #72311.**

NEW PROGRAM AMOUNT: \$ 15,500,000

**Walid Warde presented Item 6 e.**

6 e. ROUTE NO: US 191 @ MP 446.0 Page 32

COUNTY: Apache

DISTRICT: Holbrook

SCHEDULE: New Project Request

SECTION: Intersection at IR 102

TYPE OF WORK: Construct Traffic Signal

ADVERTISEMENT DATE: July 18, 2011

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Walid Warde

JPA: 08-030 I with the Navajo Nation

PROJECT: HX12001C

REQUESTED ACTION: Establish a new traffic signal project for \$ 225,000 in the FY 2012 Highway Construction Program. **Funding sources are listed below.**

FY 2011 Traffic Signals Fund #71211 \$ 150,000

Navajo Nation through JPA 08-030 I \$ 75,000

NEW PROGRAM AMOUNT: \$ 225,000

**Chairman Toth called for a motion to approve Item 6 e.**

**Mike Normand made the motion to approve Item 6 e.**

**Floyd Roehrich seconded the motion.**

**The motion carried unanimously.**



**Chairman Toth called for a motion to approve Item 6 g.**

**Floyd Roehrich made the motion to approve Item 6 g.**

**Mike Normand seconded the motion.**

**Spelling error in subprogram title will be corrected. "Signal" should be the Sign Rehabilitation Fund. The motion carried unanimously.**

**Mafiz Mian presented Items 6 h and 6 i.**

6 h. ROUTE NO: SR 238 @ MP 24.0 Page 37

COUNTY: Maricopa

DISTRICT: Tucson

SCHEDULE: New Project Request

SECTION: MP 24 to 91st Avenue

TYPE OF WORK: Pavement Preservation

ADVERTISEMENT DATE: January 3, 2012

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Mafiz Mian

PROJECT: H835001C

REQUESTED ACTION: Establish a new pavement preservation project for \$625,000 in the FY 2012 Highway Construction Program. **Funds are available from the Preventative Pavement Preservation Fund #77312.**

NEW PROGRAM AMOUNT: \$ 625,000

6 i. COUNTY: Statewide Page 39

DISTRICT: Tucson

SCHEDULE: FY 2011

SECTION: Tucson District Wide

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: \$ 1,185,000

PROJECT MANAGER: Mafiz Mian

PROJECT: H823601C, Item # 20011

REQUESTED ACTION: Delete project for \$1,185,000 from the FY 2011 Highway Construction Program. **Return funds to the Preventative Pavement Preservation Fund #77311.**

**Chairman Toth called for a motion to approve Items 6h and 6i.**

**Floyd Roehrich made the motion to approve Items 6h and 6i.**

**Terry Conner seconded the motion.**

**For Item 6h, project will go for approval at the MAG Regional Council Meeting on July 27, 2011. Item 6 i is set for State Transportation Board approval. The motion carried unanimously for Items 6h and 6i.**

7. Next regular scheduled meeting of the Priority Planning Advisory committee (PPAC). Times and dates of meetings could vary and will be announced at the time of agenda distribution. Information Only
- August 3, 2011 – 10:00 AM Wed.
  - August 31, 2011 – 10:00 AM Wed.
  - October 5, 2011 – 10:00 AM Wed.
  - November 2, 2011 – 10:00 AM Wed.
  - November 30, 2011 – 10:00 AM Wed.

#### **WEB LINKS**

*Priority Programming*

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

*PPAC:*

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

9. Adjourn Priority Planning Advisory Committee (PPAC) Meeting

**Chairman Toth called for a motion to adjourn the meeting at 10:21 AM.**

**John Fink made the motion to adjourn.**

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

**Meeting adjourned.**

**STATE TRANSPORTATION BOARD MEETING MINUTES**  
**9:00 a.m. (MST), 10:00 a.m. (Navajo Nation Time)**  
**Friday, June 17, 2011**  
**The Chinle Unified School District Board Room**  
**U.S. Hwy. 191 and Navajo Route 7**  
**Chinle, Arizona 86503**

**Pledge**

The Pledge of Allegiance was led by Hank Rogers.

**Roll Call**

Roll call by Board Chairman, Bill Feldmeier.

In attendance: Kelly Anderson, Stephen Christy (telephone), Felipe Zubia, Bobbie Lundstrom, Bill Feldmeier, Victor Flores and Hank Rogers.

**Opening Remarks**

Hank Rogers: Made the following comments regarding the Wallow fire: He is grateful for everyone's concern and he has seen fire trucks from all over the state and as far away as Reno NV. There are law enforcement officers coming over from all of the counties including Navajo Nation law enforcement. They are extremely grateful for the outpouring of support and help that has come from everyone including ADOT staff. The winds came up yesterday and the biggest concern right now is over on the east side of the fire east of Alpine. The Wallow fire has crossed into New Mexico. They were at the Forest Service building yesterday and he has a map of the fire spread available. As of yesterday, 487,000+ acres are burning and there are still two more days of wind. In New Mexico, Luna is under a pre-evacuation notice in Captain County. That is the biggest fear. Southeast Eager was put on a pre-evacuation notice again yesterday because of the winds but in speaking with some family and friends that remain there, things look pretty good this morning. There will be two more days of wind but then after that the forecast looks pretty good. He really feels for the people of Sierra Vista. There are some awful things going on down there, people literally running for their lives. He gives thanks to everyone who played a major role and there is great gratitude for the support and help.

Bill Feldmeier: For all family and friends in that area, everyone prays for the success of the departure of that fire. Deeper than that, they hope that a lesson is learned and they do the important things related to clearing the forest to protect everyone and generate a useful purpose for the resources opposed to burning it to the ground as was done.

**Call to the Audience**

Marco Sells: Senior Planner, Chinle Navajo DOT Agency. He welcomes everyone to the Navajo Nation. He thanks everyone for showing up and for their help. There are a lot of transportation issues out there on the state roads. He and some of the Board talked about

different grants and different ways that everyone can help each other. He hopes to bring everyone back next year sometime and do a lot more.

Kathy Arthur: Chapter President from Many Farms Chapter. She welcomes all to Chinle, Navajo Nation in Apache County where she has lived all of her life. Many Farms is 15 miles north of Chinle. They do have a lot of transportation issues here as can be observed coming up 191. She would like to talk about 191 in their region. There are State Transportation funds, equipment and personnel that are used in the Many Farms region. She wishes to thank Mr. Lynn Johnson for the work that he has helped to put together for the maintenance of the right of way fencing and cattle guard clearing. She also thanks the Apache County Supervisor of District I, Mr. Jim Claw, for helping maintain the school bus routes. Those are the only two that she is aware of that the State Fund is used for. 191 runs from I-40 all the way into Utah and through the Navajo Reservation. It crosses through many Tribe Chapters. In the Many Farms area they have public schools, BIA schools, and grant schools and they run a lot of buses. Her people are drivers; they drive elsewhere to get necessities. They could be driving to Farmington, Flagstaff, or Gallup just to get food and so forth and use the road a lot. She is requesting that 191 be upgraded to a better condition than it is. They have a lot of sides of the shoulder that are breaking off and pot holes. She believes 191 should be four lanes and wishes the request to be put on the state project listing. She expressed appreciation for the State finally starting the PARA Planning Program and wants ADOT to know that Many Farms is on board along with four other regions. She appreciates the Board for the opportunity to speak and again welcomes them to Chinle.

Jerry Brownlow: Chairman of the White Mountain Regional Transportation Committee and Supervisor of Navajo County. He has a letter and wants to talk about the old HURF “swap” Program.

He would like to read the letter to the Director from The White Mountain Regional Transportation Committee, an intergovernmental committee representing Navajo and Apache Counties and the cities and towns in the NACOG region.

The purpose of this letter is to request that the Arizona Department of Transportation strongly consider resurrecting the HURF “swap” that was suspended in September 2008 by the preceding Director. For over a decade, the HURF “swap” enabled rural communities to benefit from access to HURF moneys in exchange for Federal dollars. It was an effective program that allowed White Mountain communities to proceed with projects in a cost effective manner in particular projects that normally do not require NEPA clearances. They recognize that these are very difficult times for the Department and that they are challenged with stretching limited dollars to meet needs throughout the state. As rural counties, they face challenging times as well. A future with no new construction moneys in the 5 year plan and the burden of maintaining the interstate and statewide highway systems with our limited rural dollars and the possible loss of sub-programming is on the horizon. The situation calls for relief in any possible way. Maximizing the use of every available dollar is critical and the swap of Federal funds for HURF moneys is one way to provide rural communities with a funding source when there are no new sources on the horizon that seem readily accessible. The COG’s, MPO’s, and local governments are the glue that hold the transportation system together and the ability to deliver that system is increasingly in jeopardy. The White Mountain Regional Transportation Committee and officials of the representative committees are willing to help in any efforts

necessary to restore the HURF “swap” and obtain the Federal funds needed to make it work. They would like to open a dialogue with the Board to discuss the best possible approach and make themselves available to meet at the Board’s convenience. This concludes the letter. He hopes that the Board will consider it.

Jason Yazzie: Senior Planner with Navajo DOT. The project out in Cameron is under design with a new bridge. He wants to address the size of the problem they have with right of way. There is a great unemployment rate in the Western Agency area and a lot of the constituents are utilizing the Right of Way to try to make a living. He would like to suggest that during the design of the bridge in Cameron ADOT create a look out point on the Navajo side, the western side of the Colorado River. This will create a safe location for the locals to sell their crafts. He also believes a rest stop would be beneficial for the reservation and the motoring public.

Charlotte Begaye: Chapter Vice President of Many Farms. She thinks this a very good opportunity for all to join together in partnership. The Many Farms Chapter has worked with ADOT’s Don Sneed and Lynn Johnson and wish to say thank you very much and let everyone know that they are doing very well. One of the needs being worked on now is the right of way from Chinle to Many Farms, improving the cattle guards and the right of way fence. As State leaders know, the Many Farms road on 191 is a very dangerous road with sandstorms and horses loose on the road. She thanks ADOT for helping to improve the cattle guard and the Right of Way fence and understands work would begin in October of this year. They are working with ADOT to improve and repave the road from Chinle all the way to Many Farms for which they are very thankful for and hope to further extend it to past Many Farms High School. They also are very much interested in having a four lane highway if that is at all possible with the understanding there is a 50 year plan on that. Many Farms and other surrounding chapters like Nazlini, Cottonwood, Chinle, Round Rock, and Rock Point would be interested to have their input in the project. As Mr. Jason Yazzie said, they all know that unemployment is very high on the Navajo Nation and support the improvements to scenic road 191 to bring in tourists from all areas of the Navajo Nation and other surrounding communities. They would like for the leaders to help encourage that and support them. It is very important to support the Navajo Nation’s economic development. Their President Shelly has placed economic development as #1 to encourage the leaders to come together for the interest in the future of the Navajo Nation. Many Farms has the BIA road N84 that runs off from 191 to Tsaile into N64. They also have the BIA road N59 from Many Farms to Kayenta. It looks like Many Farms will be the crossroad of business development. Thus she is hoping that the Arizona leaders and other constituents will help to develop that economic growth by which they are very much interested and determined to develop a self-sufficient Navajo Nation. They will continue to work with the Board on all of the developments they are hoping for.

Phil Bourdon: County Engineer, Yavapai County. He thanks the State Board and the state transportation staff for the partnerships over the years in their regions. They work well together and many projects have hit the ground. Today he is here to seek support for the Fain Road widening project and inclusion in the State Transportation Construction Plan. This project is fully designed and waiting to go to construction. All Right of Way for the widening project has been acquired as part of the initial design for construction of the two lane roadway. The Fain Road widening of this project will complete a 20 mile four lane controlled access corridor that

has been a joint project between the State and Yavapai County over the last 10 years. This widening project will also result in the route transfer for the remaining portions of SR-89 in between 69 and SR-89A. The route transfer agreements have been signed by Yavapai County. This project and route transfers will improve safety for the traveling public in the region and the State traveling public through their area as well as provide for a more efficient road maintenance, and snow removal effort by Yavapai County and the State of Arizona. Right now, they have to hopscotch around several segments when they do snow removal and other maintenance activities. This will actually consolidate the maintenance activities for both Yavapai County and the State. In closing, he would like to recognize the State and their staff for including Fain Road in the recommended changes that are being looked at today and would like to ask for consideration of those changes in front of the Board.

Jack Husted: Commissioner and coordinator of the Arizona Game and Fish efforts at the Wallow forest fires. He wants to say “Atta boy” to the Arizona Department of Transportation. They had a team up there in theater PIO, Courtney Bear, for two weeks. In sitting in those meetings every morning for two weeks with what they call the coordinators briefing, they were professional. He says thanks. They were a top notch crew. One morning there was a discussion on how they would reimburse and how ADOT would be paid for this, they were told that ADOT was a second tier agency. It was not second tier in anyway. ADOT’s participation was professional and top notch. ADOT suffered a loss and that loss was felt by the whole team. He is very proud to continue to have a relationship with the Arizona Department of Transportation and they should be very proud of the people up there, they performed admirably.

Joe Vernier: Sedona resident. He has served as the Police Chief of Sedona from 1999 until January of 2010. He has spent nearly 40 years in law enforcement, served as a traffic accident investigator. He graduated from Northwestern University Traffic Accident Investigation skills. He has investigated numerous fatalities and serious injury accidents; testified in numerous vehicular homicide cases and was certified as an expert during that testimony. With this background in mind, he will share a couple of perspectives from his viewpoint as a Sedona resident. He believes that the majority of the pedestrian fatalities took place on 89A in Sedona occurred during his 10 years as the Police Chief. He does recall the majority were at night on an unlighted stretch of 89A running between Rodeo Road and Dry Creek Road. Darkness was a predominant factor that was reported as a cause or significant factor that led to the death of pedestrians. This was substantiated by motorists, investigating officers, accident reconstruction experts, who were hired by the attorneys for the civil suits that were filed against the driver and the complaints that were made. There was no dispute or conflict that darkness was a contributing factor in the motorists’ inability to see the pedestrian until after the accident was unavoidable. Although, these incidents were classified as accidents, none of the motorists that he has had the opportunity to speak with can use the word accident to minimize the ongoing problem that involves the pain of living with the fact that they have killed another human being. There is also a misnomer that every pedestrian was intoxicated in some capacity and I am here to say that is untrue. The night time pedestrian fatalities continued and he believes the last occurred in April 2006. Again, it was the inability for the motorist to see the pedestrian that was a contributing factor to that death. He spent time talking with the officers who investigated these accidents and their feedback was that this was a dangerous stretch of highway, it was difficult for them to see and they had even been involved in near misses or they witnessed other individuals

in near misses with pedestrians in that area. ADOT used volunteers to do pedestrian level counts in those particular areas of where the people were killed. One of the interesting things that is in the report, they put the volunteers out to do the counts and said that unless there was a signalized intersection with ambient lighting, they could not do the count because they could not see the pedestrians crossing the street in that particular area. The report also recommended the pedestrian warning signs and lights as a measure to prevent future accidents. They have the signs but yet they still lack the lights. He would like to see ADOT work to get this portion of the highway safely lighted as soon as possible. In his view, it is not about light or dark skies, it is not about initiatives, referendums, votes and no votes, it about the sanctity of human life in the preservation of the same. It is really about doing what is right to protect that trust in their capacity as public safety professionals.

The right thing to do would be to move expeditiously with the installation of dark sky compliant lighting and light up this stretch of highway that is causing a problem for motorists and pedestrians.

### **ITEM 1: District Engineer's Report – Lynn Johnson, Holbrook District Engineer**

He welcomes the Board to Chinle in the Holbrook district and appreciates the opportunity to come and speak. The Holbrook district has 108 full-time employees, 6 maintenance orgs, and one construction org. and 60% of the workforce is Native American. They maintain 2,808 lane miles of roadway.

The District has several projects on the board right now and several that are about to be up for bids. There is probably about \$50M worth of work this season. The first project is one of the traffic signals on 2<sup>nd</sup> and 3<sup>rd</sup> Streets in Winslow. Those existing signals are some of the oldest in the state. Valente is the prime contractor for contract work valued at about \$932,000. This project also replaces curbs, gutter sidewalks, and driveways. They are very much engaged with the entire team with the City to get this done with the least amount of construction for the public.

They just finished some passing lanes between Holbrook and Snowflake. Meadow Valley Contractor did it very well, a \$5.6M job, and all that is left to do is final striping. They are replacing the Keams Canyon traffic interchange a couple miles east of Holbrook. They are replacing the decks on the bridges with Vastco the contractor that is worth about \$1.6M. Traffic was switched to the new half of the bridge yesterday.

They have a major pavement preservation project going right now with Fann Contracting, from I-40 in the Petrified Forest to Pinta TI's. It is slated for completion in late summer. This is going very well.

Another project with Fann Construction is on 191 between St. John's and Sanders. They will be overlaying that roadway for about six months and that project started a couple of weeks ago.

Show Low to Holbrook Highway on 77, they will extend the box culverts there and improve safety. That project was accepted last week.

The 191 Chambers to I-40, going north towards Ganado, project is left over from last year. They will get another contractor to come down and replace the ACFC within the next month.

They have a small scour retrofit at Black Creek that is right in Window Rock on 264 and that will be complete by the end of June.

Pavement preservation and repairs are a continuous challenge. This pavement here is on 191 between Ganado and Chinle, which has been repaired. They should have never allowed it to get to that point in deterioration. On the freeway, they do a lot of pavement preservation work and obviously it is imperative that they keep that freeway in good condition. Pavement preservation is a top priority for the District. There are bridge problems. Most of the bridges are 40, 50, or 60 years old and they are wearing out and deteriorating. Some have probably seen this photograph from the Sanders Railroad overpass. There was a large hole in the deck that they repaired when we did the micro silica overlay after that. This is part of the project for Sanders traffic interchange project that has been on the books for at least 10 years. This really needs to get into construction and get that bridge replaced. They do have a lot of issues with bridges; in Holbrook on I-40 crossing at 8<sup>th</sup> Avenue in Holbrook. After the monsoon rain, they had a bunch of sand underneath the bridge. There were some small holes at the approach slab and maintenance had to jack hammer those holes out. They placed 20 cubic yards of material to fill and fix it. There is a bridge silting problem in a lot of areas. There are two bridges that are really bad, one on 264 and one on 160. The silt went down and built up and it diminished the capacity of the structure. They are not really sure what to do with this. In order to clean out that channel we have to open it up down stream. We have a huge animal in the right of way problem. Chinle and Many Farms are the #1 problem areas. The maintenance crews are very frustrated because the gates get left open. They do have a project scheduled to replace the fence and upgrade those cattle guards that should be advertised within the next month. One of the frustrations is that law enforcement does not want to get involved here. They get a lot of monsoon flooding here around 264 in First Mesa and there is a district minor project to replace the 9' in diameter pipe with a concrete box culvert to fix that road. SR 377 that and overtops every year. Right now they do not have a project to repair that. That has been happening for 20 years at least. In Chinle they have a flooding problem during the monsoon season. BIA has constructed the road with the drainage facility to accompany that has since been developed on both sides. The road acts as a dyke and has a tendency to flood. They have a lot of wind and dust issues in this District. Everyone is probably aware of the closure on I-40 last year because of the wind and dust. Traffic was backed up for miles. This is a huge area and a huge issue that they are not sure what to do with it. This started happening 2 years ago and the people could not remember it being this bad. It was terrible after that and had the road closed at least 20 times. It has not happened this year yet. They are hoping that it will stop as suddenly as it started. They will keep working through this. When tumbleweeds get attached to the fence and sand and dirt also fills up the fences and causes a big problem there. That is another issue that we have with animals in the Right of Way. They finished a round-about in Burnside at the junction of 264 and 191 a couple years ago. It turned out very nice. One thing they did not think about was the size of oversized loads and they are continually taking the signs down causing damage. They have been working with the oversized permits people to get the maintenance people out there to watch this and make sure that they are not damaging it and are responsible if they do. They continue to have this problem. At Burnside Junction, this fence-less 4' retaining wall was built because they could not get the Right of Way

from the Navajo Tribe just for a slope easement. The fence is not on the Right of Way line, it is about 25' outside the Right of Way. They had to build a retaining wall to keep that project going. He asks for assistance if any here are able to influence creating an agreement with the Tribe to get the right of way issue settled. There are several projects ongoing right now in the Holbrook district, Kinlichee to Summit on 264. This study is showing a four lane divided section. Lupton traffic interchange, the DCR is in progress now. Window Rock traffic interchange on I-40, that DCR has been funded.

There are a few major projects; Teec Nos Pos Port of Entry is on hold for right now. Dual passing lanes on 160 near Kayenta between Tsegi and Black Mesa, that project has been shifted back also. There is a widening project in Chinle to complete the five lane section between where the four lane starts and the hospital turn off. There is a Sanders traffic interchange that he mentioned earlier. There are several district minor projects from erosion control to fencing scattered around the district that they are working on. They have one traffic signal project in the works and that is also in Chinle at the junction of Hospital entrance and 191. That should be done soon. There are a lot of pavement preservation projects in the works. They hope that they can keep up the funding levels. Many Farms and Chinle, in that section they are doing a DCR and actually working on a design but that is not fully funded yet. There are several other projects that are in the works and slated to be constructed as money permits. The bridge projects that were mentioned, there are several of those. Also, in the next 2 – 3 years, the big and small Lithodendron bridges on I-40 is a major project that also may be affected by this funding issue. The “swap” pavement program is very good for them. It is a semi-emergency program to replace small areas of pavement and everyone is working with them on getting those projects in the program.

There are several pavement surface treatments that have been going on for the last month and will be going on this summer. Chip seal flushes slurry seal and micro-seal that the maintenance people are working on to hold this thing together and they do a great job.

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

No items to report under part A. The following items were reported under part B.

- He introduced Kay Alberty. She has worked for ADOT for about 11 years. She really appreciates the opportunity to serve the Board and the Director’s office and appreciates very much the generosity from the Navajo Nation.
- In prior meetings, the Board heard from Mayor Hakim of Bullhead City regarding the Boulder City widening issue and the Mayor’s concern that they were going to see a lot more trucks going back through Bullhead thus degrading the progress that they have made with the Hoover Dam bypass. He is happy to report that he took a contingent of staff up to meet with the Mayor and the City staff. They took along Mr. Roehrich, the State Engineer, and other ADOT staff. They sat down with the Mayor and reviewed the letters that they have received from the Nevada DOT and worked out a strategy. They have communicated with the Nevada DOT and as a result of all this, they have a plan that they will work with Bullhead City. The plan calls for increasing enforcement on 68 and

the Nevada DOT agreeing to let northbound trucks except for the super loads pass through Boulder City without restriction. According to the District Engineer and Mayor Hakim, they were in agreement with that because the northbound trucks were the problem and as long as those are to proceed through unrestricted, Bullhead City feels that they have a pretty good solution going on. They have another meeting coming up next week in Bullhead City and the Nevada DOT is going to come and sit down with the city staff and the Department's staff and continue to work on the details of when restrictions would be in place and the restriction details and continue to work on the enforcement side.

- On the 5 year plan, the Board will hear more from Mr. Fink on the finances, but he did want to comment that they are working with the governor's office currently because in the last legislative budget, they chose to fund the Motor Vehicle Division off the top of the Highway User Revenues Fund. Essentially what this has done is that it has taken about \$100M out of play because now the Motor Vehicle Division is being funded by that \$100M off the top of HURF where previously it was coming out of the State Highway Fund. The effect of all this is negative on the bonding capacity because it is no longer a 3:1 coverage, that essentially took about \$300M worth of bonding capacity out of play. There are some projects that are going to be deferred or moved out of the 5 year program as a result. They met with the governor's staff two weeks ago and they are aware of the issue. There are some meetings coming up with the bond attorneys. They are going to try and work this out and see if we can get that capacity back.
- He thanks the Navajo Nation for hosting the Board here and also the kind words that were heard from everyone about ADOT's participation in the fire. ADOT employees just launched a little initiative called "Beat the Burn" and will have bake sales, Bar-B-Q's and fund raising efforts. They have established an account within ADOT and will divide up the proceeds among the ADOT families that were forced to evacuate because of the fire.

Bill Feldmeier: There is a letter that needs to be read into the record that came to the Board's attention yesterday evening.

Mary Currie: This is a letter addressed to the Chairman and it is signed by 3 past mayors of Sedona. It reads:  
"June 17, 2011

Mr. William Feldmeier, Chairman  
Vice Chairwoman Barbara Lundstrom  
Board members of the Arizona State Transportation Board

As past Sedona Mayors during the period when most, if not all of the nighttime fatal accidents occurred, we wish to encourage ADOT to go forward with the installation of dark sky compliant lighting on SR 89A in West Sedona.

The issue of public safety on SR 89A should never have become a political issue. It did not start out as political in 2006 when Sedona urgently asked ADOT for assistance with nighttime safety

on the highway following multiple fatalities. Many ADOT studies have confirmed the need for nighttime lighting on SR 89A.

As Mayors, our words naturally have to be considered political but we have always recognized that the protection of human life in our City is a basic duty and moral obligation. This issue has always been about safety and the responsibility of both ADOT and the City of Sedona to address the nighttime safety of SR 89A. The phone call no mayor wants is one from the Chief of Police reporting a fatal or life altering accident.

The longer the delay, the greater the likelihood of another fatal accident. Five years is already too long to have basically ignored the safety concerns while wasting time on Sedona infighting. People with common sense realize that installing dark sky compliant lighting on the highway is the right thing to do.

We offer this analysis. If ADOT waits and the Referendum overturns the T transfer Agreement then ADOT will install lighting--AND have wasted 6 more months when they could have gone to bid and proceeded with installation. If the Referendum fails, the City has absolutely no plans for addressing the nighttime safety issue in the foreseeable future and we are probably talking YEARS.

Members of the Board, it is the right thing to do. We urge you to proceed.

Regards,

Alan Everett  
Anita MacFarlane  
Pud Colquitt”

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

*Motion to approve Consent Agenda made by Kelly Anderson and a second by Stephen Christy, in a voice vote, motion carries.*

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

May HURF results:

- There have been several good months but that ended with the May results.
- May HURF accumulated about \$95M. That is down about 4.1% compared to last year and down about 5% compared to our estimate.
- Year-to-date, HURF is at about \$1.103B. That is up about 1% compared to last year and it is almost exactly on our estimate for the year. The intention now is that for the year it will come up and come right up onto the estimate.
- The estimate for FY2012 is \$1.220B which would be about a 1.3% increase from where it currently is. They are thinking that that may be a little optimistic and will be meeting

with staff within the next few weeks to consider if they need to address that number. If it is adjusted, it will only be by a small amount.

- Year-to-date Gas Tax Revenue stands at about \$418.2M. That is up about 0.4% compared to last year but is down about 1% compared to the estimate. They are continuing to see some impact from higher gas prices on collection.
- Year-to-date Used Fuel Tax Revenue stands at about \$162.8M. That is actually up 3.9% compared to last year but is down about 0.4% compared to the estimate.
- Vehicle License Tax for the year stands at \$293M. That is down about 2.5% compared to last year and down just about 1% compared to the estimate.

#### May RARF results:

- May Regional Area Road Funds stands at \$26.6M. That is actually up 7.7% compared to last year and is up about 9% compared to the estimate.
- Year-to-date Regional Area Road Funds is at \$282.1M. That is up about 3.2% compared to last year and up about 2.3% compared to the estimate. That now puts us at about \$6M above the estimate for the year.
- By category:
  - Retail sales tax revenue is at about \$139.4M. That is up 6.7% compared to last year and up about 4% compared to the estimate.
  - Contracting continues to be the weak spot of Regional Area Road Fund results. For the year it is at \$25.5M. That is down 4.3% compared to last year. However because they were fairly conservative on the estimate, it is up about 1% compared to the estimate. The good news, if there is any in the contracting side, is that May contracting revenue was actually up about 10.3% over last year and up about 17.5% compared to the estimate. So there may be some signs of light in that revenue category.

#### Aviation Funds:

- May Aviation Fund Revenue is at \$4.2M. That is down about 10.4% compared to last year but is up about 24% compared to the estimate.
- Year-to-date now stands at \$24.2M. That is down about 2.2% compared to last year but is up about 14.8% compared to the estimate.
- By category:
  - Flight property tax and aircraft registration are both up quite a bit compared to last year. Respectively they are about 8.4% and 6.4% compared to the estimate.
  - Federal grant revenue stands at \$5.7M for the year. That is down a little bit compared to last year but is up about 62.8% compared to the estimate.

#### HELP Funds cash balance:

- This now stands at about \$71.1M. They currently have about four loans outstanding totaling about \$5M.

**ITEM 5: Financing Program / ITEM 6: Direction to Proceed: Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Funds) – John Fink**

The Department is starting to plan for the next bond issue. Agenda Item 6 includes a Direction to Proceed on that bond issue. We are currently planning approximately a \$185M Regional Area Road Fund bond issue. Based on current cash balances we would probably want to price and close that bond issue sometime in late September to October timeframe. The final schedule will depend on cash needs and market conditions. A final schedule has not yet been developed for the issue but, over the next several months, we will be bringing forward the various resolutions and approvals for the Board and he will continue to update the Board as we move forward. Today we are asking that the Board approve a Direction to Proceed resolution directing the staff, advisors, and bond counsel to begin planning the issuance of the Transportation Excise Tax Revenue Bonds.

Felipe Zubia: Last year, there was an RFP for a new Underwriting Pool. Where are they at with that?

John Fink: They have issued a request for proposals for investment bankers for the bond programs. The RFP was issued for the entire state. They did solicit proposals. They did receive those proposals. Those proposals have been evaluated, the firms have been ranked. His understanding is that there are some last minute issues that involve negotiating terms between our procurement people and some of the firms that submitted proposals that relate to exceptions to some of the standard contracting provisions that some of the firms have noted. Until those exceptions are resolved, they are not in a position to award that contract yet.

Felipe Zubia: As he recalls, the process started just about a year or so ago. It was then pulled back and then they re-advertised the RFP. They are on the second phase of that. Now they are still waiting for procurement to deal with some issues on specifics of certain proposals?

John Fink: That is correct. In the request, there is a part of that request that allows firms to note any exceptions to the State's standard contracting provisions that they feel are appropriate. When they do that, those have to be negotiated. In some instances, there is no flexibility with those contracting terms. In other instances, there may be some flexibility. He cannot really address what those issues are in this meeting.

Felipe Zubia: His concern is more in dealing with the timing. The current list of firms used to issue bonds has been extended. They have been working on that temporary state for about a year now. He is concerned that they are in the process now of adopting the new 5 year plan and that this is going to continue on not only to the end of this year but into the next program. At this point, he will be voting no on this just because of that timing issue only so that he can at least note for the record his concern that that RFP has been dragging on and will probably be even more concerned if they start issuing new bonds within the new program year without having that RFP finalized and resolved.

John Fink: He agrees that this has taken longer than they had anticipated. They did extend the contract for prior approved firms to make sure that we and any other state agency or issuers that

utilize the contract would have the availability of that contract while they are working through all of these issues. They have moved relatively expeditiously since they did the solicitation. The evaluation teams met soon after the proposals were received. They did their evaluation and in fact did the ranking and the evaluation of the selection all in a matter of one meeting. It has been moving expeditiously on that aspect of it. The issue now is between the last minute negotiations on critical issues relative to contract provisions. If no firms had indicated exceptions they would be done. They cannot control who might indicate exceptions to standard contract provisions and those that have to be dealt with.

Felipe Zubia: That is understandable. At what point do they move on and say those exceptions are not acceptable and move forward. Now what is happening is the people that did not have any exceptions, they have a bid that they have submitted going on close to one year ago, they are standing back and saying wait, the market has changed and the terms of my proposal have changed. That is the issue he is concerned with. The other issue has to do with more administratively; the Board has not been kept informed as to where this process is going for close to a year now ever since they reissued the RFP. Those are his two chief concerns, the length of time and the communication or lack thereof.

John Fink: He can assure everyone that relative to the first point, he is very close to pulling the plug.

Victor Flores: What does a month do with regard to not moving on this? What happens if this waits another month? Is it possible to address the issues that Mr. Zubia talked about and perhaps resolve one way or the other what happens to the list?

John Fink: In terms of selection of an underwriting team for this bond issue, his guess is that the earliest that he would come to the Board with a resolution to appoint that team would be at the August board meeting. The critical issue here is that they need the financial advisor and the bond counsel to begin all of the preliminary work that is going to lead up to that point to get started so that they will be in a position to actually price and close this issue hopefully in the September – October timeframe. If it is delayed too long in terms of adoption of this resolution, that puts that entire schedule at risk.

Victor Flores: If this does not resolve the issues that were brought up by Mr. Zubia and the Board does not take action in September, then what happens at that particular point?

John Fink: The proceeds of this bond issue would be utilized to finance critical projects in the Maricopa County Regional Transportation plan and failure to have cash to build those projects would potentially delay projects.

Victor Flores: The only hammer that they have for some type of action to take place with regard to this list is perhaps now. There is no guarantee obviously that it would be resolved within the next month or so when the team would be picked. Will these issues be resolved?

John Fink: They currently do have a pool because the prior pool has been extended. There is a pool of firms that they would be able to utilize in the event that they have to. He is not expecting

that he would come to the Board and ask the Board to approve an underwriting team prior to the August board meeting. It could possibly be September. If it turns out that they do not need proceeds earlier or if market conditions are such that they do not want to price it then, but his expectation is that this is going to be resolved by then.

Victor Flores: Assuming that those on the list that are unresolved are perhaps some that are not on the list that has been extended. That is one of the issues that is concerning.

Stephen Christy: What about withholding action or not taking action. Would that be reflected in the bond market as far as the availability of good and affordable bond rates?

John Fink: He wishes that he could answer that question definitively. They are always monitoring the markets and while they do not necessarily try to time bond issuance to take advantage of market conditions, they do want to be in a position especially with a lot of the issues that they have seen in the markets over the last several years of having the issue ready to go and being able to take advantage at the appropriate time. Their concerns are always that when things get delayed too long that there can be things that happen in the market that could have adverse impacts on pricing or on the ability to market the bonds, so they always want to be in a position to have some flexibility with regard to the timing of issues. The issue for him is that he needs to be able to have the financial advisor and bond counsel start working on this and he needs to have them starting to work almost immediately if they would have any hope of being able to price this issue in September. That is his reason for bringing the resolution to the Board today.

Stephen Christy: In Pima County at the Regional Transportation Authority, they just acquired \$150M in bonding in the last week of May and the terms were very favorable and very good. He wants to throw that in the mix that maybe delaying any kind of action regarding going after bonds at this point could adversely be affected by the bond market as things progress. His point is that it seems like now is a very good time to go out for bonding.

Felipe Zubia: The comments made by Board Member Christy are very valid and ones that he agrees with but they are the same arguments that were made one year ago when the Board agreed to stick with the same underwriting team. Again, he does not have any objection with this moving forward, what he is saying is that he is going to vote no on this right now expecting that it is going to pass but raising the issue that should they have another request, another resolution come before the Board without this issue being resolved, he will make a big push to have it delayed at that time.

***Motion to approve Item 6: Direction to Proceed: Transportation Excise Tax Revenue Bonds made by Victor Flores and a second by Hank Rogers, in a voice vote, motion carries with one opposed, Felipe Zubia.***

## **ITEM 7: Multimodal Planning Division Report – Jennifer Toth**

Ms. Toth highlights work her Division is doing with the Navajo Nation.

In 2009, they completed a PARA study for the Navajo Nation long-range transportation plan. As President Arthur mentioned today, they have two PARA projects which are planning assistance for rural areas going forward. That being the Many Farms to Chinle and St. Michael's to Windmill Rock and Port compliance long-range transportation plan as well as the Kayenta Township long-range transportation plan. This is a very successful program in general. They have about 51 projects and \$7M that they have been giving grants and technical assistance through this program over the last few years.

In addition, she also wanted to highlight one of the ARRA projects which is the Navajo Transit Maintenance Facility and Port compliance and that is progressing rather well and will be continuing on.

Long-range transportation plans. There were about 2,800 surveys that were completed asking for the public's comments on how should the state invest money in those categories that were identified; preservation, modernization, expansion, and travel choices. They have completed the assessment of that. They actually have a draft report that has been released to stakeholder groups. They are getting comments back and she continues to stress that they would be more than happy to come and present that in a more detailed session to the Board.

Aviation Group. The Western Region of the Federal Aviation Administration nominated the ADOT aeronautics group for a partnering award this past year. This demonstrates their willingness to continue to work with ADOT and that it showcases the actual agency in terms of the western region and the partnership that is there. This includes Nevada, Utah, Arizona, and Hawaii. It is really an honor to be nominated for that national award by the regional office.

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

She proposes grouping the projects and discussing them starting with Item 8a – 8c. She is asking for approval to use high priority program funding for each of those three projects. The HPP program provides designated funding for specific projects which are identified in the Federal Authorization Bill. It took two years for Congress to pass the transportation bill. From the time that they turn in the projects that they wanted the high priority project funding and the time that the bill actually got passed and then loaded into the Federal Highway Administration system - they had completed many of the projects that were designated because they were high priorities at the time and they were working on them. They have been working with the Federal Highway Administration to identify a project in the same areas as the original projects to utilize those HPP funds and not lose those funds. There are three projects in FY2011 that they are seeking approval on. Two are on U.S. 93 for pavement preservation projects. The other one is on U.S. 60 to start the design at the Silver King to Superior Street section. At this time, she is recommending approval of Items 8a – 8c.

***Motion to approve Items 8a – 8c made by Kelly Anderson and a second by Victor Flores, in a voice vote, motion carries.***

Items 8d – 8h are refer to the Maricopa Association of Governments area. They are projects within the MAG region that are either deleting or reducing the Right of Way phase of the project and that is mainly due to the lower values of property at this particular time. The MAG regional counsel has also approved each of those projects and at this time the staff is recommending approval of Items 8d – 8h.

***Motion to approve Items 8d – 8h made by Victor Flores and a second by Bobbie Lundstrom, in a voice vote, motion carries.***

The last items are Item 8i – 8k and they are various pavement preservation projects for FY2011. The staff is recommending approval of Items 8i – 8k.

***Motion to approve Items 8i – 8k made by Bobbie Lundstrom and a second by Kelly Anderson, in a voice vote, motion carries.***

#### **ITEM 9: Final Approval of the FY2012 – 2016 Five-Year Transportation Facilities Construction Program – Jennifer Toth**

Recommended changes to the FY2012 – 2016 tentative Five-Year Transportation Facilities Construction Program have been posted to the web site for public comment and also distributed to the Board. Ms. Toth presented a spreadsheet that groups those projects into various categories.

- A. On the first part of the spreadsheet are deferrals from 2011 to 2012. Those are projects that are currently scheduled to either advertise in the 2011 time period or start design work that for whatever reason need to be moved into the 2012 mainly due to delays and being able to get the clearances needed to construct the project.
- B. The second grouping of projects represents deferrals of projects due to the bonding reduction mentioned by the Director. Those changes are noted as deferrals or budget modifications during that time period.
- C. The third grouping is new projects as a result of the public hearings and / or programing from the subprograms that are available within the 2012 timeframe.
- D. The fourth grouping is additional reprogramming of high priority project funding projects.
- E. The fifth grouping is subprogram changes as a result of those revenue function changes.
- F. The last page is the MAG regional transportation plan freeway program modifications. It was noted that MAG has asked the Department to program zero dollars for FY2016 until such time that MAG can rebalance its program.
- G. The other changes associated with the Five-Year program are in relation to the airport improvement program and those have to do with some clerical errors in the database showing state availability of grants to tribal airports. At this time state statutes do not

allowed them to do that so they have corrected that error and in addition they have removed the request of the City of Maricopa for the Maricopa Municipal Airport as well.

At this time, she recommends approval of the FY2012 – 2016 Five-Year Transportation Facilities Construction Program with the budget changes presented today.

***Motion to approve FY2012 – 2016 Five-Year Transportation Facilities Construction Program made by Felipe Zubia and a second by Kelly Anderson, in a voice vote, motion carries.***

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

The construction program currently has 122 projects valued at \$1.16B under construction. They have just over \$320M worth of work left to do on those projects. The Department has capacity to move forward on projects and improvements. Unfortunately the way the economy has been and with the transportation dollars that are available, they are getting along with the budget that they can but are somewhat limited to that. They have an industry that has a greater capacity, one that has become very competitive and has made some pretty large swings in some of the bidding prices that they have had at the past few Board meetings. They do have an industry that is ready, willing, and able. They just need to figure out the revenue constraints in order to move projects forward. In addition, the Department is continuing to making efforts on closing out projects, finalizing them in order to release any funds that may be available.

One other item he would like to discuss quickly. It has been brought up by Mr. Husted as well as the Director that one of the maintenance workers that has been supportive of ADOT's fire efforts in the Wallow forest fire, Mr. Lonnie Bacca, has passed away. He worked out of the Springerville district.

Mr. Roehrich commented on how everyone, not just ADOT, came together to overcome that challenge. When this effort does succeed and gets stabilized, we wish them all the best in recovering back to a normal life. It has been a great effort by a lot of people.

#### **ITEM 11: Construction Contracts – Floyd Roehrich**

There are 13 awards this month for just under \$40M. Six of them have already been addressed through the Consent agenda. There are seven that require Board action but he points out a couple of things.

There are cost swings that are as much as +29%, almost +30% to a -15% to -29%. There are some wild swings in there based upon a number of conditions. A lot has to be uncertainty about not just the commodities but the labor force as well as certain elements of the project: location, vicinity, weather conditions, and other conditions. In general to the program, our estimates are just less than 1% under. As a program, they feel that they are getting some good bids. There is an industry that is reacting to the conditions in which they have to be competitive but on individual projects there are some pretty large swings.

All 7 contracts requiring Board action have been evaluated by staff and concluded that they are competent bids and they have mitigated the reasons why they were either over the Board policy of 10% or under the Board policy of -15%. He is prepared to go through those project by project. He is prepared to recommend that the Board award all 7 of those projects Items 11a – 11g.

Stephen Christy: He is prepared to go ahead and approve all of them as the second part of the recommendation by Floyd unless he feels that there is anything in any of these bids that needs to be discussed. Is it all pretty rudimentary and pretty much according to the plan as they have always taken on these?

Floyd Roehrich: He does feel that they have mitigated all the conditions as to why the bids were either higher or lower than Board policy given that the current conditions of commodity prices and other factors. He does believe that they have mitigated it to the satisfaction of the staff that they are competent bids given those conditions and Item 11a – 11g are all recommended to be awarded.

*Motion to approve Items 11a – 11g by Stephen Christy and a second by Bobbie Lundstrom, in a voice vote, motion carries.*

#### **ITEM 12: Sedona Route 89A Route Transfer Agreement – John McGee**

We have included in your packets a number of documents to including the PRB form on the lighting project. There are several letters between ADOT and the City of Sedona regarding the transfer agreement and a copy of the of the transferal agreement itself. The Board is aware of the current status of the agreement. Almost one year ago, the Board and the Director asked him to work with the city to develop a transfer agreement for SR 89A within the City of Sedona. The single instruction he received by the Director and the Board was to make this happen as soon as possible given the continued liability on the Route. ADOT's staff, Sedona's staff, and AG staff have worked very hard to develop an agreement which ADOT, the Board, and the City agreed to by the end of February. Article I paragraph I.I. of the transfer agreement states "ADOT shall pay the city \$10,650,550 on or before June 30<sup>th</sup>, 2011. ADOT shall give the city 30 days notice of the date of the payment. The first calendar day after the date of the payment shall be the "transfer date" or the day that the city would be responsible for the transfer of the facility. If ADOT does not pay the city \$10,650,550 on or before June 30<sup>th</sup>, 2011 then A) this agreement shall be immediately terminated without further action by either party, B) ADOT shall continue to own, control, and maintain the transfer segment, and C) neither party will be responsible for constructing or financing the future projects." The City has determined that due to a pending action by the voters of Sedona, the City has been stayed from enacting any provisions of the agreement until such time that there is a vote on the referred actions. This stay includes allowing the City to "accept full ownership, control, and maintenance responsibility over the transfer segment" upon receiving of the \$10.65M payment by ADOT as required by paragraph 1.3. It is his understanding that the city has not yet set a date for the referendum election. It is also his understanding that the City currently does not intend to set a date for the election until either the latter part of June or July. The City has indicated that they may set the

date of November 8<sup>th</sup> for the special election on this matter but has not done so yet. It is also his understanding that if a special election is not set, the matter is to be referred to the next general election of the city which would be at least sometime between March and May of 2012. The City has expressed to the Department and the Board a strong preference that the agreement somehow be extended or preserved until after the election takes place although they have yet to give the Department a solution as to how that might be accomplished without some additional action on the part of the City Council which action itself could be subject to another referral action. The City has also indicated that they feel strongly that the Department and the Board should take no further action on the transfer until after the City has had the chance to vote. The Chairman has asked that the Department review and update the cost of the continuous lighting project. The latest engineer's estimate has shown the cost of the project to be \$2.3M. This is \$300,000 more than the amount that was programmed for the project in FY2011 program.

John Halikowski: There are really two issues here now that he believes the Board needs to consider. The first issue, as people have talked about in letters and in testimony, is the safety of 89A and the installation of those lights. The other issue is who has the power in Sedona to approve a transfer agreement with the State. Is it the City Council or is it the people themselves. In his mind, those two issues have become somewhat comingled together now. What the Board needs to decide is from a safety perspective, do those lights need to go in. As ADOT has said, they respect the peoples right to speak on who has the power to initiate a transfer agreement and approve it and he recommends and asks the Board to let them move forward to decide on that question but in the meantime, he also points out to the Board that there is a safety issue that needs to be addressed and resolved while that process takes place.

Stephen Christy: He has a question about the increase in cost that was initially projected in prior year's program. Does that \$300,000 in anyway impact anything that the Board has to do in order to address that increase?

John McGee: If the Board were to decide to go forward with the continuous lighting project, just like any other project, before they advertise it, they do a final engineer's estimate to ensure that they have sufficient funds in the program. When they do not, that request goes to the PPAC and comes to this Board quite routinely every month. The process would be no different than any other project that was getting ready for a bid with additional funding needed.

Stephen Christy: So addressing that increase would be a routine matter basically?

John McGee: Yes

Chairman Feldmeier: He asks the Attorney, this agreement that has been approved previously is through June 30<sup>th</sup>, so any action that the Board may take one way or another is based on the termination on June 30<sup>th</sup>.

Lisa Maxie-Mullins: According to the agreement, it is in effect until June 30<sup>th</sup>. That agreement would be in place so any action would have to be taken contingent upon the agreement terminating on June 30<sup>th</sup>.

Chairman Feldmeier: So a motion would need to be set based on June 30<sup>th</sup>.

Bobbie Lundstrom: She would like to make a motion that the Board allow the SR 89A Transfer Agreement to automatically terminate in June and instruct ADOT to pursue all actions necessary to install continuous roadway lighting after the SR 89A Transfer Agreement terminates. She thinks the safety issue far outweighs the funding that they would have to come up with, \$300,000 is nothing compared to a value of life and safety. She recommends doing so.

***Motion to approve SR 89A Transfer Agreement to automatically terminate in June and instruct ADOT to pursue all actions necessary to install continuous roadway lighting after the SR 89A transfer agreement has terminated made by Bobbie Lundstrom and a second by Hank Rogers, in a voice vote, motion carries unanimously.***

Victor Flores: One of the documents that he has refers to the fact that the transfer agreement was executed in March and consequently there may have been some other projects that were started. There should be clarification from staff as to whether or not they have done anything that they would have to undo.

Floyd Roehrich: The other projects were two projects that were combined together; one was a pavement preservation project through this stretch as well as a traffic signal at Andante Drive which is within the limits of where the lighting would be. With the stay in the Transfer Agreement, they put that project on hold. They have not accepted any bids and they deferred it until they get some resolution to decide the direction to move forward. With the Board's decision to move forward with the continuous lighting, they will amend the existing contract and add the continuous lighting so there is one contract with one contractor working within the work zone.

Bobbie Lundstrom: Those two projects were also going to be sponsored by the city of Sedona, correct? Some of the money was going to come from the locals on those two projects?

Floyd Roehrich: There was some scope work added in there that the City paid for that is included in that.

Bobbie Lundstrom: Would that have to be refunded to the locals since now that we are going forward with the lighting project that funding would essentially go away, they would not be responsible?

Floyd Roehrich: That is a separate agreement.

John McGee: There was also some funding that was supposed to be for Federal match that was supposed to come from the City. Those moneys were going to come from the \$10.65M. Since they are not getting the \$10.65M, we will be funding 100%.

**ITEM 13: Comments and Suggestions**

Chairman Feldmeier: Mary, big thanks for her time and efforts on behalf of the Board over the last four years. She has taken care of them quite well and they appreciate it. Kay, they know they will be in good hands with her efforts.

*Motion to adjourn the meeting, in a voice vote, motion carries.*

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Bill Feldmeier, Chairman  
State Transportation Board

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John S. Halikowski, Director  
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING MINUTES**  
**9:00 a.m. Friday, July 15, 2011**  
**Town of Hayden Council Chambers**  
**520 Velasco Avenue**  
**Hayden, Arizona 85235**

**Pledge**

The Pledge of Allegiance was led by Member Flores.

**Roll Call**

Roll call by Chairman Feldmeier.

In attendance: Kelly Anderson, Stephen Christy (telephone), Felipe Zubia, Bobbie Lundstrom (telephone), Bill Feldmeier, Victor Flores, and Hank Rogers.

**Opening Remarks**

Chairman Feldmeier: He thanked everyone for putting on a great gathering for them last night at the Dream Manor Inn. This is the first time as an Arizona native to be in this part of the State so he is thankful for this opportunity.

Victor Flores: He is a native to this area. His dad was also born just west between Hayden and Kearny. His brother, sister, and he were all raised in the house that they will occupy this afternoon after they play golf. It is a wonderful Community. The flood took half of Winkelman but it was a very vibrant Community. He personally appreciates that the Board selected Hayden and Winkelman as one of the locations for the meetings.

Chairman Feldmeier: The Board's responsibility is for all of Arizona, urban as well as rural, and part of that charge is to get out and see the State highways as they interconnect rural parts of Arizona. It is a real honor for the Board to be here to see this Community. Where he lives in Yavapai County, his old Supervisor District has the Town of Bagdad, a mining town. They were always great to him as their representative on the Board of Supervisors there. There is a common interconnection between mining Communities across the State and the strong history they had. They helped make Arizona an important economic force in this country and the world.

**Call to the Audience**

Gloria Beltran: Deputy Town Clerk. She welcomes the Board to Gila County and the Town.

Manny Aguirre: Mayor, Town of Winkelman. He is very happy that the Board made it to this Community and happy that they fixed SR77 north of Winkelman. That was a very good project after it was all done.

Casey Denny: Member of Arizona Airports Association (AAA). He gave a brief update on what is happening in the world of airports. Just a few miles from here is the Kearny Airport named Arizona Airport of the year in 2003. This is a great example of just how efficient a few thousand feet of Hayden can be for the Community with access to the national transportation system. For several years the AAA have been working with ADOT on the State Transportation Board Policy update and he hopes to bring the document for consideration to the next monthly Board meeting. They are also working with ADOT staff reviewing the Governor's Advisory Council on Aviation report last issued in 2007 that listed recommendations on issues for the airport system. It has been four years now so they have embarked with ADOT's staff on the review of that report to see how those recommendations were carried out. He wants to recognize the Aeronautics Department as they are starting a series of meetings with the Federal Aviation Administration this month to go over the yearly planning program. Sometimes it takes a little bit of pressure on the FAA to get them to participate. The Aeronautics staff has worked hard to get them to participate. They fund a lot of airports in this State and it is important to have them take part in this planning. August 19<sup>th</sup> is National Aviation Day; please go by your local airport to see what aviation is doing in your community. On October 18<sup>th</sup>, everyone is invited to the AAA Fall Conference in Gilbert, Arizona. It is a one day conference and they will talk about aviation issues and what is happening in the State. Right now in Mesa, Arizona, they are celebrating the 70<sup>th</sup> anniversary of the ground breaking of Mesa-Falcon Field and Phoenix-Mesa which used to be the former Williams Air Force Base.

Brent Billingsley: Development Services Director, City of Maricopa. He thanked the Board and members of the ADOT staff, especially Todd Emory and his staff from the Tucson District for all the partnerships over the years and continued partnership on projects. This Board has passed some very difficult items in this economy with the budget and has handled it with grace and fairness. The City of Maricopa in particular has benefited from the relationship and there are a lot of positive things going on in partnership with ADOT and the City of Maricopa. One item is the ongoing procurement for the design concept report for the bridge crossings for the City of Maricopa. They really appreciate the ability to work with ADOT on that project. Yesterday, they had a project kick off meeting for an asphalt maintenance project on the SR238 that will begin next week. They are working with ADOT on a project on SR347 that was on the last Board Agenda for award of contract. The primary reason he is here has to do with Item 11. Another important project for the City of Maricopa in the future has to do with the Amtrak station in the City of Maricopa. He is sure that this Board realizes that Maricopa County's Amtrak station is actually located in Pinal County. In the City of Maricopa, there was damage done to the branch in the early 1990's and ADOT, Amtrak, and others of Pinal County made an action to find a place to relocate the station so that Amtrak service would not be lost to the Phoenix Metro area. Maricopa was the location that was chosen and that was very positive for Pinal County. It was a challenge to put it together quickly. There was a very narrow window to provide some improvements and very narrow area to provide improvements. A platform was built. Pinal County provided a rail guard which was featured in a Hollywood movie. Amtrak put some portable buildings in there and built a platform. This station needs to be moved

because it is adjacent to SR347 that sees in excess of 50,000 vehicles a day. That crossing location has about 36,000 vehicles a day and over 100 school buses that cross at that location. The at-grade crossing is no longer a viable solution to cross that amount of traffic for safety and more for operational reasons from the Amtrak perspective. The platform is so short that when they come through with their three car trains, they can only load and unload one car at a time. That crossing is closed for about 15 – 20 minutes every time the Amtrak train goes through. Because of that delay and the problems it causes operationally on SR347, those trains come through in the middle of the night starting sometime between midnight and 2:30 a.m. Every once in a while, they are delayed and they do not come through Town until 5 – 6:00 a.m. When that occurs traffic backs up from there to Stanfield and backs up substantially towards the Phoenix Metroplex on SR347. For safety and operational reasons, the City of Maricopa has made a commitment to try and move that platform by purchasing a piece of property to enable the platform to be moved. The Council has generously budgeted a considerable amount of money in this year and next years budget to try and foster the ability to work with ADOT, UPRR, and Amtrak to move that platform and eliminate some of these issues as they go forward. Item 11 has to do with supporting Maricopa in this effort and solving some of these problems as it relates to State highways. He thanks the Board for having Item 11 on the Agenda.

### **ITEM 1: District Engineer's Report – Rod Lane, Globe District Engineer**

He thanks everyone for coming to Globe District. They have approximately 2700 miles within Gila, Apache, Graham, Greenlee, Pinal, Maricopa and Navajo counties. There are five maintenance facilities in Globe, Roosevelt, Show Low, St. John and Springerville. There are four satellite maintenance camps in Superior, Indian Pine, Young and Flying V on US60 near the Salt River Canyon. There is a total of 362.6 miles of scenic and historic highways ranging from the low Sonoran Desert to the White Mountains.

Construction projects in the Globe District: The District is divided into two construction areas, North and South with the following projects:

Ice House Canyon, Bridge replacement that was just completed.

Gateway, a project they are administering for the City of Globe.

US60 (Top of The World), that has been shut down right now – MP 225-236.

US60, mill and fill project at MP 199.36-211.20. They are helping the Phoenix District and it is just getting started now.

US70, the San Carlos Bridge replacement just kicked off.

White Mountains:

New Lone Pine Dam Bridge, they are administering for Navajo County is about 75% complete.

SR260, out by the Greer Rodeo Grounds a chip seal just being wrapped up.

SR260, passing lane construction west of Show Low.

SR260, at Old Linden traffic signal and ADA ramps.

SR260, Pinetop to Hon Dah spot repair project.

US60, from Springerville to the State Line R&R 2" AC = ACFC that is just starting off.

The biggest happening in the District for over a month is the Wallow Fire. It started in the beginning of June and has pretty much impacted everything. He showed a map of the fire, produced by the Forest Service. It started at the Bear Wallow and progressed north affecting many routes: SR260, US180, US191, SR261 and SR273. They had about 14 days of 24 hour closures there where their staff performed perimeter control. They also had a significant number of staff evacuated because of the fire; their Maintenance Office in Springerville had to be transferred to Show Low because the Town evacuated. It was a significant event for them. They are now concerned about the next phase – flooding that they will have with all the material burned off the ground. They did have some flooding on US191 that is adjacent to one of the severely burned areas. They are expecting to see more issues between Nutrioso, Alpine and US191 south. SR261 is still closed because of the burned guard rail. A significant amount of guard rail has been burned, about 3,500 – 3,600 linear feet. The forest is still closed up there. The Forest Service is concerned with trees falling onto the roadway so they are going in and removing them along SR261. He showed some slides of the ditches and how the flooding will affect the system.

Material damage:

Guard Rail, there has been about 3,600 linear feet of guard rail lost.

Fencing, they have lost roughly about 37 miles of fencing. The challenge with the fencing is that it appears intact but once the cold weather comes it is going to snap. They will end up replacing a lot of fencing.

Signs, there are 150 signs.

Paving, a little bit of roadway surface had trees fall over the roadway they burned and melted the pavement.

These costs do not include the costs for the road blocks for those 14 days. That went under a separate system called Suppression Costs where they submitted the bills directly to the Forest Service as the work was occurring. They had to make the initial payments but they are expecting to get reimbursed. There is a whole system set up on the Emergency Response System.

The funding sources they are looking to for reimbursement are:

The Suppression Fund, cover what happens during the fire. Will pay for all the road blocks and man power.

The Burned Area Emergency Recovery (BAER) Fund is typically paid for by the Forest Service. It includes things that will prevent issues with drainage. For example, the Forest Service is removing their culverts on their dirt roads. This fund also pays for all of the felling of the trees on the side of the roads.

Emergency Response Funds (ER) from the Federal Highway Department.

Federal Funds from the Federal Lands. A lot of the roadways up there, US180, SR261 and 273 are all on Federal Land. ADOT maintains them but they are owned by the Federal Government. The States regular insurance from Arizona Department of Administration (ADOA).

Steve Christy: When there are multiple agencies involved, what is the chain of command?

Rod Lane: In a response situation, there is an Incident Commander. In this situation it was a Forest Service employee. They run the fire operations. ADOT has an Emergency Response person that is an Emergency Response Liaison. That person communicates with the Incident Commander and then communicates with the ADOT staff. They have their own internal

Incident Commander usually an Org Supervisor. They all have the training. All the communication goes through that one funnel. For instance, the Incident Commander for the Forest Service will call up the Emergency Response Liaison and say they need a road block over here. The Emergency Liaison will call up the Supervisor and he will get all the men and equipment and get them out there and do it. That same Emergency Liaison person will also be setting up the pooling and the funding because typically when you set up the Incident Command center, there is a financial system, a resource system. They will start the billing process right away so everyone is in tune as to how it all is going to be paid for.

Hank Rogers: He would like to clarify something that Rod said. They are having a terrible time up there letting people know that they can come up and enjoy the beautiful White Mountains again. Some of the areas are closed and that is what Rod was speaking to but they need to get that message out that they are open for business. They just opened up everything north of SR260. This message needs to get out to people that they can come up to cool off up there.

Rod Lane: They have access to Big Lake via SR273.

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

Arizona wild fires: 14 ADOT families had to be evacuated because of the fires. In the spirit of helping them out, ADOT employees pulled together for “Beat the Burn” day. They had bake sales, sold hamburgers and hot dogs, and people came together across the State. They raised over \$8,000 for those 14 families. A couple of weeks ago they traveled to Springerville and Sierra Vista and distributed those funds to those families to help them with moving expenses and losses that they incurred during the fire. It was a good morale booster for everyone. They are continuing to assess the fire damage to the State highways and the primary concern will be the condition of the drainage and erosion control systems. He wants to assure the Board and the public that this is not the first time around for the Agency. They have Emergency Situation Reports generated and they go all the way up to him and to the rest of the senior staff so that they are on top of it. Right now, they have heavy equipment crews positioned across the State and will keep in mind the rains. This is similar to what they do during winter storm season to make sure that they keep the roads open. They are going to patrol the areas where there is potential for flooding and will be out there in order to assist the motorists and address any issues that arise. They are preparing road embankments along US191, 20 miles south of Alpine. They have the Monument Fire crews that are maintaining culverts and drainage areas along SR92 from the Horseshoe Fire and for maintaining culverts and drainage along SR181 and 186 in Cochise County. From the Schultz Fire, they just completed \$2.3M in safety and drainage improvements along US89 in the area that experienced flooding last summer with channel expansion, additional culverts and shoulder widening. He thinks they are in good shape, at least on ADOT's part and they will need to keep the roads open from the fire.

Reauthorization: Congressman Mica is proposing a 6 year Reauthorization Bill which they find is good for them and that gives them some stability. As the Board knows, they have been operating under a series of Continuing Resolutions which makes it very difficult for them to plan. Congressman Mica's Bill would put out \$230B over the 6 years to ensure that the states are not spending more than the highway trust fund takes in from the gasoline tax. It would be an

austere Bill in comparison to the \$286B that they had for SAFETEA-LU over the past 6 years. The Bill that the Congressman is proposing though does provide them with some flexibility. It eliminates nearly 70 highway programs and does not require states to fund non-highway activities. It will streamline the environmental process by setting hard deadlines for Federal Agency decisions and delegating more authority to the states. It distributes nearly all the funds to the states through formula programs. At the bottom line, although it is austere, it supports flexibility for the states by consolidating or eliminating many of the small programs and allowing ADOT to focus on its core program and will support streamline changes in the process. He adds that given the debt ceiling argument that Congress is currently engaging in, the transportation argument has sort of fallen by the wayside. They are still very concerned about what is going to happen in the debt ceiling argument which has overshadowed pretty much everything. Whether a six year Bill or any Bill will come out this year on transportation remains to be seen.

Bullhead City: They have a number of letters and testimony from the Mayor and residents of Bullhead City regarding construction activity on the Nevada side and Boulder City and concern about truck traffic going back through Bullhead City. They have had a series of meetings and conference calls with the Bullhead City Mayor, staff and with Nevada DOT. They have a workable resolution on the construction for US93 from Hoover Dam. They are not going to put any restriction on commercial vehicles northbound on US93 and Nevada has agreed to that. When they met with their District Engineer and the Nevada people, it was pretty apparent that the traffic on SR68 is mostly northbound traffic. If they do not put any restrictions on US93 in Boulder City then they will not have that traffic going through Bullhead. Over dimensional vehicles will be restricted from the work zones so they will have to deal with those. They will be trying to work with Nevada on the southbound traffic commercial vehicles so that they have enforcement out there during peak times. In addition, they are conducting enforcement details through portable scales on SR68 to ensure that when trucks are coming down the hill in Bullhead City, they have the proper weight, the brakes are good and other safety items on the truck are being checked out. They are going to put some regulatory signs up and will be working with Boulder City training for truck safety. Nevada Highway Patrol will coordinate on their side for overall compliance and ADOT and DPS will coordinate on our side to ensure safety in Bullhead City. They feel that they have a good solution. The Mayor and the City seemed to be satisfied at this point that we are doing all we can.

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

*Motion to approve Consent Agenda made by Kelly Anderson and a second by Hank Rogers, in a voice vote, motion carries.*

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

No report for June RARF as he does not have the figures in at this time.  
June HURF report:

- June HURF was \$102.2M. Down about 0.4% compared to last year and down about 1.6% compared to the estimate. They have had two months in a row where they were down compared to last year and compared to the estimate.
- For the year, they finished at \$1.205B. That is up 0.9% compared to last year and is exactly even with the estimate.
- While this is a modest increase over last years results, HURF revenues remained back at FY2004 levels. For FY2012, they have revisited the forecast and they have revised it slightly downward. They are now looking at a forecast for FY2012 of \$1.216B which would represent roughly a 1% increase over FY2011.
- HURF by category: Five of the 6 categories are up over last year.
  - Gas Tax Revenue for the year was \$456.3M. That is up 0.2% compared to last year, but down about 1.1% compared to the estimate. He went back and looked at Gas Tax Revenue over the last 10 years or so and Gas Tax Revenue has been flat for three consecutive years now.
  - Use Fuel Tax Revenue for the year was \$178.7M. That is up 4.3% compared to last year and is up 0.3% compared to the estimate.
  - Vehicle License Tax (VLT) Revenue for the year was \$322M. That is down 2.4% compared to last year and down 0.9% compared to the estimate. The positive relative to VLT is that for FY2011 new car registrations actually increased by about 10% for the year versus FY2010. That is clearly good news. New to Arizona registrations increased by 3% in FY2011. They have finally seen reversal of what they have seen over the last couple of years relative to both new car registrations and new to Arizona registrations. The negative is that the average VLT continues to drop. In FY2011, the average VLT now stands at \$125. That is a drop from \$130 in FY2010 and at the peak, average VLT was about \$150.
- FY2011, there is a slight uptick which ends the trend that they have seen over the last several years of declines. It is going to take a number of years to erase those three years of declines if the magnitude is looked at in 2008, 2009, and 2010. They would need to see fairly significant growth going forward to reverse that trend. As was indicated earlier, they still remain back at 2004 levels.

#### Investment report for May:

- The average invested balance in May was \$1.25B.
- Interest received in May was \$863,000 for an annualized yield of 0.81%.
- Year-to-date interest received was \$8.359M for an annualized yield of 0.79%.

#### HELP Fund:

- The balance at June 30<sup>th</sup> was \$71.7M. They currently have four loans outstanding totaling about \$4.4M.

They have received a letter from the US Department of Transportation confirming that the State has met its maintenance of effort requirements relative to ARRA. That means that they will be able to share in the August redistribution of funds. Last year for the August redistribution, ADOT received about \$20M. That is clearly good news. There was a requirement in ARRA that states had to certify their maintenance of effort and the amount of state funding that would

be spent on transportation and for those states that fail to meet it they were going to be prohibited or excluded from sharing in the August redistribution of funds. Again, they have received a letter indicating that they did meet that requirement. That is good news. He is not sure if that will mean that they will receive an additional share of funds because he has not seen the list of states that may or may not have met the requirement. At least in the preliminary list there were a number of states that had not met the requirement but he has not seen the final list to know if there is going to be additional funding that they might receive.

Victor Flores: How do they select this? Everyone has an excess of projects that were not successful with the funding.

John Fink: Usually the way that this works is some time in August which is why it is called the August Redistribution, they will receive a notice from Federal Highway Administration asking them to submit a list of projects that they could use additional obligation authority on if it was available. They submit that list like every other state does and they generally submit a very long list like every other state does. Typically, those lists add up to billions of dollars well more than the amount of obligation authority that is available for redistribution. Usually what happens is that they get a share of the August redistribution that is almost identical to the percentage share of obligation authority that they receive through the normal distribution which is roughly about 2% of the national total.

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

With regard to Agenda Item 5, in the books there are two items. First of all there is a timetable for the RARF issue that they are planning to price later this calendar year. At the June meeting, the Board approved the Direction to Proceed for the 2011 series RARF bonds. They are planning a \$185M issue with pricing and closing in the September-October timeframe and they have developed a timetable for that issue. From that timetable, they contemplate pricing this issue competitively. They have not sold bonds competitively since 1999. Since it has been so long ago he wants to give a quick presentation on the background of the two primary methods of selling municipal bonds and the background on why they believe that it is prudent to proceed with a competitive sale of bonds for this particular issue.

Typically, in a competitive sale, they are offering bonds to the lowest bidder and that is typically done using some kind of electronic bidding platform. It is a true competition that works best when the issuer has a strong reputation in the market, it is a very strong credit and it is not a very complicated Bond structure.

Because it is a true competition, in that the bond issue is awarded to the lowest bidder, it can produce the lowest overall borrowing cost in certain market conditions and it is basically an open and fair process. Some of the disadvantages though are that there is less flexibility in the structuring and timing of the issue. Basically, the structure is put out there for firms to bid on, and there is very limited ability then to change that structure as they go forward. Some of the other issues associated with this are that if there is a market that is very unstable or if there is a

credit that is new or has a very complicated structure, it may be very difficult to sell those bonds competitively.

In a negotiated sale, that works best when the issuer needs more structuring flexibility. It allows the issuer the opportunity to make last minute changes. It is generally best for very large issues or for issues that are just too small to make a lot of sense to do competitively. There is just more flexibility to make last minute changes to change the structure to take advantage of the market, etc. That is one of the primary reasons why they typically sell bonds on a negotiated basis.

Other advantages and disadvantages of doing negotiated sales. Advantages are that there are a number of pre-marketing efforts that are done relative to this that takes into consideration the fact that there may be special structures, there is much more flexibility in terms of timing and structuring. In terms of the disadvantages, there is clearly more work for the issuer involved in this process. It does not necessarily result in the best pricing under certain market conditions.

Mr. Fink reported on what has been happening volume-wise in the municipal bond market over the last 10 years. This is actually quite remarkable when the volume is looked at. So far this year it is only \$115B which is only 25% of what they have seen over the last several years and in fact is at levels that were last seen back in 2000. There is really not much in supply out there in terms of issues coming to market, and significantly lower volume in the market. Most people are expecting volume for the year may pick up as they move through the year. It is still going to be very light relative to what they have seen recently.

He also would like to highlight the percentage breakdown between negotiated and competitive issues. As was seen back in 2000, 2001 and 2002, competitive issues represented more than 20% of sales in the municipal market and since that time, it has trended down and had reached a low point in 2008 of about 13.7%. It has started trending up since then and through the first six months of 2011 it is now up to about 22.8%. Issuers are clearly starting to move back in that direction.

He showed a sample list of competitive issues that have been done this year. In May, Virginia Transportation Board did a \$600M competitive issue with ratings that would be very similar to what they are expecting for this RARF financing. The State of Georgia did a \$920M issue in June. Florida Department of Transportation recently did a \$150M issue that was sold competitively. While they would not necessarily expect to have seen issues of this size in the past done competitively, they are definitively seeing them now.

They are currently planning to do the 2011 series RARF bonds as a competitive issue. He has been discussing this with Mr. Kurt Freund, ADOT's financial advisor for several months now. They have been looking at the market and trying to assess the situation. They have been looking at the data to determine what the best approach is. Competing issues are expected to remain low. The rate environment is expected to remain stable. These bonds will have a very simple structure. They expect that they will have a very strong credit quality. As mentioned, the last time they did a competitive issue was in 1999. They also did a competitive issue in 1991. The good news is that they are preparing the documents in a manner that if necessary, they can always switch to a negotiated sale if market conditions warrant.

Felipe Zubia: He appreciates the timeline that was provided as it relates to the questions that he had last month. The Attorney General's office expertly answered his questions and he really appreciated this. Hopefully, the rest of the Board received a copy of that memo regarding his questions last month. With regard to competitive versus negotiated, at what point do they need to make that decision? He knows that they are preparing documents to go either way but at what point do they need to make that decision?

John Fink: He anticipates having a finalized decision in August when they bring the Authorizing Resolution to the Board.

Felipe Zubia: What is the bond rating as a state, as a borrower today - during this meeting?

Kurt Freund: He is with RBC Capital Markets. The State issues annually appropriated certificates of participation. The State's general credit rating is in the AA category.

Felipe Zubia: Has that been affected lately based on the State's budget, like a lot of other states?

Kurt Freund: Absolutely, the State has been downgraded as it has gone through fiscal situations: the State is faced with lower tax revenues coming in and deficits that they have been running.

Felipe Zubia: Does that rating effect what ADOT can borrow at?

Kurt Freund: Absolutely no. ADOT's ratings are based on ADOT's credit, so what the rating agencies look at is if it is gas tax or HURF Bonds, they look at gas tax revenues and what is going on from that stand point. In the case of the RARF program, it is a sales tax bond so they look at the credit strength of the sales tax in that particular case to determine what the ratings are. State government does not issue sales tax bonds for general state government. Local government's issue sales tax bonds - definitively putting pressure on the credit of sales tax bonds across the country and in this State. In looking at ADOT's RARF program, there is probably a little bit less pressure because of the amount of debt that has been issued thus far under the program, has not been that great. So coverage levels are still pretty high even with declining sales tax revenues.

Felipe Zubia: The fact that there is pressure on revenue in the MAG region, it will not reverse the effect of what they can borrow after that RARF issuance?

Kurt Freund: Correct, the belief is no. Again, the bonds are backed by a lean against the gross sales tax revenues and so - how does the program work. First dollars go to pay debt service and other dollars go for project costs. There are no administrative costs with RARF. That is covered by gas tax and HURF moneys.

Felipe Zubia: He really appreciates nailing this down for him. To what extent does the current national discussion on debt ceiling affect their issuance and what they can borrow at? Obviously that issue is going to be resolved but to the extent that it affects it, how will it affect it?

Kurt Freund: A very smart individual, John McGee, told him that all bets are off if they do not deal with the debt ceiling. In all seriousness, the belief generally is that they will deal with it. If they do not, it will create a lot of dislocation in the market place. If you downgrade treasuries and downgrade the US Government, that is going to chase a lot of people generally speaking away from treasuries. Personally he thinks that it will be beneficial to high grade municipal bonds, such as ADOT's, because people will look for a safe place to go. The average gold prices will go up because people will look to invest in gold. They will look for other alternatives that feel safe. The next best thing today, after US Treasuries, is state and local government debt if they are a high grade state and local government issuer. If they are a lower credit quality state or local issuer, it becomes a lot more difficult and interest costs for those people will go up.

Felipe Zubia: Looking at the timeline that was provided, it seems to him that based on what he knows as to the deadline of resolving the debt ceiling issue; this will be resolved before they have to make a decision?

Kurt Freund: That is correct. It is the belief that August 2<sup>nd</sup> is the date the US Treasury Secretary talked about. They will see what happens over the next week on that front but he really does believe that they will come up with some resolution because the impact to the US economy and global economy is going to be too great.

Felipe Zubia: One last question regarding reauthorization. With the cuts that are going to take place to get the debt ceiling raised; to what extent does that affect the rates that they can borrow at in either the RARF region or Statewide?

Kurt Freund: For the ADOT credit, that can be looked at individually; there are Gas Tax Bonds and HURF Bonds secured by Gas Tax Revenues and Vehicle Registration Revenues. There are Sales Tax Bonds and those are the RARF funds secured by sales taxes. Each of those will be looked at separately. The third program that they have is GANS or Grant Anticipation Notes which is a form of borrowing against Federal dollars that are received. That is where it has the biggest impact in terms of a lack of Reauthorization Bill or a lower Reauthorization Bill from a bonding and credit standpoint. Clearly from a programmatic standpoint that they would be spending money on, less Federal dollars clearly affects the programmatic values that can be done.

Felipe Zubia: Specifically, a lower reauthorization or any cuts will not affect what is being talked about here with regard to conditions.

Kurt Freund: He does not believe that it will affect the credit rating on these bonds.

John Fink: If he can add to the reauthorization question and the debt limit issue. Moody's this week did put out a credit piece relative to the issue of the US debt ceiling and they put the US Government on review and part of that did indicate that GARVEE Bonds could be impacted if US Government debt was downgraded.

Bobbie Lundstrom: How long is the debt ceiling good for? How do they do that?

John Fink: He honestly does not know the answer to that question. He supposes that they establish a debt ceiling and it is however long it takes them to get to whatever the new ceiling is.

#### **ITEM 6: Multimodal Planning Division Report – Scott Omer**

They are wrapping up the Long Range Plan and they will present it to the Board in the next two to three months for approval. Last month, the Board adopted the 2012 – 2016 Five Year Program and they appreciate that. They have already started the cycle for the 2013 – 2017 Five Year Program, which starts July 1<sup>st</sup> of the following year. It is a year long cycle. As they continue throughout the year, they will provide the Board with updates.

The Research Center and the Library is finally moved in and open. It is on the main campus where the old Roadrunner Cafe was. If you are in the ADOT facilities and would like a tour, contact Anne Ellis and she will gladly show you around. They will eventually have a meeting or Study Session there. It is a positive thing for the Department to actually have the Library onsite so the staff can use it and they are hoping that it is used regularly for ADOT's staff as well as their partners.

#### **ITEM 7: Priority Planning Advisory Committee (PPAC) – Scott Omer**

He would like to take Item 7a, 7b, and 7h together. They all occur within Maricopa County. Item 7a is a new project request to replace the Breakaway Cable Terminals throughout the Phoenix Construction District for a total amount of \$1.75M. The project was approved by the MAG Regional Council on June 29<sup>th</sup>. The next project is on US 60 in Maricopa County. The project was also approved by the MAG Regional Council on June 29<sup>th</sup>. It is a transportation enhancement project that added about \$1.9M of safety funds for the dual left turn lane. The project is on US60 on Vulture Mine Road to Los Altos Drive. Item 7h, was also approved by the MAG Regional Council on June 29<sup>th</sup>. It is a new project as well on SR71 for pavement preservation job that runs from US60 to the Yavapai County line.

*Motion to approve Items 7a, 7b, and 7h made by Felipe Zubia and a second by Victor Flores, in a voice vote, motion carries.*

He asks if the Board will take Item 7c, 7d, 7e, 7f, and 7g together. They are in Greater Arizona as well as the PAG region. Item 7c is a new project request in Pinal County, Tucson District. It is using the HSIP funding to supply some safety improvements. The project has new shoulder installation and some turn lanes along several locations on SR87 with rumble strip and removal of trees; so it is cleaning up the general area and is a safety project. Item 7d is a new project in Apache County in the Holbrook District. It is constructing a new traffic signal at the intersection of IR102 and US191. In hindsight, they wish this project would have been ready to approve last month while they were up in Chinle. Item 7e is a new project request in Mohave County in the Kingman District. It is the Lake Havasu State Park, design of the parking lot and boat ramp. These funds are Arizona State Parks funds. ADOT is required to administer those for them. Item 7f is in the Yuma District. It is a new sign rehabilitation project on I-8 at milepost 19.

The last sign rehabilitation project in that area was completed about 14 years ago and is a much needed project to bring those signs back up to current standards. Item 7g is a project in the Tucson District. It is a pavement preservation job that will be deleted. It was set up as a procurement type project and it will be taken out for bid.

***Motion to approve Items 7c, 7d, 7e, 7f, and 7g made by Victor Flores and a second by Kelly Anderson, in a voice vote, motion carries.***

Chairman Feldmeier: He has one quick question relating to 7e. The item shows that it is entirely funded through the JPA State Parks. There is no funding coming from ADOT. If there are staff charges will ADOT be reimbursed?

Scott Omer: He will check on staff charges and review the JPA.

### **ITEM 8: State Engineer's Report – Floyd Roehrich**

They have 120 current projects going on around the State. Although it shows a billion dollar program were in the finishing stages on quite a number of those and they have actually less than \$300M worth of work left to do. They are at a point where the construction industry in this State has a lot of capacity and they really need to work again as they look for long-term transportation solutions. They have an industry that is ready to step up and move forward. The Board will award about \$260M this month which is one of the biggest months in years and will almost double the amount of work that is going on. This is really a great boost for the industry. There is still quite a bit of capacity left. ADOT is continuing to focus on finalizing projects. ADOT finalized another 4 recently that brings to date 118 for this fiscal year which is one of the most productive years in closing all projects and taking any extra funds and moving those forward. Of significance in closing out these 118 projects is the wrapping up a lot of the ARRA projects that have been done and closing those out so they can finalize that program.

### **ITEM 9: Construction Contracts – Floyd Roehrich**

Contract awards on the Consent Agenda. The Board awarded nearly \$260M with the Consent Agenda and he appreciates that. They have two additional contracts that are outside the Board policy for award. They are relatively minor contracts, one on I-40 and one on SR82. He asks for both projects to be taken together. The first one is a pavement preservation project and although it is 20% over the Department's estimate at \$211,000 they have been able to identify a material source issue and the remoteness of this project. They underestimated what it was going to take for mobilization costs and some of the local procurement costs for the concrete and asphalt products associated with the improvements. The second project on SR82 is a scour project under a local bridge. Again, given the remote nature of that project, it is down close to the border, they underestimated the mobilization costs which put it up at about 15% over. He recommends that the Board awards Items 9a and 9b at the dollar amounts that are listed.

*Motion to approve Items 9a and 9b made by Felipe Zubia and a second by Hank Rogers, in a voice vote, motion carries.*

**ITEM 10: Public Private Partnerships (P3) Update – John McGee**

He would like to give an update on the progress of the P3 program since he last reported in February. They have made some really good progress on several fronts. First of all, each of the Board members should have two handouts on the potential P3 highway projects, one for I-15 and one for SR189. There should also be two letters to Nevada and Utah regarding I-15. As he reported at the May Board Meeting, the Department has identified these two projects along with I-11 and the North-South Corridor in Pinal County as the first four potential P3 projects in the State. I-15 and SR189 as more near term projects while the I-11 and North-South Corridor are probably a little bit longer term at least in terms of potential construction.

I-15 had a lot happening on this project in the last couple of months. Each of the Board members were given a one page document that includes a brief overview of the scope of the project and the discussion as to why ADOT believe funding the project as a P3 makes sense. The Department's staff, working with HDR as project manager, has begun developing an expression of interest to FHWA to apply for one of three interstate tolling demonstration projects that were allowed under SAFETEA-LU. Former Transportation Secretary Mary Peters is assisting in this effort. They believe that the document will be ready to submit within the next two to three weeks. They have also been working closely with the Governor's office on this project. They have been in discussions with the Governor's policy advisor on transportation issues and the Governor herself was briefed on these two projects earlier this week. In addition, the Director recently sent letters to the DOT Directors of Nevada and Utah and he has given the Board copies of those letters asking for a meeting to discuss the proposal and to gauge their possible interest in expanding the scope of the project into their respective states. He and the Director have been able to schedule a meeting with both Nevada and Utah DOT Directors to discuss this subject on July 26<sup>th</sup> in Salt Lake City.

They have been working closely with the local FHWA office on this project. They have had a number of discussions with the FHWA Washington D.C. office and they have also been talking to their counterparts in Nevada and Utah. Director Halikowski has discussed this matter directly with FHWA Administrator Mendez, members of the Congressional Delegation, and key members of the State Legislature. They are looking at scheduling a 6 party meeting of the three states DOT's and the local FHWA office in each state after the July 26<sup>th</sup> meeting with the Nevada and Utah DOT Directors. They are also working on a TIGER grant to fund whatever amount of money they can get under it for this project. They have discussed this with Nevada and they will also discuss it with Utah. They are working towards having a coordinated TIGER grant application with all three states. Nevada has already expressed an interest in doing that and again this is a topic that he and the Director plan on addressing at the July 26<sup>th</sup> meeting with the DOT directors of Nevada and Utah. He thinks that they have made a lot of progress on this in the last couple of months. The project manager, HDR, has completed a step by step GANT chart on what it would take to get this project ready to go with the goal of having all the improvements complete by 2017.

With respect to SR189, they have also begun work on this project. The environmental work on this project has already begun. The project manager HDR has developed a preliminary project development timeline for this project, which would result in the opening of a new facility in mid 2015. In order to meet this short timeline, the following critical steps would have to be accomplished. FHWA would have to issue a record of decision on the environmental work by October 2012, ADOT would submit a TIFIA loan application (if they determine that a TIFIA loan might be needed as part of this P3 project) by October 2012. ADOT would release a request for proposals for the project by June 2013. ADOT would award a contract under the RFP request by October 2013 and the project would start construction in May 2014 and be completed by June 2015. That is a very tight schedule. Everything would have to fall in place very quickly in order to have that happen. They have been working with Board Member Lundstrom to schedule a meeting with the Produce Association in Nogales. They have briefed both the Governor's staff and the Governor on this project.

He made one comment with respect to all of these projects. There has been an awful lot of buzz about P3's and toll roads over the last several years. He does not want to give anyone the impression that these things are easy to do or that they are quick to do or that their chances of being successfully done are extremely high. They intend to go forward and do their best with both of these projects, but he points out that Infra-Americas, a big P3 organization, had their annual meeting about a month ago. They reported that this year there were a total of 5 major highway P3 projects done in the entire country. That was down from 15 – 20 the year before. They were five relatively large (about \$5B) projects but looking at the vast number of projects that are done every year in this country and the number of dollars that goes into highway projects, P3's are still a very small piece of that pie.

He also is happy to report that they have received their first unsolicited proposal. Last week they received an unsolicited proposal from a company called ICA which stands for Infrastructure Corporation of America. The proposal would involve ICA in the operation and maintenance of Arizona's rest areas with the goal of reducing ADOT's roughly \$3.2M per year operating costs to something below that level. He cannot go into any of the details of that proposal because its contents are confidential until such time as the solicitation is complete. ADOT's staff is currently reviewing the proposal to make sure that it contains everything that is required of an unsolicited proposal under the current guidelines. If it is determined that it meets the filing requirements, copies will be distributed to key ADOT personnel and the P3 consulting team to review the proposal and determine if the proposal's concept appears to be in the best interest of the State. This process may involve meeting with the proposer to clarify any required aspects of the proposal. If after a proper evaluation it is determined that the proposed concept is in the best interest in the State, the Department will issue a solicitation for competing proposals. Once any competing proposals are received, they will be evaluated and a final decision will be made. They do not know if it will ultimately prove to be a concept and a benefit that is in the best interest of the State overall but they are excited that it is the first proposal that they received under the P3 program.

Finally, he would like to address a very important issue regarding two significant changes to the current P3 law that they are going to be asking the Legislature to address at the next session. First is the Tax Refund provision of the P3 law which they believe needs to be repealed.

They have researched every state in the union and no state has a refund provision that is as broad as that contained in Arizona law. In fact they only found two states out of 30 that have P3 laws that refund any amount of taxes for people who use the toll road and in both cases, they are very nominal amounts, nothing nearly as broad as the Arizona law currently requires. They believe that if the P3 program is going to produce the kind of economic impact for transportation that is needed, this provision must be repealed. Secondly, the P3 law has no provision to allow for the enforcement of tolls. This would not be a particular problem if all toll road users were required to go through an old fashioned toll booth and physically pay their tolls before entering the toll road. That is not how modern toll roads work. Most new toll road facilities have no physical toll collecting booths. They are operated by electronic toll booths with scanners similar to what is seen in the grocery store only larger. They scan credentials and determine that the person has properly paid to use the facility. If someone has not paid, they must have the ability to issue a bill and ultimately a civil citation to collect those tolls. Without such authority a very high percentage of anticipated tolls, some estimate as high as 30% will be lost making most of these toll facilities not financially feasible.

We have begun meeting with Legislators, stake holders, and elected officials to discuss the need for these changes. They are going to be holding additional meetings for the remainder of this year until the beginning of the Legislative Session. They are hopeful that they will be able to get the needed Legislative changes in this upcoming session. If not, frankly it could jeopardize both the schedule and the feasibility of both the I-15 and SR189 projects.

Hank Rogers: If they put a toll road in there with Utah and Nevada will this state be the toll collector?

John McGee: That is one of the reasons that they are going out to talk to Nevada and Utah. They and California have a significantly higher stake in I-15 as a corridor than Arizona. It is an important corridor for California. Nevada is very concerned about the future of I-15 and how it is going to be funded in terms of future maintenance and capacity enhancements. They are so concerned about it that they have formed a coalition of the states of Utah, Arizona, California, and Nevada. They are funding this coalition to try to figure out how that corridor is going to be funded over time. We see this as a potential opportunity to engage both Utah and Nevada in this project and perhaps if they are interested or willing perhaps even extend the termini of the projects in both states so that both states could also benefit economically from having a toll facility. They believe that if that were to happen it would give this project a higher potential success of being approved by FHWA because now it is not just a single state project, it is a regional project. That really is the major reason they want to have that discussion with Utah and Nevada's DOT Directors.

John Halikowski: When a request to toll an interstate is turned down by the US DOT, it seems to be for one of two. The first one is that if the interstate is tolled, any revenue that is generated has to go back into the construction and maintenance of that facility. Pennsylvania for example, wanted to toll I-95 and found that putting money into transit and other transportation facilities would not be allowed by the US DOT. As they talk to Nevada and Utah, if there is interest from them, the toll revenues could go back into improving not just the Arizona portion through the Virgin River Gorge but other portions of I-15 to facilitate traffic. The other condition is that the

Secretary of Transportation said that you have to add to capacity to the interstate if it will be tolled. By that, they mean new lanes. One of the things that they talked about with Congressman Mica's staff is that that is not a good one size fits all for the Federal Government to make because they cannot add lanes in the Virgin River Gorge. It is one of the most environmentally sensitive areas in this country. They can replace the bridge decks but they cannot go in and modify those piers to begin adding more lanes to that. They need an exception to that if they are going to get those bridges fixed. As he has explained to people in D.C., they have to pull from the rural program if they are going to fix that facility and the State gets no economic benefit from that. They need the exception to be able to toll that facility without adding capacity.

**ITEM 11: Resolution of Support – Kelly Anderson**

For the Maricopa Rail Depot. About 10 years ago he attended the ribbon cutting for the Amtrak station in Maricopa. He remembers thinking while standing there watching the ceremony - how close the rail is to the highway and one day it will be a problem. In October of 2003 Maricopa became a city and developers found cheap land in Maricopa and started building houses and the rat race was on. 50,000 cars pass by every day and there are schools on both sides of the road. They have congestion on SR347 at the intersection and with the railroad. The station platform needs to be moved.

*Motion to approve Resolution of Support by Kelly Anderson and a second by Steve Christy, in a voice vote, motion carries.*

**ITEM 12: Comments and Suggestions**

*Motion to adjourn the meeting, in a voice vote, motion carries.*

---

Bill Feldmeier, Chairman  
State Transportation Board

---

John S. Halikowski, Director  
Arizona Department of Transportation

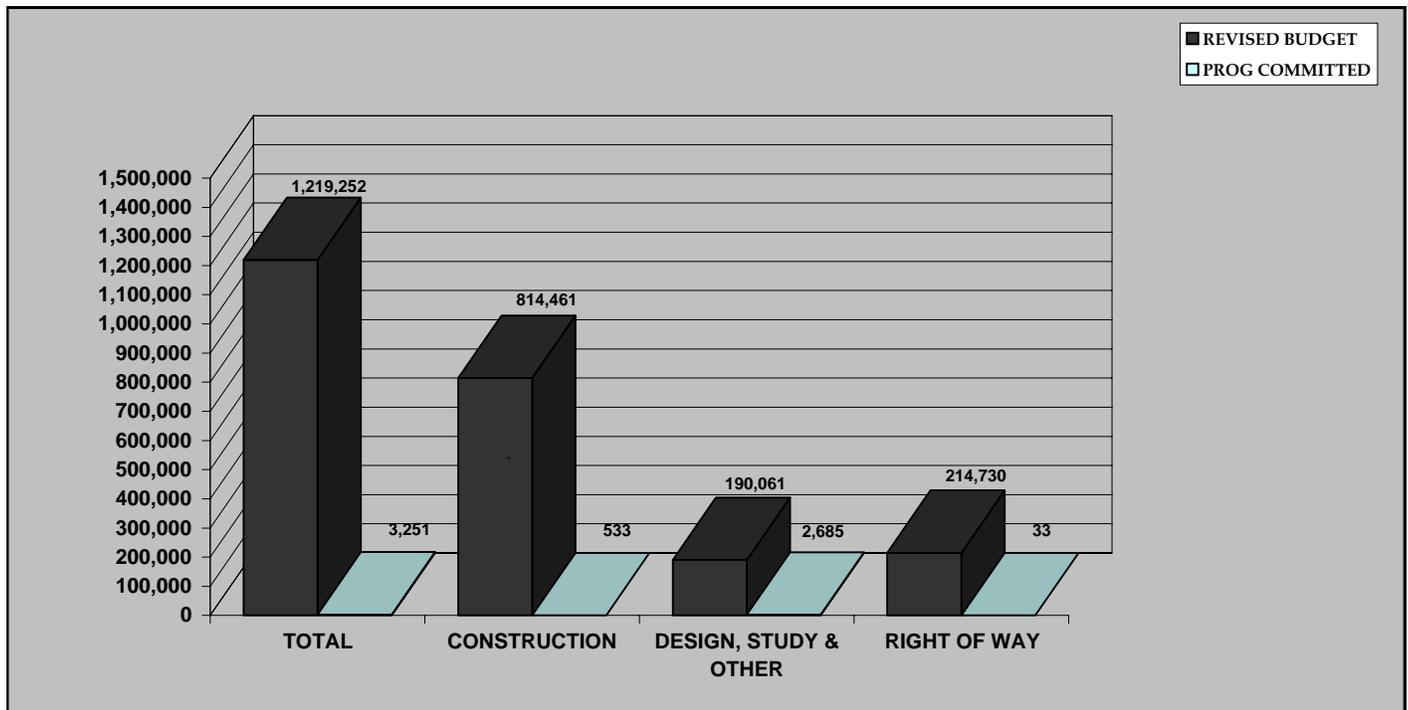
Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

Program Data  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

Program Data Category	Planned Program	Revised Program (1)	Program Committed (4)		Actual Committed (4)	Committed Variance
			Amount	%		
<u>Statewide (2)</u>						
Construction	408,531	424,807	533	0.13%	533	0
Design & Study	66,523	66,823	460	0.69%	460	0
Right-of-Way	24,330	24,330	33	0.14%	33	0
Other (3)	38,546	38,546	2,183	5.66%	2,183	0
State Total	537,930	554,506	3,209	0.58%	3,209	0
<u>Regional Transportation Plan</u>						
Construction	389,654	389,654	0	0.00%	0	0
Design & Study	69,422	69,422	42	0.06%	42	0
Right-of-Way	190,400	190,400	0	0.00%	0	0
Other (3)	15,270	15,270	0	0.00%	0	0
RTP Total	664,746	664,746	42	0.01%	42	0
<b>Program Total</b>	<b>1,202,676</b>	<b>1,219,252</b>	<b>3,251</b>	<b>0.27%</b>	<b>3,251</b>	<b>0</b>

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



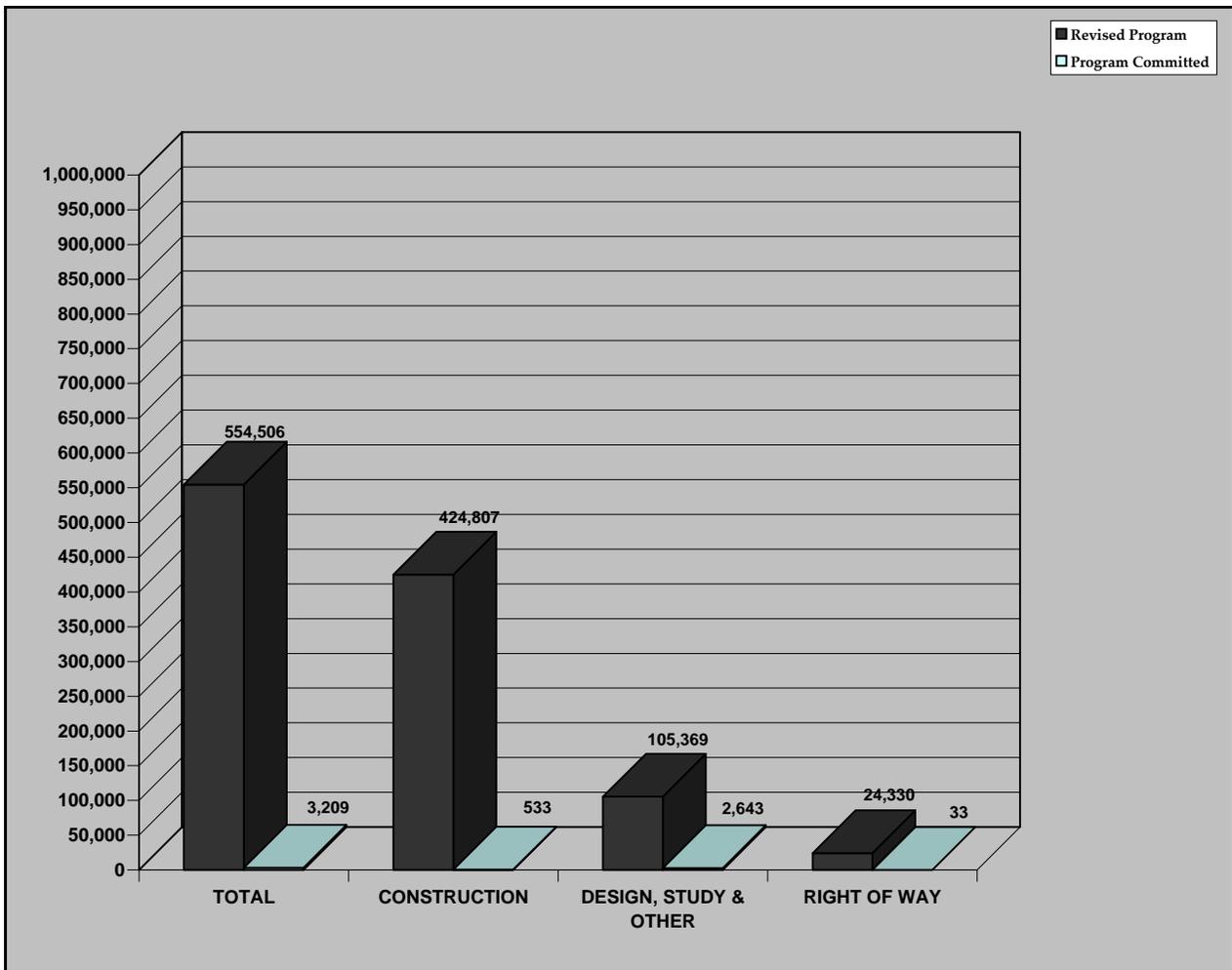
Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

Program Data  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

Program Data Category	Planned Program	Revised Program (1)	Program Committed (4)		Actual Committed (4)	Committed Variance
			Amount	%		
<u>Statewide (2)</u>						
Construction	408,531	424,807	533	0.13%	533	0
Design & Study	66,523	66,823	460	0.69%	460	0
Right-of-Way	24,330	24,330	33	0.14%	33	0
Other (3)	38,546	38,546	2,183	5.66%	2,183	0
<b>Total (2)</b>	<b>537,930</b>	<b>554,506</b>	<b>3,209</b>	<b>0.58%</b>	<b>3,209</b>	<b>0</b>

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



Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

Program Data  
 July 25, 2011

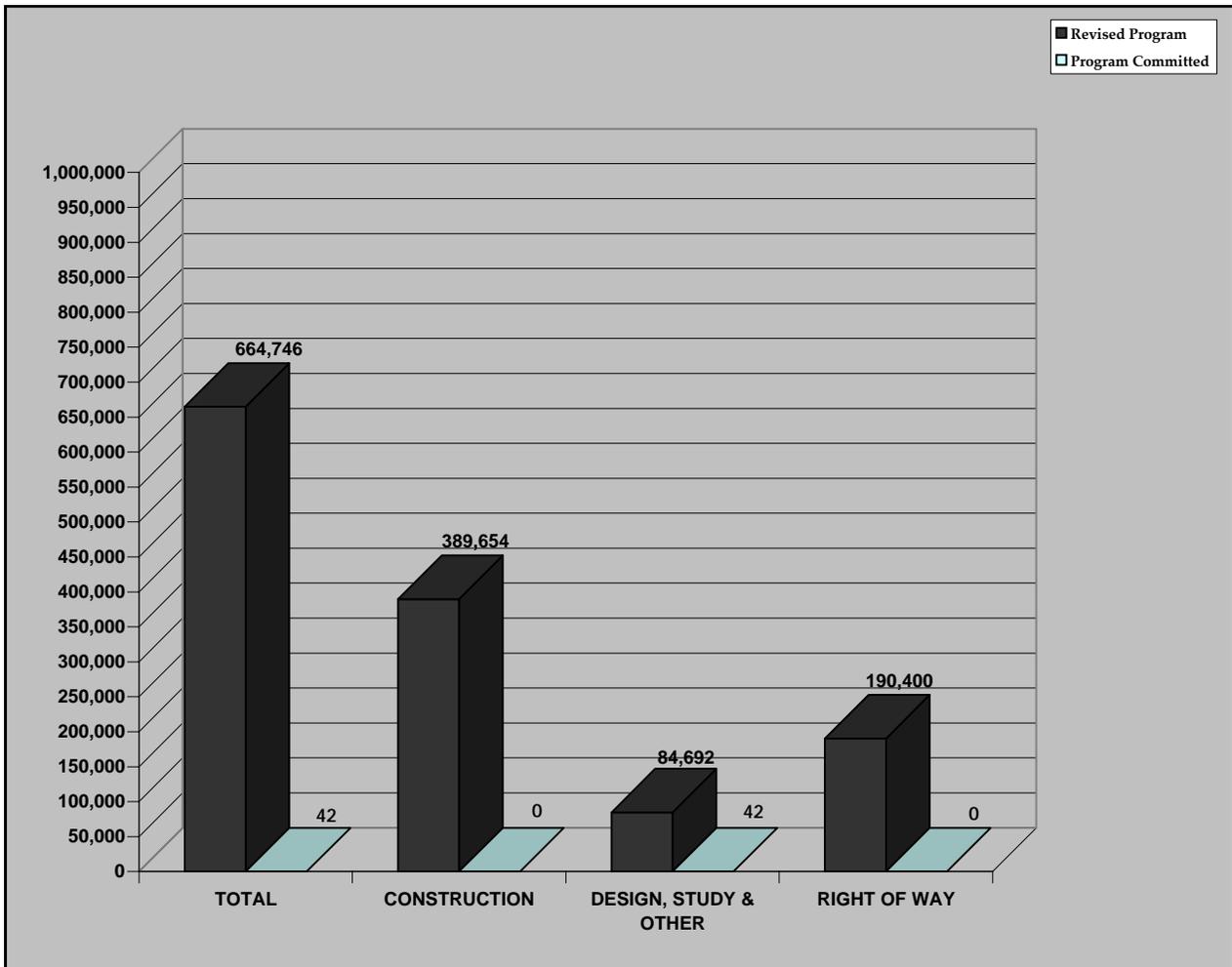
Priority Planning Advisory Committee  
 August 3, 2011

Program Data Category	Planned Program	Revised Program (1)	Program Committed (3)		Actual Committed (3)	Committed Variance
			Amount	%		
<u>Regional Transportation Plan</u>						
Construction	389,654	389,654	0	0.00%	0	0
Design & Study	69,422	69,422	42	0.06%	42	0
Right-of-Way	190,400	190,400	0	0.00%	0	0
Other (2)	15,270	15,270	0	0.00%	0	0
<b>Total</b>	<b>664,746</b>	<b>664,746</b>	<b>42</b>	<b>0.01%</b>	<b>42</b>	<b>0</b>

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

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

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



Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

Construction Projects Awarded  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

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

Notes:

Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 Regional Transportation Plan (RTP) Construction Program  
 (Dollars in Thousands)

Program Data  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Award Amount	Program (Over) Under Award
<u>Projects Awarded</u>							
July							0
				Current Month Total	0	0	0
				Prior Month Total	0	0	0
				Year-To-Date Total	0	0	0
				Prior Month Award Adj			0
				Adjusted Year-to-Date Total			0
<u>Program Modifications Approved</u>							
July							0
			Closeouts [Actual Cost] Under (Over)				0
				Current Month Total			0
				Beginning Balance			0
				Year-To-Date Total			0
<u>Program Modification Proposed</u>							
Aug							0
				Total Program Changes Proposed			0
				Current Year-To-Date Balance			0
				Proposed Year-To-Date Balance			0

Notes:

Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 Statewide Contingency Summary  
 (Dollars in Thousands)

Contingency Subprogram Entries	Jul Actual	Aug Actual	Sept Actual	Oct Actual	Nov Actual	Dec Actual	Jan Actual	Feb Actual	Mar Actual	Apr Actual	May Actual	Jun Actual	YTD
Program Budget - 72312	5,000		0										0
Beginning Balance	0	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	0
Program Changes:													
Budget Authority Changes (Federal Aid, PAG, Third Party)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Budget Changes	0	0	0	0	0	0	0	0	0	0	0	0	0
Subprogram Budget Changes-Adj Prior Month	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Program Changes</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Variances:													
Awards Under (Over) Program Budgets	0	0	0	0	0	0	0	0	0	0	0	0	0
Closeouts - Total Exp Under (Over) Awards	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Variances</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
Month-End Contingency	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	0

Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 Statewide Contingency (Program Changes Approved)  
 (Dollars in Thousands)

Program Modifications  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Increase (Decrease)
				Budget Authority Changes:			
				Program Budget Changes:			0
							0
							0
				Total Project Budget Changes			0
				Subprogram Budget Changes:			
				Total Subprogram Budget Changes			0
				Total Increase (Decrease)			0
				Project Variances:			
				Awards Under (Over) Program Budgets			0
				Award Adjustments from prior months			0
				Closeouts [Actual Cost] Under (Over) Project Awards			0
				Total Project Variances			0
				Current Month Total			0
				Beginning Balance			5,000
				Year-To-Date Balance			5,000

Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 Statewide Contingency (Program Changes Proposed)  
 (Dollars in Thousands)

Program Modifications  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Increase (Decrease)
Budget Authority Changes:							
No changes this month							
Total Budget Authority Changes							0
Project Budget Changes:							
Total Project Budget Changes							0
Subprogram Budget Changes:							
Total Subprogram Budget Changes							
Total Program Changes Proposed					0	0	0
Current Year-To-Date Balance							5,000
Proposed Year-To-Date Balance							5,000

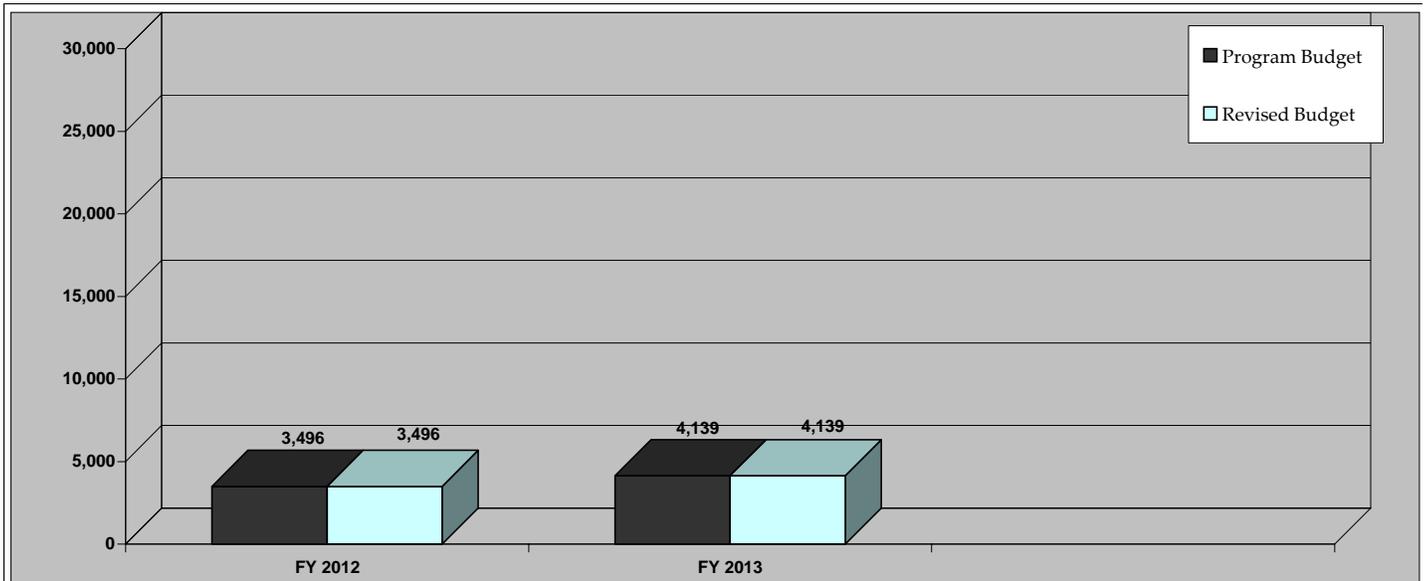
Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**  
 YTD Statewide Pavement Preservation Contingency Fund FY 2012 and FY 2013  
 (Dollars in Thousands)

Program Modifications  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

Rt	MP	Tracs #	Project Location	Work Description	Program Amount	Revised Program Amount	Fiscal Years	
							2012	2013
STB Actions Previously Approved:								
Total STB Actions Previously Approved							0	0
PPAC Proposed:								
Total PPAC Proposed							0	0
					0	0	0	0
					0	0	3,496	4,139
					0	0	0	0
					0	0	3,496	4,139

Notes:



Arizona Department of Transportation  
**FY 2012 Highway Program Monitoring Report**

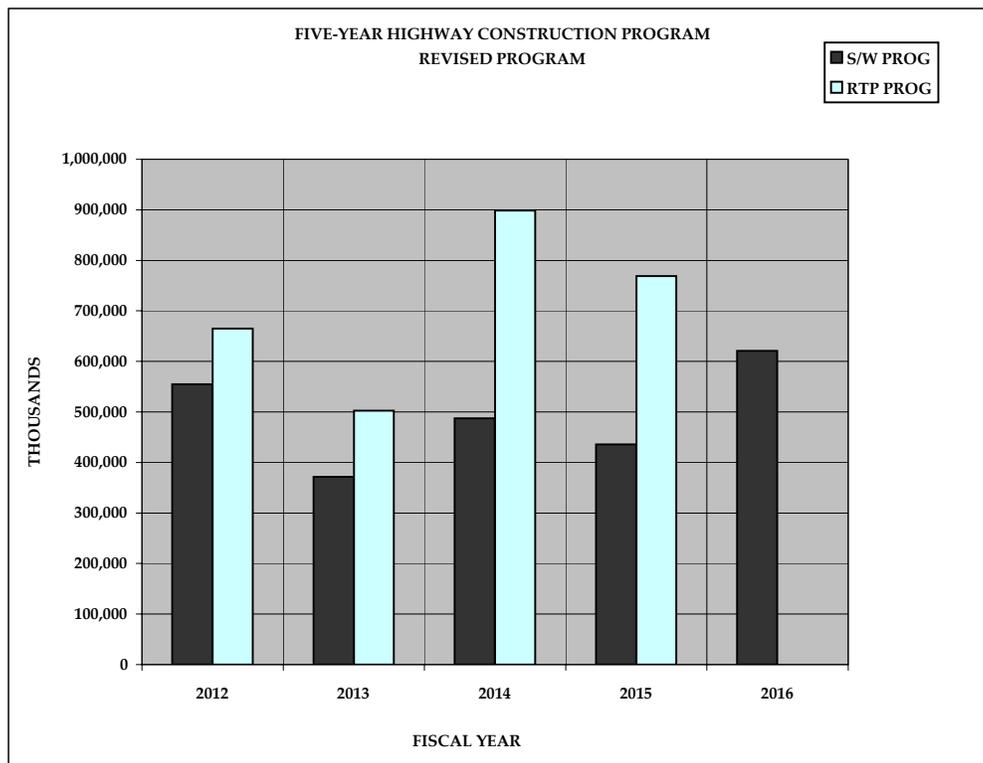
Program Adjustment Summary FY 2012 - 2016

(Dollars in Thousands)

Program Data  
 July 25, 2011

Priority Planning Advisory Committee  
 August 3, 2011

Area	Year	Planned Program	Program YTD Adj	Revised Program
Statewide (PAG Program is included)	2012	537,930	16,576	554,506
	2013	486,843	0	486,843
	2014	487,358	0	487,358
	2015	435,806	0	435,806
	2016	621,147	0	621,147
	<b>Total</b>	<b>2,569,084</b>	<b>16,576</b>	<b>2,585,660</b>
Regional Transportation Plan	2012	664,746	0	664,746
	2013	502,674	0	502,674
	2014	898,920	0	898,920
	2015	768,840	0	768,840
	2016	0	0	0
	<b>Total</b>	<b>2,835,180</b>	<b>0</b>	<b>2,835,180</b>
Total	2012	1,202,676	16,576	1,219,252
	2013	989,517	0	989,517
	2014	1,386,278	0	1,386,278
	2015	1,204,646	0	1,204,646
	2016	621,147	0	621,147
	<b>Total</b>	<b>5,404,264</b>	<b>16,576</b>	<b>5,420,840</b>



August 18, 2011

RES. NO. 2011-08-A-056  
PROJECT: F-019; F-25; F-36; F-61 / 089YV312H088801R  
HIGHWAY: PRESCOTT - ASH FORK  
SECTION: (MP. 312.95-313.99) and (MP. 316.27-319.00)  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the abandonment of right of way acquired for State Route 89 within the above referenced project.

The right of way to be abandoned was previously established as a state route and state highway designated U.S. Route 89 by Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes; various Resolutions authorized improvements and subsequently, Arizona Transportation Board Resolution 92-08-A-056, dated August 21, 1992 redesignated and renumbered U.S. Route 89 to State Route 89 and Resolution 04-11-A-061, dated November 19, 2004 and 05-02-A-015, dated February 18, 2005 established additional right of way for improvements thereof.

The right of way is no longer needed for state transportation purposes. The City of Prescott has agreed to accept jurisdiction, ownership and maintenance of the right of way for continued public transportation use per Intergovernmental Agreement No. 11-144-I dated July 26, 2011; Accordingly, I recommend that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, PRESCOTT - ASH FORK Highway, Project F-019; F-25; F-36; F-61 / 089YV312H088801R" between Mileposts 312.95-313.99 and 316.27-319.00 shown in Appendix "A" attached hereto.

August 18, 2011

RES. NO. 2011-08-A-056  
PROJECT: F-019; F-25; F-36; F-61 / 089YV312H088801R  
HIGHWAY: PRESCOTT - ASH FORK  
SECTION: (MP. 312.95-313.99) and (MP. 316.27-319.00)  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

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

August 18, 2011

RES. NO. 2011-08-A-056  
PROJECT: F-019; F-25; F-36; F-61 / 089YV312H088801R  
HIGHWAY: PRESCOTT - ASH FORK  
SECTION: (MP. 312.95-313.99) and (MP. 316.27-319.00)  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on August 18, 2011, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of State Route 89 to the City of Prescott within the above referenced project.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, PRESCOTT - ASH FORK Highway, Project F-019; F-25; F-36; F-61 / 089YV312H088801R" between Mileposts 312.95-313.99 and 316.27-319.00 shown in Appendix "A" attached hereto.

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

WHEREAS the City of Prescott has agreed to accept jurisdiction, ownership and maintenance of the right of way for continued public transportation use per Intergovernmental Agreement No. 11-144-I dated July 26, 2011; and

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

August 18, 2011

RES. NO. 2011-08-A-056  
PROJECT: F-019; F-25; F-36; F-61 / 089YV312H088801R  
HIGHWAY: PRESCOTT - ASH FORK  
SECTION: (MP. 312.95-313.99) and (MP. 316.27-319.00)  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

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 City of Prescott as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209; be it further

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

August 18, 2011

RES. NO. 2011-08-A-056  
PROJECT: F-019; F-25; F-36; F-61 / 089YV312H088801R  
HIGHWAY: PRESCOTT - ASH FORK  
SECTION: (MP. 312.95-313.99) and (MP. 316.27-319.00)  
ROUTE NO.: State Route 89  
ENG. DIST.: Prescott  
COUNTY: Yavapai

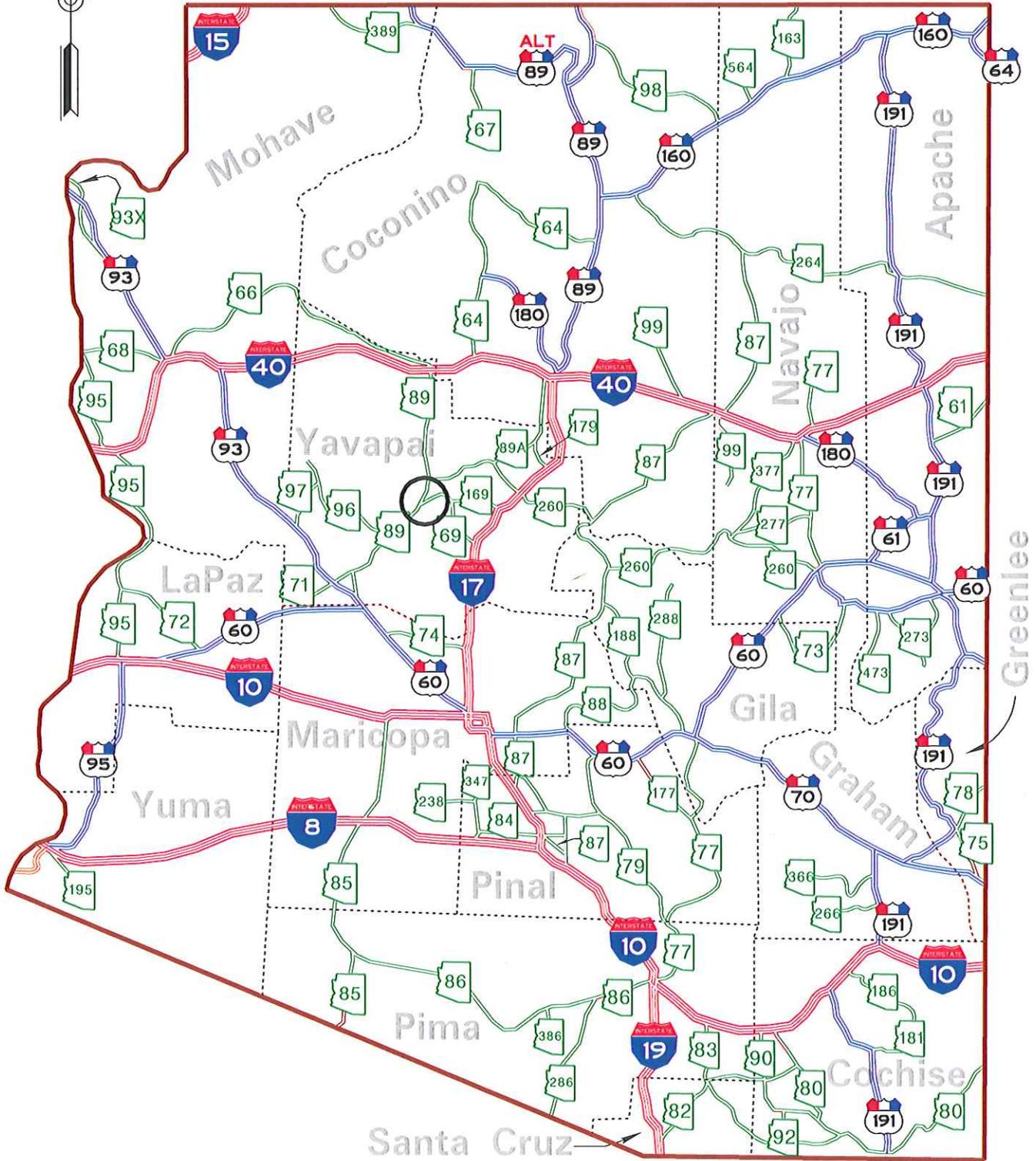
CERTIFICATION

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

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

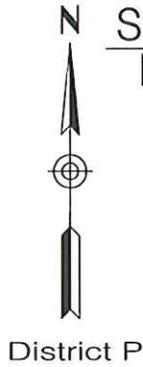
JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

○ = AREA OF ABANDONMENT  
SEE SHEETS 2 AND 3 FOR DETAILS



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

089 YV 312 H0888 01R  
F-019; F-25; F-36; F-61  
PRESCOTT-ASH FORK HWY  
(MP 312.95-313.99)and  
(316.27-319.00)  
Yavapai County  
Page 18 of 211  
August 18, 2011 SHEET 1 OF 3



Sta. 2352 + 50  
MP 319.00

2

36

Pioneer Parkway



31

To Jerome

T. 15 N.  
T. 14 N.

R. 2 W.  
R. 1 W.

6

To Jerome

WILLOW CREEK  
RESERVOIR

11

GRANITE  
DELLS

12

7

Dells Road

Willow Lake Road

WATSON  
LAKE

Hillsdale Rd

14

13

18

Sta. 1510 + 72  
MP 316.27

City of Prescott

23

24

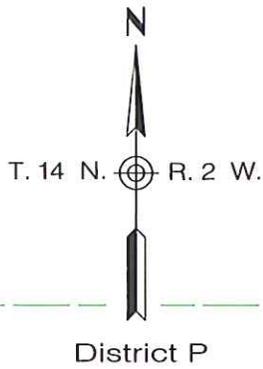
19



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AREA OF  ABANDONMENT

089 YV 312 H0888 01R F-019; F-25; F-36; F-61 PRESCOTT-ASH FORK HWY (MP 312.95-313.99) and (316.27-319.00) Yavapai County August 18, 2011 SHEET 2 OF 3



Sta. 1633 + 12.72  
MP 313.99

89

TO CHINO VALLEY

SUNDOG RANCH ROAD

27

YAVAPAI

26

District P

PRESCOTT

CREEK

TRIBAL

NORTHERN ARIZONA  
VETERANS HEALTH  
CARE SYSTEM

RESERVATION

GRANITE

Sta. 1685 + 90  
MP 312.95

69

34

35

TO PRESCOTT VALLEY

SHELDON ST.

T. 14 N. R. 2 W.  
T. 13 N. R. 2 W.

GURLEY ST.  
CITY

OF

PRESCOTT

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

AREA OF ABANDONMENT

089 YV 312 H0888 01R F-019; F-25; F-36; F-61 PRESCOTT-ASH FORK HWY (MP 312.95-313.99)and (316.27-319.00) Yavapai County Page 30 of 211 August 18, 2011 SHEET 3 OF 3

August 18, 2011

RES. NO. 2011-08-A-057  
PROJECT: N 900-0-700 / 079PN134H5551  
HIGHWAY: ORACLE JCT. - FLORENCE JCT.  
SECTION: Gila River Bridge, Str. # 501  
ROUTE NO.: State Route 79  
ENG. DIST.: Tucson  
COUNTY: Pinal

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 79 within the above referenced project.

This portion was previously established by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes as a state route and highway designated U.S. Routes 80 and 89; Resolution dated February 20, 1956, page 49 of the Official Minutes relocated a portion thereof; Resolution 60-36 dated August 18, 1959 widened a portion thereof; Arizona Transportation Board Resolution 77-16-A-048 dated September 16, 1977 deleted the U.S. 80 Route designation; and Resolution 92-08-A-56 dated August 21, 1992, redesignated U.S. 89 to State Route 79.

This project involves improvements in and around the existing right of way. Temporary construction easements outside the existing right of way are needed for the construction of staging and access area for bridge improvements. Accordingly, it is now necessary to establish and acquire the temporary construction easements needed.

The area of temporary construction easements required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "60% Design Plans, dated June, 2011, ORACLE JCT. - FLORENCE JCT. Highway."

August 18, 2011

RES. NO. 2011-08-A-057  
PROJECT: N 900-0-700 / 079PN134H5551  
HIGHWAY: ORACLE JCT. - FLORENCE JCT.  
SECTION: Gila River Bridge, Str. # 501  
ROUTE NO.: State Route 79  
ENG. DIST.: Tucson  
COUNTY: Pinal

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 State Route 79.

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

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

August 18, 2011

RES. NO. 2011-08-A-057  
PROJECT: N 900-0-700 / 079PN134H5551  
HIGHWAY: ORACLE JCT. - FLORENCE JCT.  
SECTION: Gila River Bridge, Str. # 501  
ROUTE NO.: State Route 79  
ENG. DIST.: Tucson  
COUNTY: Pinal

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on August 18, 2011, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of temporary construction easements necessary for the improvement of State Route 79.

The area of temporary construction easements required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "60% Design Plans, dated June, 2011, ORACLE JCT. - FLORENCE JCT. Highway."

WHEREAS temporary construction easements are needed beyond the existing right of way for the access and construction of staging area for bridge improvements; 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

August 18, 2011

RES. NO. 2011-08-A-057  
PROJECT: N 900-0-700 / 079PN134H5551  
HIGHWAY: ORACLE JCT. - FLORENCE JCT.  
SECTION: Gila River Bridge, Str. # 501  
ROUTE NO.: State Route 79  
ENG. DIST.: Tucson  
COUNTY: Pinal

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.

August 18, 2011

RES. NO. 2011-08-A-057  
PROJECT: N 900-0-700 / 079PN134H5551  
HIGHWAY: ORACLE JCT. - FLORENCE JCT.  
SECTION: Gila River Bridge, Str. # 501  
ROUTE NO.: State Route 79  
ENG. DIST.: Tucson  
COUNTY: Pinal

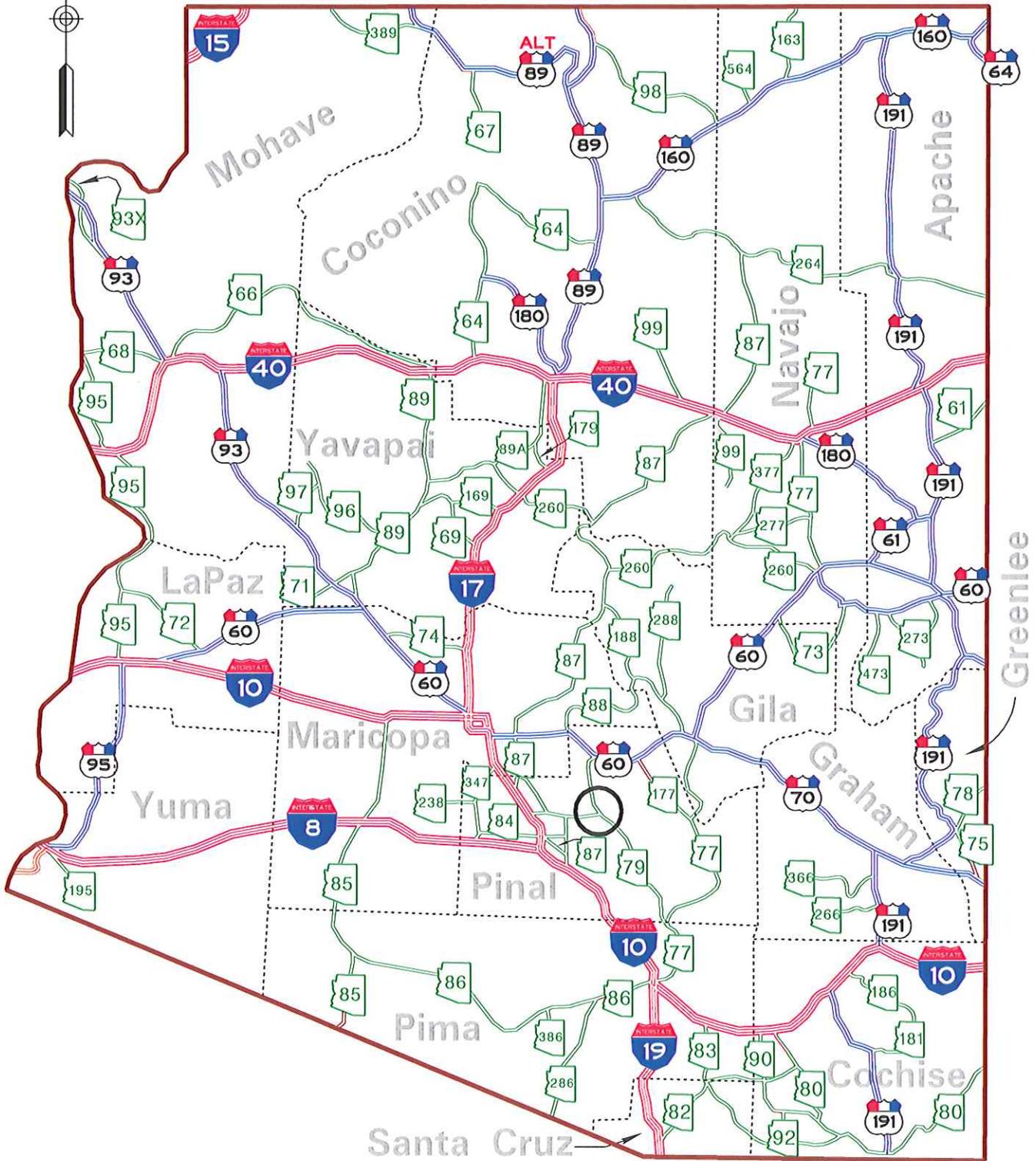
CERTIFICATION

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

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

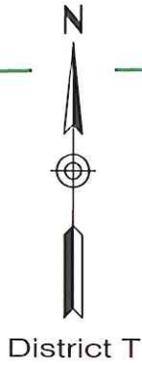
JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

○ = AREA OF TEMPORARY CONSTRUCTION EASEMENT  
SEE SHEET 2 OF 2 FOR DETAILS



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

079 PN 134 H5551  
 N 900-0-700  
 ORACLE JCT. -  
 FLORENCE JCT. HWY  
 Gila River Bridge, Str #501  
 Pinal County  
 August 18, 2011 Page 86 of 211 SHEET 1 OF 2



FLORENCE MILITARY RESERVATION

To Florence Jct.

79

E. Track Road

300

23

Mid-Section Line

24

19

E. Track Road

UNION PACIFIC RAILROAD

E. Price Road

Poston Butte Loop

NORTH SIDE CANAL

25

E. Hunt Hwy

26

Mid-Section Line

25

30

AZTEC

Mid-Section Line

To Florence

RIVER

GILA

R. 9 E.  
R. 10 E.

T. 4 S.

25

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

AREA OF T.C.E.

APPENDIX "A"

079 PN 134 H5551 N 900-0-700 ORACLE JCT. - FLORENCE JCT. HWY Gila River Bridge, Str #501 Pinal County August 18, 2011

August 18, 2011

RES. NO. 2011-08-A-058  
PROJECT: S89-A (200) A / 089AYV326H8160  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Fain Road MP. 326.24 to State Route 69  
ROUTE NO.: State Route 89A Spur  
ENG. DIST.: Prescott  
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of existing county right of way as an access controlled state route and state highway for the improvement of State Route 89A Spur within the above referenced project.

The existing county right of way is now needed for widening and improvements. Accordingly, it is necessary to establish and acquire the right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The existing county right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, PRESCOTT - FLAGSTAFF Highway, Project S89-A (200) A / 089AYV326H8160."

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

August 18, 2011

RES. NO. 2011-08-A-058  
PROJECT: S89-A (200) A / 089AYV326H8160  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Fain Road MP. 326.24 to State Route 69  
ROUTE NO.: State Route 89A Spur  
ENG. DIST.: Prescott  
COUNTY: Yavapai

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

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

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

August 18, 2011

RES. NO. 2011-08-A-058  
PROJECT: S89-A (200) A / 089AYV326H8160  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Fain Road MP. 326.24 to State Route 69  
ROUTE NO.: State Route 89A Spur  
ENG. DIST.: Prescott  
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on August 18, 2011, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of the existing county right of way as an access controlled state route and state highway for the improvement of State Route 89A Spur as set forth in the above referenced project.

The existing county right of way to be established as a state route and state highway acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, PRESCOTT - FLAGSTAFF Highway, Project S89-A (200) A / 089AYV326H8160."

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

August 18, 2011

RES. NO. 2011-08-A-058  
PROJECT: S89-A (200) A / 089AYV326H8160  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Fain Road MP. 326.24 to State Route 69  
ROUTE NO.: State Route 89A Spur  
ENG. DIST.: Prescott  
COUNTY: Yavapai

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

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

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

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

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

August 18, 2011

RES. NO. 2011-08-A-058  
PROJECT: S89-A (200) A / 089AYV326H8160  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Fain Road MP. 326.24 to State Route 69  
ROUTE NO.: State Route 89A Spur  
ENG. DIST.: Prescott  
COUNTY: Yavapai

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.

August 18, 2011

RES. NO. 2011-08-A-058  
PROJECT: S89-A (200) A / 089AYV326H8160  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Fain Road MP. 326.24 to State Route 69  
ROUTE NO.: State Route 89A Spur  
ENG. DIST.: Prescott  
COUNTY: Yavapai

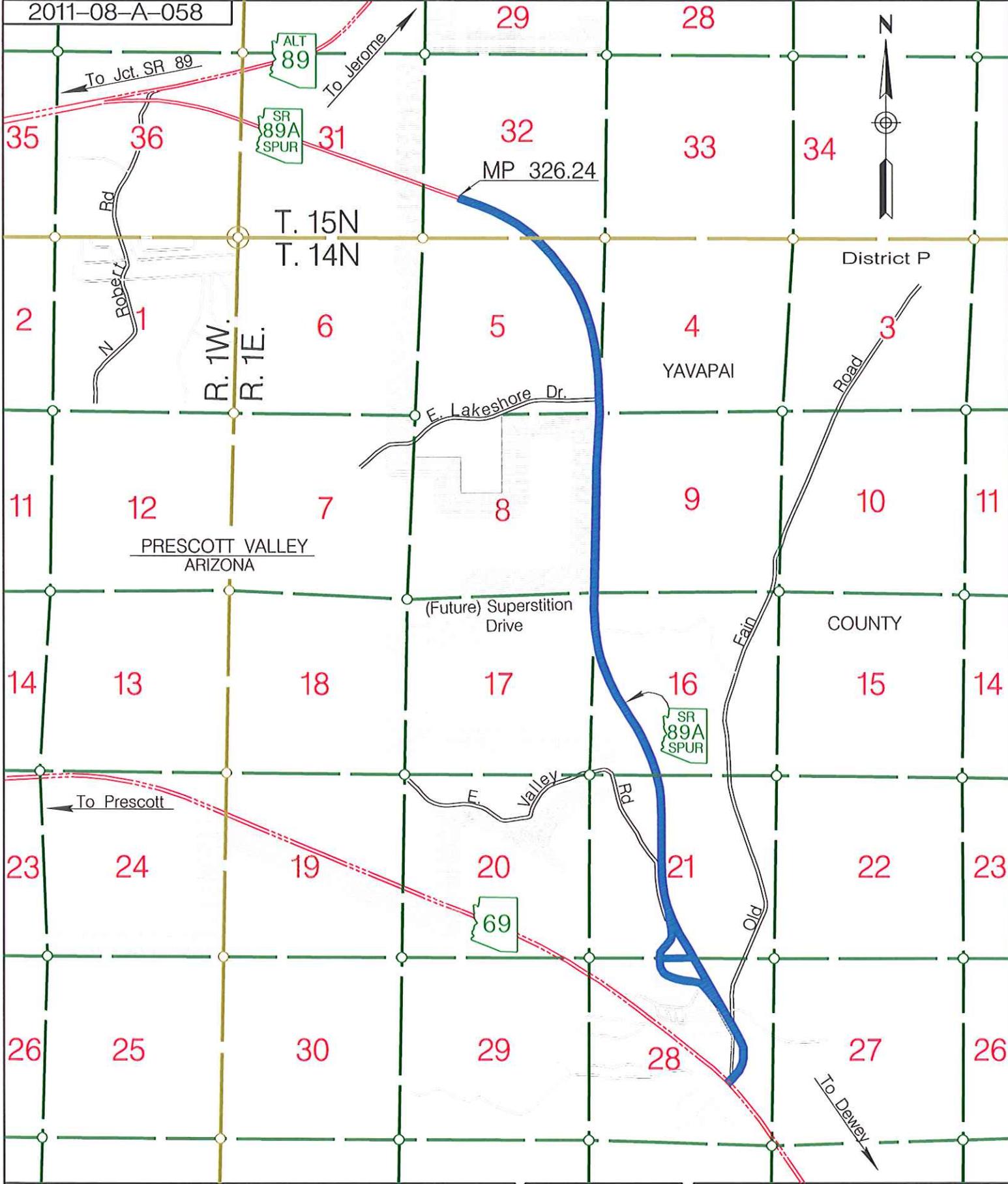
CERTIFICATION

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

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

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation





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

AREA OF ESTABLISHMENT

APPENDIX "A"

089A YV 326 H8160  
 S89-A (200) A  
 PRESCOTT-FLAGSTAFF HWY  
 Fain Road MP 326.24 to SR 69  
 Yavapai County  
 August 18, 2011 SHEET 2 OF 2

August 18, 2011

RES. NO. 2011-08-A-059  
PROJECT: F-039-1-810 / 093MO031H088801R  
HIGHWAY: HOOVER DAM - KINGMAN  
SECTION: White Hills (Rosie's)  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the disposal of a portion of an easement for right of way originally acquired for use within the above referenced project.

This portion of U.S. Route 93 was previously established as a state highway by the Arizona Highway Commission Resolution dated June 18, 1934, page 695, (formally designated State Route 69 and U.S. Route 466).

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

The portion of easement right of way to be vacated and extinguished was acquired by easement dated August 22, 1935, recorded October 14, 1935 in Book 24 of Miscellaneous records page 37. The Easement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, HOOVER DAM - KINGMAN Highway, Project F-039-1-810 / 093MO031H088801R."

August 18, 2011

RES. NO. 2011-08-A-059  
PROJECT: F-039-1-810 / 093MO031H088801R  
HIGHWAY: HOOVER DAM - KINGMAN  
SECTION: White Hills (Rosie's)  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

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 and 28-7214, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

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

August 18, 2011

RES. NO. 2011-08-A-059  
PROJECT: F-039-1-810 / 093MO031H088801R  
HIGHWAY: HOOVER DAM - KINGMAN  
SECTION: White Hills (Rosie's)  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

RESOLUTION OF DISPOSAL

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on August 18, 2011 presented and filed with this Transportation Board his written report under Arizona Revised Statutes Sections 28-7046 and 28-7214, recommending disposal of a portion of an easement right of way from the State Transportation System by vacating and extinguishing thereof.

The portion of easement right of way to be disposed is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, HOOVER DAM - KINGMAN Highway, Project F-039-1-810 / 093MO031H088801R, as shown and delineated in Appendix "A" attached hereto.

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

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

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

August 18, 2011

RES. NO. 2011-08-A-059  
PROJECT: F-039-1-810 / 093MO031H088801R  
HIGHWAY: HOOVER DAM - KINGMAN  
SECTION: White Hills (Rosie's)  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

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

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

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

August 18, 2011

RES. NO. 2011-08-A-059  
PROJECT: F-039-1-810 / 093MO031H088801R  
HIGHWAY: HOOVER DAM - KINGMAN  
SECTION: White Hills (Rosie's)  
ROUTE NO.: U.S. Route 93  
ENG. DIST.: Kingman  
COUNTY: Mohave

CERTIFICATION

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

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

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation





District K

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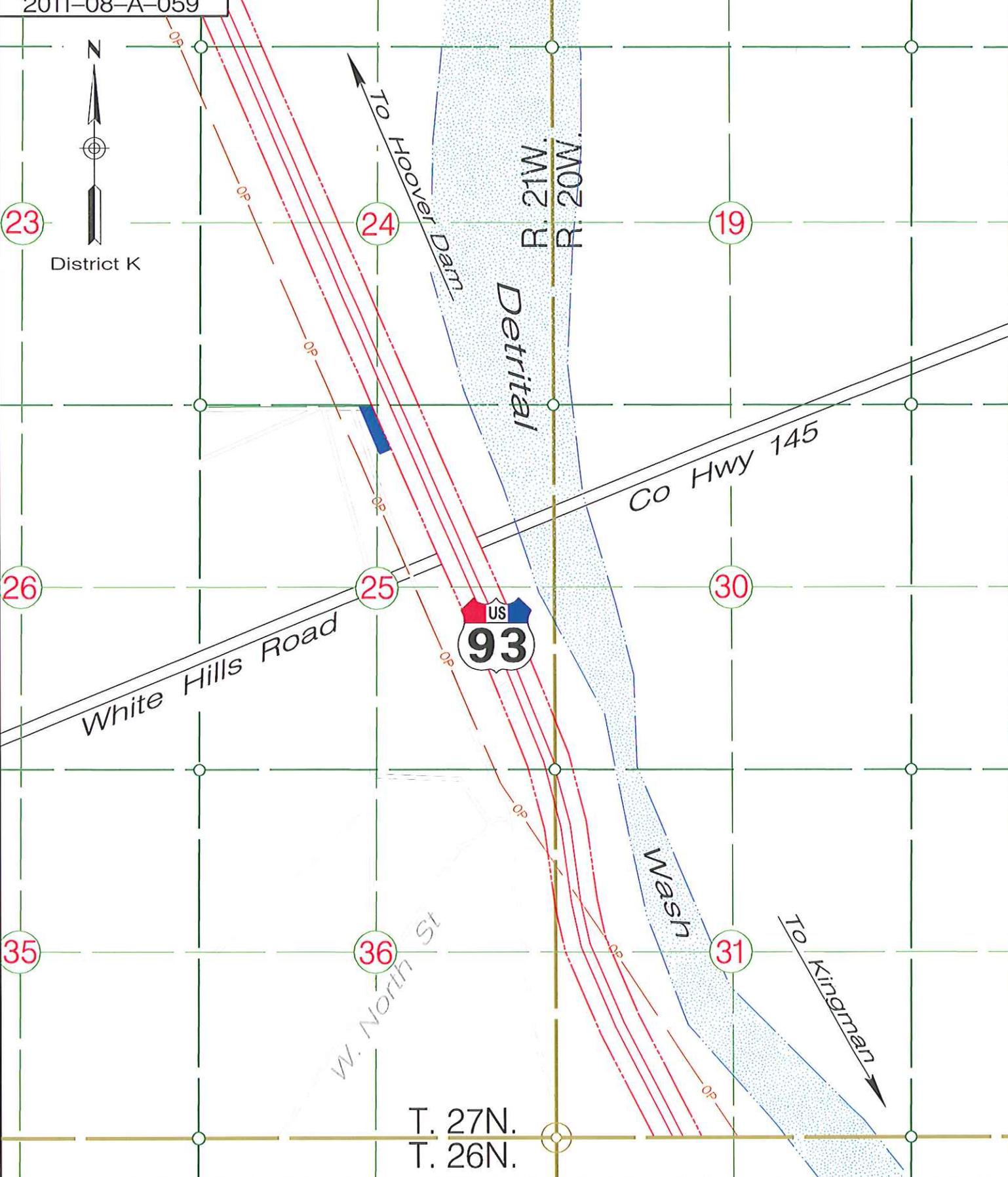
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A LEGIBLE COPY CAN BE OBTAINED FROM THE ARIZONA DEPARTMENT OF TRANSPORTATION STATE ENGINEER'S OFFICE RIGHT OF WAY GROUP 205 SOUTH 17TH AVENUE PHOENIX, ARIZONA 85007 MAIL DROP 612E

AREA OF EXTINGUISHMENT

APPENDIX "A"

093 MO 031 H0888 01R F-039-1-810 HOOVER DAM-KINGMAN HWY White Hills ( Rosie's ) Mohave County August 18, 2011 SHEET 2 OF 3

APPENDIX 'A'

Legal Description

That part of the north half of the north half of Section 25, Township 27 North, Range 21 West of the Gila and Salt River Base and Meridian, Mohave County, Arizona, described as follows:

Beginning at a point on the North line of said Section 25, T27N, R21W of the Gila and Salt River Meridian, said point being west 121.55 feet from the North quarter corner of said Section 25 and being on the westerly right of way line of U.S. Highway 93 to the TRUE POINT OF BEGINNING;

thence South 23° 38' 0" East, along said westerly right of way line a distance of 548.40 feet; thence North 66° 22' 00" East a distance of 50.00 feet; thence North 23° 38' 0" West a distance of 526.57 feet to the north line of said Section 25; thence West along said Section line to the TRUE POINT OF BEGINNING; said property being approximately 26,874 square feet in total area.



093 MO 031 H0888 01R  
F-039-1-810  
HOOVER DAM-KINGMAN HWY  
White Hills ( Rosie's )  
Mohave County  
August 18, 2011 SHEET 3 OF 3

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**ARIZONA TRANSPORTATION BOARD**

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**FOURTH SUPPLEMENTAL RESOLUTION**

Adopted August 18, 2011

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**Supplementing and Amending**

MASTER RESOLUTION RELATING TO  
TRANSPORTATION EXCISE TAX REVENUE BONDS  
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)

Adopted September 21, 2007

---

**And Authorizing**

not to exceed \$185,000,000

**SUBORDINATED TRANSPORTATION EXCISE TAX REVENUE BONDS  
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)  
2011 SERIES**

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Squire, Sanders & Dempsey (US) LLP  
Bond Counsel

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## **FOURTH SUPPLEMENTAL RESOLUTION**

to the

### **MASTER RESOLUTION RELATING TO TRANSPORTATION EXCISE TAX REVENUE BONDS (MARICOPA COUNTY REGIONAL AREA ROAD FUND)**

WHEREAS, the Legislature of the State of Arizona has passed the Act granting authority to the Arizona Transportation Board (the “Board”) to issue bonds payable from Transportation Excise Tax collections deposited into the Maricopa County Regional Area Road Fund to pay Bond Proceeds Account Costs and to refund bonds previously issued by the Board (all capitalized terms used herein and not defined herein shall have the meaning set forth in the Resolution, defined in Section 104 hereof); and

WHEREAS, on September 21, 2007, the Board adopted its Master Resolution Relating To Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) (the “Master Resolution”); and

WHEREAS, on September 21, 2007, the Board adopted a First Supplemental Resolution pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2007 Series (the “2007 Series Bonds”), which were issued in an original aggregate principal amount of \$370,000,000; and

WHEREAS, on April 17, 2009, the Board adopted a Second Supplemental Resolution pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2009 Series (the “2009 Series Bonds”), which were issued in an original aggregate principal amount of \$440,000,000; and

WHEREAS, on September 16, 2010, the Board adopted a Third Supplemental Resolution pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2010 Series (the “2010 Series Bonds”), which were issued in an original aggregate principal amount of \$180,000,000; and

WHEREAS, the Outstanding Senior Bonds are Senior Bonds and are payable from and secured by a first lien on and pledge of the Pledged Funds, which consist of Transportation Excise Taxes deposited into the Bond Account, all as provided in the Master Resolution; and

WHEREAS, pursuant to the Act and the Master Resolution, the Board has authority to issue one or more Series of Subordinated Bonds, which: (i) are payable from the Subordinated Debt Service Subaccount, (ii) are subordinated to the Outstanding Senior Bonds and any subsequently issued Additional Senior Bonds, (iii) are entitled to the benefit, protection and security of the Resolution and (iv) are payable from the Transportation Excise Tax on a parity with any subsequently issued Additional Subordinated Bonds, all as provided in the Master Resolution; and

WHEREAS, the Board has determined to authorize one or more Series of Subordinated Bonds as permitted under the Master Resolution and as provided herein; and

WHEREAS, the Board hereby finds and determines that not to exceed \$185,000,000 aggregate principal amount of its Subordinated Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series (the “Subordinated 2011 Series Bonds”) should be authorized as provided herein for the primary purposes of paying Bond Proceeds Account Costs; and

WHEREAS, the Board will sell each Series of the Subordinated 2011 Series Bonds by competitive sale and award the sale of each series to the lowest bidder, as determined in the Certificate of Award for each Series (such lowest bidder being referred to herein as the “Purchaser”).

**NOW, THEREFORE, BE IT RESOLVED** by the Arizona Transportation Board as follows:

**ARTICLE I  
DEFINITIONS AND AUTHORITY**

**SECTION 101. Supplemental Resolution.** This Fourth Supplemental Resolution is supplemental to the Master Resolution, as supplemented by the First Supplemental Resolution, Second Supplemental Resolution and Third Supplemental Resolution (collectively, with any subsequent amendment or supplement, the “Resolution”) and is adopted in accordance with Sections 302(2) and 1101(7) of the Master Resolution, and in accordance with the Act.

**SECTION 102. No Amendment of Master Resolution.** Except as expressly set forth herein, each and every term and condition contained in the Master Resolution shall apply to the Subordinated 2011 Series Bonds with such omissions, variations and modifications thereof as may be appropriate to reflect the terms of the Subordinated 2011 Series Bonds as set forth herein.

**SECTION 103. Statutory Authority for this Fourth Supplemental Resolution.** This Fourth Supplemental Resolution is adopted pursuant to the provisions of the Act.

**SECTION 104. Definitions.** All terms which are defined in Section 103 of the Master Resolution shall have the same meanings, respectively, in this Fourth Supplemental Resolution as such terms are given in said Section 103 of the Master Resolution.

In addition, the following terms shall have the following meanings:

“Assistant Director” means the Assistant Director for Finance and Accounting of the Department or his designee in writing.

“Certificate of Award” means the Certificate of Award required by Section 301(e) of this Fourth Supplemental Resolution to be executed for each Series of the Subordinated 2011 Series Bonds.

“Subordinated 2011 Series Bonds” means (a) the Series of Subordinated Bonds issued under this Fourth Supplemental Resolution and (b) if the Subordinated 2011 Series Bonds are issued in more than one Series, collectively all Series of the Subordinated 2011 Series Bonds,

unless the context clearly refers to one or more of the individual Series which may be issued under authority of this Fourth Supplemental Resolution.

## **ARTICLE II**

### **AUTHORIZATION AND ISSUANCE OF SUBORDINATED 2011 SERIES BONDS**

#### **SECTION 201. Principal Amount, Designation and Series.**

(a) Pursuant to the provisions of the Master Resolution, one or more Series of Subordinated Bonds entitled to the benefit, protection and security of the Master Resolution are hereby authorized in the aggregate principal amount of not to exceed \$185,000,000. Such Subordinated Bonds shall be issued in one or more Series as determined in the applicable Certificate of Award.

(b) The Subordinated 2011 Series Bonds shall be designated as, and shall be distinguished from the Subordinated Bonds of all other Series, by the title "Subordinated Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series." If the Subordinated 2011 Series Bonds are issued in more than one Series, as herein permitted, each Series shall be distinguished by a consecutive letter of the alphabet, beginning alphabetically with the letter "A" (e.g., 2011A Series, 2011B Series, etc.).

**SECTION 202. Purpose.** The Subordinated 2011 Series Bonds are issued to provide moneys for the following purposes: to pay Bond Proceeds Account Costs, to pay interest on the Subordinated 2011 Series Bonds, and to pay any other cost or expense permitted under the Act.

#### **SECTION 203. Date, Maturities, Interest Rates; Deposit of Transaction Excise Tax Collections.**

(a) The Subordinated 2011 Series Bonds shall be dated the closing date thereof, or such other date specified in the applicable Certificate of Award, and shall bear interest from their date, except as otherwise provided in Section 401 of the Master Resolution.

(b) Each Series of the Subordinated 2011 Series Bonds shall: (i) be in the aggregate principal amount; (ii) bear interest on January 1 and July 1 of each year commencing January 1, 2012 (or such other dates as are set forth in the applicable Certificate of Award), at the interest rate or rates per annum; and (iii) mature on July 1 in any or all of the years from 2012 through and including 2025 (or on such other dates as are set forth in the applicable Certificate of Award), but not later than July 1, 2025 and in the principal amounts, all as set forth in the applicable Certificate of Award; provided that the yield on each Series of the Subordinated 2011 Series Bonds, as computed under the Code for arbitrage purposes, shall not exceed 5.25% per annum.

**SECTION 204. Denomination, Numbers and Letters.** The Subordinated 2011 Series Bonds shall be issued in registered form in the denomination of \$5,000 or any integral multiple thereof. Unless the Board shall otherwise direct in the applicable Certificate of Award, each Series of the Subordinated 2011 Series Bonds shall be numbered from one upward, preceded by the letter "R" prefixed to the number.

**SECTION 205. Redemption Price and Terms.**

(a) As set forth in the applicable Certificate of Award, each Series of the Subordinated 2011 Series Bonds may be (i) not subject to optional redemption prior to maturity, or (ii) subject to optional redemption prior to maturity at the option of the Board at any time, on and after the earliest optional redemption date set forth in the applicable Certificate of Award, in whole or in part at the redemption price (expressed as a percentage of the principal amount redeemed) set forth in the applicable Certificate of Award (but not in excess of 5%), plus accrued interest to the date fixed for redemption.

(b) The applicable Certificate of Award shall also determine: (i) whether any of the Subordinated 2011 Series Bonds shall be term bonds and subject to Sinking Fund Installments and the dollar amount and dates upon which such term bonds shall be subject to mandatory sinking fund redemption pursuant to such Sinking Fund Installments and (ii) the method of selecting such term bonds for sinking fund redemption.

**SECTION 206. Paying Agent and Bond Registrar.**

U.S. Bank National Association, Phoenix, Arizona, is hereby designated as the initial Bond Registrar and Paying Agent for the Subordinated 2011 Series Bonds, and shall perform the duties of the Bond Registrar and Paying Agent as set forth in the Resolution.

**SECTION 207. Application of Proceeds.**

(a) The proceeds of the sale of the Subordinated 2011 Series Bonds shall be deposited by the State Treasurer simultaneously with the delivery of such Subordinated 2011 Series Bonds in the 2011 Series Subaccount in the Bond Proceeds Account.

(b) The State Treasurer shall create a separate 2011 Series Subaccount in the Bond Proceeds Account for each Series of the Subordinated 2011 Series Bonds. Moneys in the 2011 Series Subaccount shall be used as provided in Section 603 of the Master Resolution to pay Bond Proceeds Account Costs upon written direction to the State Treasurer from the Assistant Director, except that the bond issuance costs paid from such Subaccount shall be those relating to the Subordinated 2011 Series Bonds.

The Assistant Director may direct the State Treasurer to use moneys in such Subaccount to pay all or any portion of any interest on the Subordinated 2011 Series Bonds.

**ARTICLE III**  
**SALE OF SUBORDINATED 2011 SERIES BONDS; CERTIFICATE OF AWARD;**  
**OTHER ACTIONS; AMENDMENT OF MASTER AGREEMENT;**  
**AND EFFECTIVE DATE**

**SECTION 301. Approval of Preliminary Official Statement, Official Statement, Notice Inviting Bids and Other Documents.**

(a) In connection with the issuance and sale of the Subordinated 2011 Series Bonds, there have been prepared and presented at this meeting and on file with the Secretary of the Board forms of the following:

(i) the Preliminary Official Statement (the “Preliminary Official Statement”), to be used in connection with the marketing of the Subordinated 2011 Series Bonds;

(ii) the Continuing Disclosure Undertaking by the Board and the Department for the beneficial owners of the Subordinated 2011 Series Bonds (the “Disclosure Undertaking”), relating to the Securities and Exchange Commission (“SEC”) Rule 15c2-12(b)(5); and

(iii) the Notice Inviting Bids For the Purchase of the Subordinated 2011 Series Bonds (the “Notice Inviting Bids”) relating to the Board’s solicitation of competitive bids for the purchase of the Series 2011 Subordinated Bonds.

(b) The use and distribution by the bidder of the Preliminary Official Statement in connection with the public offering and marketing of the Subordinated 2011 Series Bonds, in the form presented at this meeting, is hereby authorized, with such changes, insertions or omissions from such form as are appropriate to reflect the terms of the Subordinated 2011 Series Bonds and otherwise as are approved by the Chair or Vice-Chair of the Board, the Director or the Assistant Director, in their official capacity (each an “Authorized Board Representative”). Any Authorized Board Representative, in their official capacity, is authorized to deem “final” such Preliminary Official Statement, with such modifications, changes and supplements deemed necessary or desirable and permitted under SEC Rule 15c2-12, for the purposes of SEC Rule 15c2-12.

(c) The Department, on behalf of the Board, is hereby authorized to prepare a final Official Statement, in substantially the form of the deemed “final” Preliminary Official Statement, for use in connection with the public offering and sale of the Subordinated 2011 Series Bonds, with such changes, insertions and omissions as may be approved by an Authorized Board Representative, in his official capacity. The Chair or Vice-Chair of the Board and the Director are each hereby authorized and directed, in their official capacities, to execute the Official Statement and any amendment or supplement thereto, in the name of and on behalf of the Board and the Department, with such changes, insertions and omissions as shall be approved by an Authorized Board Representative, and thereupon to cause the Official Statement and any such amendment or supplement to be delivered to the Purchaser, with approval of any

changes, insertions or omissions to be conclusively evidenced by execution and delivery thereof to the Purchaser by the Chair or Vice-Chair of the Board and the Director.

(d) The Subordinated 2011 Series Bonds (or each Series of the Subordinated 2011 Series Bonds, if there are more than one Series) shall be sold by competitive bid pursuant to the Notice Inviting Bids, which Notice Inviting Bids shall be substantially in the form presented at this meeting, with such changes therein which are consistent with the provisions of this Fourth Supplemental Resolution and are approved by the Director or Assistant Director, with the approval of any changes to be conclusively evidenced by the distribution of the Notice Inviting Bids with the Preliminary Official Statement.

The Assistant Director shall distribute the Notice Inviting Bids to investment banking firms and shall solicit and receive bids, as provided in the Notice Inviting Bids, and determine the lowest bidder in accordance with the Notice Inviting Bids; provided, provided that the purchase price shall not be less than 99.0% of the principal amount of such Series.

The award and sale of each Series of the Subordinated 2011 Series Bonds shall be evidenced by a Certificate of Award signed by the Director or Assistant Director, which shall be consistent with the provisions of this Fourth Supplemental Resolution and the Notice Inviting Bids and shall specify with respect to each Series of the Subordinated 2011 Series Bonds the following: whether there shall be one or more Series and the designation (A, B, C, etc.) of the Series if there are more than one Series; the interest rate or rates; the maturity date or dates; the provisions for redemption prior to their stated maturity dates; the method of selecting the bonds to be redeemed, if different from the procedures in the Master Resolution; the date for the delivery and payment of such Series (which date may be changed as provided in the Certificate of Award); together with such additional information as required by Section 302 of the Resolution and provisions of this Fourth Supplemental Resolution.

(e) The Chair or Vice-Chair of the Board and the Director are each hereby authorized and directed to execute and deliver the Disclosure Undertaking for each Series, with such changes, insertions and omissions as they may approve, said execution and delivery being conclusive evidence of such approval.

(f) The Chair, the Vice-Chair and each officer of the Board and the Director (each, an "Authorized Officer"), acting singly shall be, and each of them hereby is, authorized and directed to execute and deliver any and all documents and instruments, and the Authorized Officers and the Assistant Director and each other appropriate official of the Department acting singly is authorized and directed to do and cause to be done any and all acts and things, necessary or proper for carrying out the transactions contemplated by the Resolution, this Fourth Supplemental Resolution, the Official Statement, the Notice Inviting Bids, the Certificate of Award, the Disclosure Undertaking, the Tax Certificate and Agreement (identified in Section 303 of this Fourth Supplemental Resolution) and the letter of representation to The Depository Trust Company.

(g) All actions taken by the Director, Assistant Director or the staff or agents of the Department or the Board preparatory to the offering, sale, issuance and delivery of the Subordinated 2011 Series Bonds are hereby ratified and confirmed.

**SECTION 302. Form of Subordinated 2011 Series Bonds, Bond Registrar's Certificate of Authentication.** The form of the Subordinated 2011 Series Bonds and the Bond Registrar's Certificate of Authentication thereon shall be substantially in the form of Exhibit A hereto, with such variations, omissions and insertions as are required or permitted by the Resolution.

**SECTION 303. Tax Covenant Relating to the Internal Revenue Code of 1986, as amended**

(a) The Board covenants that it will use, and will restrict the use and investment of, the proceeds of the Subordinated 2011 Series Bonds in such manner and to such extent as may be necessary so that (i) the Subordinated 2011 Series Bonds will not (1) constitute private activity bonds, arbitrage bonds or hedge bonds under Section 141, 148 or 149 of the Code; or (2) be treated other than as bonds to which Section 103(a) of the Code applies, and (ii) the interest thereon will not be treated as a preference item under the Code for purposes of the federal alternative minimum tax.

(b) The Board further covenants (i) that it will take or cause to be taken such actions that may be required of it for the interest on the Subordinated 2011 Series Bonds which are issued as tax-exempt to be and remain excluded from gross income for federal income tax purposes, (ii) that it will not take or authorize to be taken any actions that would adversely affect that exclusion, and (iii) that it, or persons acting for it, will, among other acts of compliance, (1) apply the proceeds of the Subordinated 2011 Series Bonds to the governmental purposes of the borrowing, (2) restrict the yield on investment property, (3) make timely and adequate payments to the federal government as required under the Tax Certificate and Agreement of the Board and the Department relating to the Subordinated 2011 Series Bonds and all exhibits thereto (the "Tax Certificate and Agreement"), (4) maintain books and records and make calculations and reports, and (5) refrain from certain uses of those proceeds and, as applicable, of property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

(c) The Director or Assistant Director is hereby authorized, on behalf of the Board, (i) to make or effect any election, selection, designation, choice, consent, approval, or waiver, on behalf of the Board, with respect to the Subordinated 2011 Series Bonds as the Board is permitted or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections provided for in Section 148(f)(4)(B) and (C) of the Code or available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of the Subordinated 2011 Series Bonds or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments of penalties, or making payments of special amounts in lieu of making computations to determine, or paying, Rebate Amount (as defined in the Tax Certificate and Agreement) as rebate, or obviating those amounts or payments, as determined by the Director or Assistant Director, which action shall be in writing and signed by the Director or Assistant Director, (ii) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the Board, as may be appropriate to assure the exclusion of interest from gross income and the intended tax status of the Subordinated 2011 Series Bonds, and (iii) to give one or more

appropriate certificates of the Board, for inclusion in the transcript of proceedings for the Subordinated 2011 Series Bonds, setting forth the reasonable expectations of the Board regarding the amount and use of all the proceeds of the Subordinated 2011 Series Bonds, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the Subordinated 2011 Series Bonds.

(d) The Board may create, or may direct the State Treasurer to create, such accounts or subaccounts as it shall deem necessary or advisable in order to comply with the foregoing covenants and the Tax Certificate and Agreement.

**SECTION 304. Notice of Intention to Issue Bonds.** The publication of the notice of intention to issue the Subordinated 2011 Series Bonds, as required by the Act, is hereby ratified and confirmed and there is hereby authorized the publication of any other notice required by the Act in connection with the matters contemplated herein.

**SECTION 305. Amendment of Master Agreement.** Pursuant to Section 1101(3) of the Master Indenture, Section 609(d) of the Master Indenture is hereby amended to read in its entirety as follows (changes are underlined):

“(d) to the extent moneys in the Subordinated Debt Service Subaccount are insufficient to pay, when due, Bond Service Charges on Subordinated Bonds and Regular Swap Payments under Financial Products Agreements relating to Senior Bonds (collectively, “**Subordinated Bonds Payment Deficiency**”), and after use of the Subordinated Reserve Subaccount, to pay any remaining Subordinated Bonds Payment Deficiency; provided the Subordinated Reserve Subaccount shall not be used to pay Regular Swap Payments; and then.”

**SECTION 306. Effective Date.** This Fourth Supplemental Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED ON AUGUST 18, 2011.

Arizona Transportation Board

\_\_\_\_\_  
Chair

ATTEST:

\_\_\_\_\_  
Director, Arizona Department of Transportation

**EXHIBIT A**

**FORM OF SUBODINATED 2011 SERIES BOND**

UNLESS THIS SUBODINATED 2011 SERIES BOND IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION (“DTC”), TO THE BOND REGISTRAR FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY SUBODINATED 2011 SERIES BOND ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

**ARIZONA TRANSPORTATION BOARD**

**SUBODINATED TRANSPORTATION EXCISE TAX REVENUE BOND  
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)  
2011 SERIES**

No. R -

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Dated Date</u>	<u>CUSIP</u>
		_____, 2011	

Registered Owner: Cede & Co.

Principal Sum:

ARIZONA TRANSPORTATION BOARD (herein called the “Board”), for value received, hereby promises to pay, but solely from the Pledged Funds hereinafter identified, to the Registered Owner stated hereon or registered assigns on the Maturity Date stated hereon, unless earlier redeemed, the Principal Sum stated herein and to pay from those sources interest thereon at the Interest Rate stated above on January 1 and July 1 in each year commencing January 1, 2012 (each an “Interest Payment Date”), until such Principal Sum shall have been paid or duly provided for pursuant to the Resolution (defined below). This Subordinated 2011 Series Bond will bear interest from the most recent date to which interest has been paid or duly provided for or, if no interest has been paid or duly provided for, from its date of authentication.

The principal of and any premium on this Subordinated 2011 Series Bond are payable upon presentation and surrender of this Bond at the designated office of the paying agent, initially U.S. Bank National Association (the “Paying Agent”). Interest is payable on each Interest Payment Date to the person in whose name this Subordinated 2011 Series Bond (or one or more predecessor bonds) is registered (the “Registered Owner”) at the close of business on the 15th day of the calendar month next preceding that Interest Payment Date (the “Record Date”) on the registration books for this issue maintained by the bond registrar, initially U.S. Bank National Association (the “Bond Registrar”), at the address appearing therein. If the Registered Owner hereof shall be the Registered Owner of Subordinated 2011 Series Bonds in the aggregate principal amount of \$1,000,000 or more, interest and principal and premium, if any, will be paid

by wire transfer to a bank account in the continental United States, at the expense of such Registered Owner, if the Registered Owner has requested payment in such manner at such wire address as shall have been furnished by the Registered Owner to the Bond Registrar in writing on or prior to the Record Date preceding the Interest Payment Date, which request shall remain effective until changed by the Registered Owner. Any interest which is not timely paid or duly provided for shall cease to be payable to the Registered Owner hereof (or of one or more predecessor bonds) as of the Record Date, and shall be payable to the Registered Owner hereof (or of one or more predecessor bonds) at the close of business on a Special Record Date (as defined in the Resolution) to be fixed by the Bond Registrar for the payment of that overdue interest. Notice of the Special Record Date shall be mailed to the Registered Owner not less than 10 days prior thereto. The principal of, premium, if any, and interest on this Subordinated 2011 Series Bond are payable in lawful money in the United States of America, without deduction for the services of the Paying Agent.

This Bond is one of a duly authorized Series of Subordinated Bonds of the Board designated "Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series" (herein called the "Subordinated 2011 Series Bonds"), in the aggregate principal amount of \_\_\_\_\_, issued under and in full compliance with the Constitution and statutes of the State of Arizona, including, without limitation, the Regional Area Road Fund Bond Law (Arizona Revised Statutes Sections 28-7561 through 28-7573, as amended, and Sections 28-6301 through 28-6313, as amended, herein called the "Act"), and a resolution adopted by the Board on September 21, 2007, entitled "Master Resolution Relating To Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund)," as supplemented by the First Supplemental Resolution adopted on September 21, 2007, authorizing the 2007 Series Bonds, the Second Supplemental Resolution adopted on April 17, 2009, authorizing the 2009 Series Bonds, the Third Supplemental Resolution adopted on September 16, 2010, authorizing the 2010 Series Bonds and the Fourth Supplemental Resolution adopted on August 18, 2011, authorizing the Subordinated 2011 Series Bonds (said resolution as so supplemented, and as it may be subsequently supplemented, being herein called the "Resolution"). The Subordinated 2011 Series Bonds are issued to pay Bond Proceeds Account Costs and related costs and expenses permitted under the Act.

Capitalized terms not defined herein have the meaning set forth in the Resolution.

As provided in the Resolution, the Subordinated 2011 Series Bonds and all additional Subordinated Bonds that may subsequently be issued under the Resolution on a parity with the Subordinated 2011 Series Bonds (herein collectively called the "Subordinated Bonds"), are special obligations of the Board. The Subordinated Bonds are payable solely from, and secured as to payment of the principal and redemption price thereof and interest thereon ("debt service") by a pledge solely of, the Pledged Funds, which include the amounts on deposit in the Subordinated Debt Subaccount of the Bond Account but exclude all amounts in the Senior Debt Service Subaccount, Senior Bond Related Obligations Subaccount and Senior Reserve Subaccount; provided however, such pledge is subject to, and subordinate and junior in all respects to, the pledge and assignment of the Pledged Funds for all Senior Bonds that may be Outstanding under the Resolution, all in accordance with the provisions of the Resolution and subject to the provisions of the Resolution permitting the application thereof for the purposes and on the terms and conditions set forth in the Resolution. The Board has previously issued Senior

Bonds which are Outstanding as of the date of the original issuance of this Bond in the aggregate principal amount of \$877,845,000.

As provided in the Resolution, additional Senior Bonds and additional Subordinated Bonds may be issued from time to time pursuant to Supplemental Resolutions in one or more Series, in various principal amounts, may mature at different times, may bear interest at different rates and may otherwise vary, as in the Resolution provided. The aggregate principal amount of additional Senior Bonds and additional Subordinated Bonds which may be issued under the Resolution is not limited and all additional Subordinated Bonds issued and to be issued under the Resolution are and will be equally secured with the Subordinated 2011 Series Bonds by the pledge and covenants made therein, except as otherwise expressly provided or permitted in the Resolution.

Copies of the Resolution are on file at the office of the Board and at the designated corporate trust office of the Bond Registrar. Reference is hereby made to the Act, to the Resolution and any and all supplements thereto and modifications and amendments thereof, for a description of: the pledge and covenants securing the Subordinated Bonds; the nature, priority, extent and manner of enforcement of such pledge and the rights of the Registered Owners of the Subordinated 2011 Series Bonds with respect thereto; the terms and conditions upon which the Subordinated 2011 Series Bonds are issued and may be issued thereunder; the terms and provisions upon which this Subordinated 2011 Series Bond shall cease to be entitled to any lien, benefit or security under the Resolution; and for the other terms and provisions thereof, to all of which the Registered Owner assents, by acceptance hereof. All covenants, agreements and obligations of the Board under the Resolution may be discharged and satisfied at or prior to the maturity of this Bond if moneys or certain specified securities shall have been deposited in a separate trust to provide for payment thereof, as provided in the Resolution.

THE DEBT SERVICE ON THIS SUBORDINATED 2011 SERIES BOND IS A SPECIAL OBLIGATION OF THE BOARD AND IS PAYABLE SOLELY FROM THE PLEDGED FUNDS BUT EXCLUDES ALL AMOUNTS IN THE SENIOR DEBT SERVICE SUBACCOUNT, SENIOR BOND RELATED OBLIGATIONS SUBACCOUNT AND SENIOR RESERVE SUBACCOUNT, ALL AS PROVIDED IN THE RESOLUTION, AND IS NOT AN OBLIGATION GENERAL, SPECIAL OR OTHERWISE OF THE STATE OF ARIZONA, MARICOPA COUNTY OR ANY AGENCY OR POLITICAL SUBDIVISION THEREOF. THIS SUBORDINATED 2011 SERIES BOND DOES NOT CONSTITUTE A DEBT OF THE STATE OF ARIZONA OR MARICOPA COUNTY OR ANY AGENCY OR POLITICAL SUBDIVISION THEREOF, AND IS NOT ENFORCEABLE AGAINST SAID STATE OR SAID COUNTY OR THE BOARD OUT OF ANY MONEYS OTHER THAN SUCH PLEDGED FUNDS.

Except as provided in the Resolution, the Subordinated 2011 Series Bonds are issuable only in the form of fully registered bonds without coupons in the denomination of \$5,000 or any integral multiple of \$5,000 (the "Authorized Denominations") and in printed or typewritten form, registered in the name of Cede & Co. as nominee of The Depository Trust Company ("DTC"), which shall be considered to be the Registered Owner for all purposes of the Resolution, including, without limitation, payment by the Board of debt service on this Bond, and receipt of notices and exercise of rights by Registered Owners. There shall be a single Subordinated

2011 Series Bond representing each maturity which shall be immobilized in the custody of DTC with the owners of beneficial interests having no right to receive bonds in the form of physical securities or certificates. Ownership of beneficial interests in the Subordinated 2011 Series Bonds shall be shown by book entry on the system maintained and operated by DTC and its participants, and transfers of ownership of beneficial interests shall be made only by DTC and its participants by book entry, the Board and the Bond Registrar having no responsibility for such book entry system or such transfers. DTC is expected to maintain records of the positions of participants in the Subordinated 2011 Series Bonds, and the participants and persons acting through participants are expected to maintain records of the purchasers of beneficial interest in the Subordinated 2011 Series Bonds. The Subordinated 2011 Series Bonds shall not be transferable or exchangeable, except as provided in the Resolution.

The Board, the Bond Registrar and the Paying Agent may deem and treat the Registered Owner of this Subordinated 2011 Series Bond as the absolute owner hereof for the purpose of receiving payment of, or on account of, the principal or redemption price hereof and interest due hereon and for all other purposes.

To the extent and in the manner permitted by the terms of the Resolution, the provisions of the Resolution, or any resolution amendatory thereof or supplemental thereto, may be modified or amended by the Board, with the written consent of the Registered Owners of at least a majority in principal amount of the affected Senior Bonds, Subordinated Bonds and Third Lien Bonds (collectively "Bonds") Outstanding under the Resolution at the time such consent is given, as provided in the Resolution; and, in case less than all of the several Series of the Bonds then Outstanding are affected thereby, with such consent of at least a majority in principal amount of such Bonds of each Series so affected and Outstanding; provided, however, that if such modification or amendment will, by its terms, not take effect so long as any such affected Bonds of any specified like Series and maturity remain Outstanding under the Resolution, the consent of the Registered Owners of such Bonds shall not be required and such Bonds shall not be deemed to be Outstanding for the purpose of the calculation of Outstanding Bonds. No such modification or amendment shall permit a change in the terms of redemption (including Sinking Fund Installments) or maturity of the principal of any Outstanding Bond or of any installment of interest thereon or a reduction in the principal amount or redemption price thereof or in the rate of interest thereon without the consent of the Registered Owner of such Bond, or shall reduce the percentages or otherwise affect the classes of Bonds the consent of the Registered Owners of which is required to effect any such modification or amendment, or shall change or modify any of the rights or obligations of any Fiduciary under the Resolution without its written assent thereto.

[INSERT REDEMPTION FEATURES DESCRIBED IN THE CERTIFICATE OF AWARD]

The Subordinated 2011 Series Bonds are payable upon redemption at the designated office of the Paying Agent. Notice of redemption, setting forth the place of payment, shall be mailed by the Bond Registrar, first-class postage prepaid, not less than 30 days prior to the redemption date, to the Registered Owners of any Subordinated 2011 Series Bonds or portions of such Subordinated 2011 Series Bonds which are to be redeemed, at their last addresses, if any, appearing upon the registration books of the Board maintained by the Bond Registrar, all in the manner and upon the terms and conditions set forth in the Resolution. If notice of redemption

shall have been mailed as aforesaid, the Subordinated 2011 Series Bonds or portions thereof specified in said notice shall become due and payable on the redemption date therein fixed (unless the notice otherwise provides), and if, on the redemption date, moneys for the redemption of all the Subordinated 2011 Series Bonds and portions thereof to be redeemed, together with interest to the redemption date, shall be available for such payment on said date, then from and after the redemption date interest on such bonds or portions thereof so called for redemption shall cease to accrue and be payable. Any failure to mail or any defect in the notice to the Registered Owner of any Subordinated 2011 Series Bonds which are to be redeemed shall not affect the validity of the proceedings for the redemption of any other Subordinated 2011 Series Bonds for which notice is properly given. Any notice of redemption which is mailed in the manner provided above shall be conclusively presumed to have been given whether or not the Registered Owner hereof receives the notice.

It is hereby certified and recited that all conditions, acts and things required by law and the Resolution to exist, to have happened and to have been performed precedent to and in the issuance of this Subordinated 2011 Series Bond, exist, have happened and have been performed and that the Series of Subordinated 2011 Series Bonds of which this is one complies in all respects with the applicable laws of the State of Arizona, including, particularly, the Act.

This Subordinated 2011 Series Bond shall not be entitled to any benefit under the Resolution or be valid or become obligatory for any purpose until this Subordinated 2011 Series Bond shall have been authenticated by the execution by the Bond Registrar of the Bond Registrar's Certificate of Authentication hereon.

IN WITNESS WHEREOF, THE ARIZONA TRANSPORTATION BOARD has caused this Subordinated 2011 Series Bond to be executed in its name and on its behalf by the facsimile signature of its Chair, and its seal to be impressed, imprinted, engraved or otherwise reproduced hereon, and attested by the facsimile signature of the Director of the Arizona Department of Transportation, all as of the Dated Date hereof.

ARIZONA TRANSPORTATION BOARD

By: (Facsimile)  
Chair of the Board

Attest:

(Facsimile)  
Director, Arizona Department of Transportation

BOND REGISTRAR'S CERTIFICATE OF AUTHENTICATION

This Bond is one of the Subordinated 2011 Series Bonds delivered pursuant to the within mentioned Resolution.

U.S. Bank National Association,  
as Bond Registrar

Date of Authentication:

By: \_\_\_\_\_  
Authorized Officer

\_\_\_\_\_

ATTORNEY GENERAL CERTIFICATION

I hereby certify that I have examined the validity of the issue of Subordinated 2011 Series Bonds of which this Subordinated 2011 Series Bond is one of and all proceedings in connection therewith. From such examination, I hereby certify that all Bonds of this issue of Subordinated 2011 Series Bonds are issued in accordance with the Constitution and laws of the State of Arizona.

\_\_\_\_\_  
(Facsimile)  
Attorney General of the State of Arizona

LEGAL OPINION

The following is a true copy of the text of the opinion rendered to the Board by Squire, Sanders & Dempsey (US) LLP, in connection with the original issuance of the Subordinated 2011 Series Bonds. That opinion is dated as of and premised on the transcript of proceedings examined and the law in effect on the date of such original delivery of such Bonds. A signed copy is on file in the office of the Board.

ARIZONA TRANSPORTATION BOARD

\_\_\_\_\_  
(Facsimile)  
Chair

[OPINION OF BOND COUNSEL TO BE INSERTED HERE]

The following abbreviations, when used in the inscription on the face of the within Bond, shall be construed as though they were written out in full according to applicable laws or regulations:

TEN COM - as tenants in common

TEN ENT - as tenants by the entireties

JT TEN - as joint tenants with right of survivorship and not as tenants in common

UNIF GIFT/TRANS MIN ACT - \_\_\_\_\_ Custodian for (Cust.)

\_\_\_\_\_ under Uniform Gifts/Transfers to Minors Act of (Minor)

\_\_\_\_\_  
(State)

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned \_\_\_\_\_ (the "Transferor"), hereby sells, assigns and transfers unto

\_\_\_\_\_ (the "Transferee"), whose address is \_\_\_\_\_ and whose social security number (or other federal tax identification number) is

PLEASE INSERT SOCIAL SECURITY OR OTHER IDENTIFYING NUMBER OF TRANSFEREE

\_\_\_\_\_  
\_\_\_\_\_

the within Bond and all rights thereunder, and hereby irrevocably constitutes and appoints \_\_\_\_\_ as attorney to register the transfer of the within Bond on the books kept for registration of transfer thereof, with full power of substitution in the premises.

Date: \_\_\_\_\_

Signature Guaranteed by:

NOTICE: No transfer will be registered and no new Bond will be issued in the name of the Transferee, unless the signature(s) to this assignment correspond(s) with the name as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever and name, address and the Social Security Number or federal employee identification number of the Transferee is supplied.

NOTICE: Signature(s) must be guaranteed by a signature guarantor institution that is a participant in a signator guarantor program recognized by the Bond Registrar.

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## NOTICE INVITING BIDS

for

\$ \_\_\_\_\_ \*

**ARIZONA TRANSPORTATION BOARD  
SUBORDINATED TRANSPORTATION EXCISE TAX REVENUE BONDS  
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)  
2011 SERIES**

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The Arizona Transportation Board will receive electronic bids for the above-referenced Bonds through Parity, as described herein, up to the time specified below:

<b>SALE DATE:</b>	[Tuesday, September 13], 2011 (Subject to postponement or cancellation in accordance with this Notice Inviting Bids)
<b>TIME:</b>	9:00 a.m. (Mountain Standard Time)
<b>ELECTRONIC BIDS:</b>	Must be submitted only through Parity, as described herein. No other form of bid or provider of electronic bidding services will be accepted.
<b>DELIVERY DATE:</b>	[Thursday, September 29], 2011 (Subject to postponement or cancellation in accordance with this Notice Inviting Bids)

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\* Subject to adjustment in accordance with this Notice Inviting Bids.

**NOTICE INVITING BIDS FOR THE PURCHASE OF**

\$ \_\_\_\_\_ \*

**ARIZONA TRANSPORTATION BOARD  
SUBORDINATED TRANSPORTATION EXCISE TAX REVENUE BONDS  
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)  
2011 SERIES**

NOTICE IS HEREBY GIVEN that unconditional electronic bids will be received to and including the hour of

**9:00 a.m., Mountain Standard Time (M.S.T.), on [Tuesday, September 13], 2011\*\***

only through the facilities of Parity (“**PARITY**”), in the manner described below, by the Arizona Transportation Board (the “**Board**”), for the purchase of all, but not less than all, of \$ \_\_\_\_\_ \* aggregate principal amount of its Subordinated Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series (the “**Bonds**”), unless the Board, acting through the Assistant Director for Finance and Accounting or his designee (the “**Assistant Director**”), postpones receipt of bids to a later date and time, as described below. Submission of bids and the award of bids is discussed below under “TERMS OF SALE.”

Bidders are referred to the Preliminary Official Statement, dated [August 29], 2011, of the Board with respect to the Bonds (the “**Preliminary Official Statement**”), for additional information regarding the Board, the Bonds, the security therefore and other matters. An electronic copy of the Preliminary Official Statement relating to the Bonds will be furnished to any bidder upon request made to RBC Capital Markets, LLC, 2398 East Camelback Road, Suite 700, Phoenix, Arizona 85016, Financial Advisor to the Board (the “**Financial Advisor**”), telephone number (602)381-5365.

Capitalized terms used herein and not defined herein shall have the meanings ascribed to them in the Preliminary Official Statement.

**This Notice Inviting Bids (“this Notice”) will be submitted to PARITY for posting at its website address (www.i-deal.com) and in the PARITY bid delivery system. In the event the summary of the terms of sale of the Bonds posted by PARITY conflicts with this Notice in any respect, the terms of this Notice shall control, unless a notice of an amendment of this Notice is given as described herein.**

**RIGHT TO POSTPONE OR CANCEL. THE BOARD RESERVES THE RIGHT TO POSTPONE OR CANCEL THE RECEIPT OF BIDS ON [TUESDAY, SEPTEMBER 13], 2011, AT OR PRIOR TO THE TIME BIDS ARE TO BE RECEIVED. NOTICE OF SUCH POSTPONEMENT OR CANCELLATION WILL BE COMMUNICATED BY THE BOARD THROUGH PARITY AT I-DEAL.COM AS SOON AS PRACTICABLE FOLLOWING SUCH POSTPONEMENT OR CANCELLATION. IF THE SALE IS POSTPONED, NOTICE OF A NEW SALE DATE WILL BE GIVEN THROUGH PARITY AT I-DEAL.COM NOT LATER THAN 1:00 P.M. (M.S.T.) ON THE BUSINESS DAY PRECEDING THE DATE THAT BIDS ARE TO BE RECEIVED.** Failure of any potential bidder to receive notice of postponement or cancellation will not affect the sufficiency of any such notice or the legality of the sale. In the event of a postponement of the sale only, any subsequent bid submitted by a bidder will supersede any prior bid made.

**RIGHT TO MODIFY OR AMEND. THE BOARD RESERVES THE RIGHT TO MODIFY OR AMEND THIS NOTICE IN ANY RESPECT; PROVIDED, THAT ANY SUCH MODIFICATION OR AMENDMENT WILL BE COMMUNICATED TO POTENTIAL BIDDERS THROUGH PARITY AT I-DEAL.COM NOT LATER THAN 12 NOON (M.S.T.) ON THE BUSINESS DAY PRECEDING THE DATE FOR RECEIVING BIDS.** Failure of any potential bidder to receive notice of any modification or amendment will not affect the sufficiency of any such notice or the legality of the sale.

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\* Subject to adjustment, as described herein.

\*\* Subject to postponement or cancellation, as described herein

## **TERMS RELATING TO THE BONDS:**

**THE TERMS OF ISSUANCE, PURPOSE, PRINCIPAL AND INTEREST REPAYMENT, SECURITY, TAX OPINION, AND ALL OTHER INFORMATION REGARDING THE BONDS ARE PRESENTED IN THE PRELIMINARY OFFICIAL STATEMENT, WHICH EACH BIDDER MUST HAVE OBTAINED AND REVIEWED PRIOR TO BIDDING FOR THE BONDS. THIS NOTICE GOVERNS ONLY THE TERMS OF SALE, BIDDING, AWARD AND CLOSING PROCEDURES. THE DESCRIPTION OF THE BONDS IN THIS NOTICE CONTAINS CERTAIN INFORMATION FOR QUICK REFERENCE ONLY AND IS QUALIFIED IN ALL RESPECTS BY THE DESCRIPTION CONTAINED IN THE PRELIMINARY OFFICIAL STATEMENT.**

Subject to the foregoing, the Bonds are generally described as follows:

***Interest Rates.*** The Bonds will be dated the date of initial delivery thereof, and will bear interest from such date to the maturity or earlier redemption of each of the Bonds, payable on January 1, 2012, and semiannually thereafter on July 1 and January 1 of each of the years during the term of each of the Bonds. Interest will be calculated on the basis of a 360-day year of twelve 30-day months.

Bidders must specify the rate or rates of interest which the Bonds will bear. Bidders may specify any number of separate rates, and the same rate or rates may be repeated as often as desired, *provided that*:

- (i) The maximum interest rate bid shall not exceed five and one-quarter percent (5.25%) per annum;
- (ii) Each interest rate specified in any bid must be a multiple of one-eighth or one-twentieth of one percent (1/8 or 1/20 of 1%) per annum and a zero rate of interest cannot be named;
- (iii) Each Bond shall bear interest from its date to its stated maturity date at the single rate of interest specified in the bid, and no supplemental payments will be permitted; and
- (iv) All Bonds maturing at any one time shall bear the same rate of interest.

Any interest rate bid which would result in an interest payment amount having fractional cents will be deemed a waiver of the right to payment of such fractional cents. No fractional cents will be paid or accumulated for payment on any Bond.

***Principal Payments:*** The Bonds are to mature on July 1 in the years and in the amounts as follows:

<u>Due July 1</u>	<u>Principal Amount*</u>	<u>Due July 1</u>	<u>Principal Amount*</u>
2013		2020	
2014		2021	
2015		2023	
2016		2024	
2017		2025	
2018			
2019			

***Adjustment of Principal Payments.*** The principal amounts set forth in this Notice reflect certain estimates of the Board with respect to the likely interest rates of the winning bid. **Potential bidders will be notified via**

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\* Subject to adjustment in accordance with this Notice, as described under “*Adjustment of Principal Payments*” below.

**PARITY by 1 P.M. M.S.T., on the day prior to the sale, of any change to the principal payment schedule for the Bonds to be utilized for the bidding process. The Board reserves the right to change the principal payment schedule set forth in this Notice after the determination of the winning bidder, by increasing or decreasing the aggregate principal amount of the Bonds by not more than ten percent (10%) by adjusting one or more principal payments of the Bonds in increments of \$5,000. IN SUCH EVENT, THE PURCHASER MAY NOT WITHDRAW ITS BID OR CHANGE THE INTEREST RATES BID OR THE REOFFERING PRICES IN ITS PURCHASER'S CERTIFICATE AS A RESULT OF ANY CHANGES MADE TO THE PRINCIPAL PAYMENTS OF THE BONDS IN ACCORDANCE WITH THIS NOTICE; PROVIDED, HOWEVER, THAT THE DOLLAR AMOUNT OF THE PRICE BID WILL BE CHANGED AS NECESSARY SO THAT THE PERCENTAGE OF NET COMPENSATION PAID TO THE PURCHASER UNDER THE ADJUSTED PRINCIPAL PAYMENT STRUCTURE DOES NOT INCREASE OR DECREASE FROM WHAT IT WOULD HAVE BEEN IF NO ADJUSTMENT HAD BEEN MADE TO THE PRINCIPAL AMOUNTS SHOWN IN THE MATURITY SCHEDULE BID UPON BY THE PURCHASER.**

*Purpose.* The Bonds are being issued pursuant to the Constitution and laws of the State of Arizona, including Sections 28-7561 through 28-7573 and Sections 28-6301 through 28-6313 of the Arizona Revised Statutes, and all amendments thereto, and under the provisions of a resolution adopted by the Board on September 21, 2007 as supplemented on August 18, 2011 (collectively, the "**Bond Resolution**"), and are being issued for the purpose of paying (1) the costs of design, right-of-way purchase, or construction of certain freeways and other routes within Maricopa County, Arizona and (2) the costs relating to the issuance of the Bonds.

*Optional Redemption.* The Bonds maturing on or before July 1, 2021 are not subject to call for redemption prior to their respective maturity dates. The Bonds maturing on or after July 1, 2022 are subject to call for redemption on any date on or after July 1, 2021 at the election of the Board, in whole or in part from maturities selected by the Board and within any maturity by lot, by the payment of a redemption price equal to the principal amount of each Bond called for redemption plus accrued interest to the date fixed for redemption, without premium.

*Notice of Redemption.* Notice of redemption will be given by mail to the registered owners of the Bonds at the address shown on the bond register maintained by the Bond Registrar not less than thirty (30) days prior to the specified redemption date.

*Book Entry Only System.* The Bonds will initially be issued to and registered in the name of Cede & Co., as nominee of The Depository Trust Company ("**DTC**"), an automated clearinghouse for securities transactions, which will act as securities depository for the Bonds. One fully registered Bond, in the aggregate principal amount of each maturity, will initially be registered in the name of and held by Cede & Co., as nominee for DTC. Individual purchases will be made in book-entry form only, and the Purchaser will not receive bond certificates representing its interest in the Bonds purchased. As of the date of award of the Bonds, the Purchaser must either participate in DTC or must clear through or maintain a custodial relationship with an entity that participates in DTC.

*CUSIP Numbers.* It is anticipated that CUSIP numbers will be assigned to and printed on the Bonds, but no failure to assign such numbers to any Bonds, nor print such numbers on the Bonds, nor any error with respect thereto, shall constitute cause for failure or refusal by the winning bidder to accept and pay for the Bonds in accordance with its agreement to purchase the Bonds. The policies of the CUSIP Service Bureau will govern the assignment of specific numbers to the Bonds. All expenses in relation to the printing of CUSIP numbers on the Bonds shall be paid for by the Board; provided, however, that the CUSIP Service Bureau application and charge for the assignment of said number shall be the responsibility of and shall be paid for by the successful bidder. No CUSIP number shall be deemed to be a part of any Bond or of the contract evidenced thereby.

*Security.* Principal of and interest on the Bonds are payable from the Pledged Funds (as defined in the Bond Resolution), which consist of Transportation Excise Taxes deposited in the Subordinated Debt Service Account in the Bond Account and certain other funds, as provided in the Bond Resolution. The Bonds and any additional Subordinated Bonds (as defined in the Bond Resolution) hereafter issued by the Board will have an equal claim upon the Pledged Revenues, but will be subordinate to the claim thereon of the Outstanding Senior Bonds (as defined in the Bond Resolution) and additional Senior Bonds (as defined in the Bond Resolution).

***Bond Insurance at Bidder's Option.*** Each bidder may, in making its bid, assume, as a premise, either that the payment of principal of and interest on all or certain maturities of the Bonds will be insured at the bidder's expense, or that the Bonds will not be insured, and shall indicate on the bid form the premise on which its bid is based. If the accepted bid is based on an assumption that such a policy will be issued, the successful bidder shall cause the policy to be issued at the bidder's expense.

However, bids shall not be conditioned upon the issuance of any such policy. The Board makes no representation as to whether the Bonds will qualify for municipal bond insurance. Payment of any insurance premium and satisfaction of any conditions to the issuance of a municipal bond insurance policy and payment of any additional rating agency fees shall be the sole responsibility of the bidder. **In particular, the Board will not amend or supplement the documents authorizing the issuance of the Bonds in any way, nor will it agree to enter into any additional agreement with respect to the provision of any such policy.** FAILURE OF THE INSURANCE PROVIDER TO ISSUE ITS POLICY SHALL NOT CONSTITUTE CAUSE FOR A FAILURE OR REFUSAL BY THE PURCHASER TO ACCEPT DELIVERY OF OR PAY FOR THE BONDS. The Purchaser (as defined under "– Basis of Award" below) must provide the Board with the municipal bond insurance commitment, including the amount of the policy premium, as well as information with respect to the municipal bond insurance policy and the insurance provider for inclusion in the final Official Statement within two (2) business days following the award of the Bonds by the Board. The Board will require a certificate from the insurance provider substantially in the form attached hereto as Exhibit A on or prior to the date of delivery of the Bonds, as well as an opinion of counsel to the insurance provider regarding the enforceability of the municipal bond insurance policy and a tax certificate, each in form reasonably satisfactory to the Board and Squire, Sanders & Dempsey (US) LLP, Bond Counsel ("**Bond Counsel**"). THE PURCHASER SHALL PAY ALL COSTS ASSOCIATED WITH ANY DECISION OF THE BOARD TO AMEND, SUPPLEMENT, REPRINT AND/OR "STICKER" THE FINAL OFFICIAL STATEMENT AS A RESULT OF A FAILURE BY THE PURCHASER TO TIMELY PROVIDE INFORMATION FOR THE FINAL OFFICIAL STATEMENT OR ANY SUBSEQUENT EVENT WHICH RESULTS IN THE MUNICIPAL BOND INSURANCE DISCLOSURE PRINTED IN THE FINAL OFFICIAL STATEMENT BEING INACCURATE OR OTHERWISE INADEQUATE.

## **TERMS OF SALE**

***Electronic Bidding Procedures.*** Bids may be submitted only through the facilities of PARITY in accordance with this Notice. Bids must be submitted on the official bid form that resides on the PARITY system (the "**Official Bid Form**"), without alteration or interlineations. Subscription to the Ipero LLC's BIDCOMP Competitive Bidding System is required in order to submit a bid. Each prospective bidder shall be solely responsible to make necessary arrangements to view the Official Bid Form on PARITY and to access PARITY for the purposes of submitting its bid in a timely manner and in compliance with the requirements of this Notice. The Board is using PARITY as a communications media, and not as the Board's agent, to conduct electronic bidding for the Bonds.

All bids made through the facilities of PARITY shall be deemed irrevocable offers to purchase the Bonds on the terms provided in this Notice and shall be binding upon the entity making the bid until an award is made. Neither the Board nor the Financial Advisor shall be responsible for any malfunction or mistake made by, or as result of the use of the facilities of, PARITY, the use of such facilities being the sole risk of the prospective bidder.

If any provision of this Notice conflicts with information provided by PARITY, this Notice shall control. All electronic bids shall be deemed to incorporate the provisions of this Notice.

Further information about PARITY, including any fee charged, may be obtained from Ipero LLC, 1359 Broadway, 2nd Floor, New York, New York 10018, Attn: Customer Support (212-849-5021).

***Form of Bid; Delivery of Bids.*** The prescribed Official Bid Form for the Bonds will be available on the PARITY system and all bids must be submitted on that form. Each bid for the Bonds must: (1) be for not less than all of the Bonds hereby offered for sale, (2) be for not less than 99.0% of the par value of the Bonds, (3) specify an annual rate of interest for each maturity, as described under "*Interest Rates*" above, (4) be unconditional, and (5) be submitted as an electronic bid via PARITY, which conforms with the procedures established by PARITY. Bids may include a premium on the par value of the Bonds.

Bids will be received to and including the hour of 9:00 a.m. M.S.T. (subject to postponement or cancellation in accordance with this Notice). The time maintained by PARITY shall constitute the official time. Bids may be submitted only through the facilities of PARITY.

Right of Rejection. The Board reserves the right, in its discretion, to reject any and all bids received and to waive any irregularity or informality in the bids, except that the time for receiving bids shall be of the essence.

Basis of Award. Unless all bids are rejected, the Bonds will be awarded to the bidder whose bid complies with this Notice and results in the lowest true interest cost (“TIC”) to the Board, taking into account the interest rate or rates and the discount or premium, if any, specified in the bid (the “Purchaser”). The TIC will be determined by the Board, acting through the Assistant Director, by computing the discount rate which, when used with semiannual compounding to determine the present value of the principal and interest payments as of the dated date of the Bonds, produces an amount equal to the purchase price. In the event that two or more bidders offer bids for the Bonds at the same lowest TIC, the Board will determine by lot which bidder will be awarded the Bonds. Bid evaluations or rankings made by PARITY are not binding on the Board.

Upon award and the winning bidder making the Deposit, described under “Good Faith Deposit”, this Notice shall constitute a binding contract between such winning bidder and the Board.

Prompt Award. The Assistant Director will take action awarding the Bonds or rejecting all bids not later than six (6) hours after the time for receipt of bids, unless such time period is waived by the Purchaser.

Good Faith Deposits. The winning bidder shall deliver a deposit in the amount of \$3,600,000 (the “Deposit”), by a wire transfer to the Board by 1 P.M. M.S.T. on the date bids are received. If the Deposit is not received by this time, the Board may decline the award the Bonds to that bidder. The winning bidder shall be solely responsible for the timely delivery of their Deposit by wire transfer.

The wire transfer must be sent to the Board according to the following instructions: \_\_\_\_\_, Routing Number: \_\_\_\_\_; Account number: \_\_\_\_\_; Reference: Name of Bidder – ADOT RARF Bonds 2011.

Contemporaneously with such wire transfer, the winning bidder shall send an e-mail to the Assistant Director (email addresses: JFink@azdot.gov and LDanka@azdot.gov) and to the Financial Advisor (email address: kurt.freund@rbccm.com), including the following information: (i) indication that a wire transfer has been made, (ii) the amount of the wire transfer, (iii) the issue to which it applies and (iv) Federal reference number, if available.

The Deposit of the successful bidder will be collected and the proceeds thereof retained by the Board to be applied in partial payment for the Bonds. No interest will be allowed or paid upon the amount of the Deposit. In the event the successful bidder shall fail to comply with the terms of this Notice, the Deposit will be retained as and for liquidated damages, without waiving the Board’s other rights at law or in equity.

Reoffering Prices and Tax Certificate of Purchaser; Other Information. Individual maturities of the Bonds may be offered at a discount or a premium, subject to the provisions in “TERMS RELATING TO THE BONDS”. The Purchaser of the Bonds must actually reoffer all of the Bonds to the general public (excluding bond houses, brokers or similar persons or organizations acting in the capacity of underwriters or wholesalers).

As soon as is practicable, but not later than two (2) hours after the award of the Bonds, the successful bidder shall provide via fax (602) 381-5380 to the Assistant Director and the Financial Advisor a completed certificate in the form attached hereto as Exhibit B (a “**Reoffering Price Certificate**”), which will state the initial offering prices at which it has offered all of the Bonds of each maturity to the general public (excluding bond houses, brokers, or similar persons acting in the capacity of underwriters or wholesalers), in a bona fide public offering and other matters. **Any bidder who wishes to request a change to the form of the Reoffering Price Certificate attached as Exhibit B hereto must obtain, prior to noon (M.S.T.) on the date prior to the Bid Date, approval of any change from Todd Cooper, tax partner at Squire, Sanders & Dempsey (US) LLP, and should**

**call or email Todd Cooper at (513) 284-2517 or todd.cooper@ssd.com to discuss any requested change as early as possible prior to such noon deadline for approval of any requested change.**

In addition, on the day prior to delivery of the Bonds, the Purchaser shall provide to the Board and Bond Counsel (todd.cooper@ssd.com) a second Reoffering Price Certificate, which shall be dated the date of closing and be in a form and substance acceptable to, and include such additional information as may be requested by, Bond Counsel including information necessary to complete IRS Form 8038G and information regarding its sales of the Bonds as of the date of closing. For the purposes of this paragraph, sales of the Bonds to other securities brokers or dealers will not be considered sales to the general public.

The winning bidder must also provide the Assistant Director, within twenty-four (24) hours after the award of the Bonds, with all necessary offering price information, selling compensation information, all other terms of the sale which are depending on such matters and any underwriting information, all as may be necessary to complete the final Official Statement.

## **CLOSING PROCEDURES AND DOCUMENTS**

*Delivery and Payment.* Delivery of the Bonds, in the form of one certificate for each maturity, will be made to the Purchaser through the facilities of the Paying Agent via FAST transfer, and is presently expected to take place on [Thursday, September 29, 2011.] Payment for the Bonds (including any premium) must be made at the time of delivery by wire transfer in funds immediately available in Phoenix. Any expense for making payment in immediately available funds shall be borne by the Purchaser. The costs of preparing the Bonds will be borne by the Board. The Board intends to conduct the closing by telephone. The Board will deliver to the Purchaser, dated as of the delivery date, the legal opinion of Bond Counsel in the form set forth in APPENDIX A—"PROPOSED FORM OF OPINION OF BOND COUNSEL" to the Preliminary Official Statement, subject to changes, as described in "TAX MATTERS" in the Preliminary Official Statement.

*Qualification for Sale; "Blue Sky".* The Board will furnish such information and take such action not inconsistent with law as the Purchaser may request and the Board may deem necessary or appropriate to qualify the Bonds for offer and sale under the "Blue Sky" or other securities laws and regulations of such states and other jurisdictions of the United States of America as may be designated by the Purchaser; *provided, however*, that the Board will not execute a general or special consent to service of process or qualify to do business in connection with such qualification or determination in any jurisdiction. By submitting its bid for the Bonds, the Purchaser assumes all responsibility for qualifying the Bonds for offer and sale under the "Blue Sky" or other securities laws and regulations of the states and jurisdictions in which the Purchaser offers or sells the Bonds, including the payment of fees for such qualification. **The Purchaser will not sell, offer to sell or solicit any offer to buy, the Bonds in any jurisdiction where it is unlawful for such Purchaser to make such sale, offer or solicitation, and the Purchaser shall comply with the "Blue Sky" and other securities laws and regulations of the states and jurisdictions in which the Purchaser sells the Bonds.**

*Right of Cancellation.* The Purchaser will have the right, at its option, to cancel its obligation to purchase the Bonds if the Board fails to execute the Bonds and tender the same for delivery within 60 days from the date of sale thereof, and in such event the Purchaser will only be entitled to the return of the Good Faith Deposit, without interest thereon.

*Preliminary Official Statement Deemed Final; Final Official Statement.* The Board deems the Preliminary Official Statement provided in connection with the sale of the Bonds to be final as of its date except for the omission of offering prices, selling compensation, delivery date, terms to be specified in the winning bidder's bid, other terms depending on such matters and the identity of the winning bidder.

Within seven (7) business days after the award of the Bonds, the Board will provide the Purchaser bidder with up to two hundred (200) copies of the final Official Statement at no cost. Additional copies of the final Official Statement may be obtained from the Board at the Purchaser's expense. The final Official Statement will be in substantially the same form as the Preliminary Official Statement with such additions, deletions or revisions as the Board deems necessary. The form and content of the final Official Statement of the Board is within the sole discretion of the Board. The Purchaser's name will not appear on the cover of the Official Statement.

By submitting a bid for the Bonds, each bidder agrees, if awarded the Bonds, (i) to disseminate to all members of the underwriting syndicate, if any, copies of the final Official Statement, including any supplements prepared by the Board, (ii) to promptly file a copy of the final Official Statement, including any supplements prepared by the Board, with the Municipal Securities Rulemaking Board, and (iii) to take any and all other actions necessary to comply with applicable Securities and Exchange Commission and Municipal Securities Rulemaking Board rules governing the offering, sale and delivery of the Bonds to the ultimate purchasers, including without limitation the delivery of a final Official Statement to each investor who purchases Bonds.

Certificates to be delivered by the Board. Representatives of the Board will deliver certificates to the effect that (i) no litigation is pending affecting the issuance and sale of the Bonds and (ii) to their best knowledge, the information contained in the Official Statement (excluding the information regarding the initial reoffering prices or yields on the Bonds, the Purchaser's gross compensation, the policy of municipal bond insurance and the provider thereof, if any, and The Depository Trust Company and its book-entry system, as to which no view will be expressed), as of the date of sale of the Bonds and as of the date of delivery thereof, did not and does not contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements made therein, in light of the circumstances under which they were made, not misleading. The Board will also deliver a tax compliance certificate covering its reasonable expectations concerning use of the proceeds of the Bonds and related matters.

Purchaser Certificate Concerning Official Statement. As a condition of delivery of the Bonds, the Purchaser will be required to execute and deliver to the Board, prior to the date of closing and dated the date of closing, a certificate to the following effect:

(i) The Purchaser has provided to the Board the initial reoffering prices or yields on the Bonds as printed on the inside cover of the final Official Statement, and the Purchaser has made a bona fide offering of the Bonds to the public at the prices and yields so shown.

(ii) The Purchaser has not undertaken any responsibility for the contents of the final Official Statement, except for the reoffering prices or yields on the Bonds and its gross compensation. The Purchaser, in accordance with and as part of its responsibilities under the federal securities laws, has reviewed the information in the final Official Statement and has not notified the Board of the need to modify or supplement the final Official Statement.

(iii) The foregoing statements will be true and correct as of the date of closing.

Sales Outside of the United States. The Purchaser must undertake responsibility for compliance with any laws or regulations of any foreign jurisdiction in connection with any sale of the Bonds to persons outside the United States.

Continuing Disclosure: The Board will enter into a continuing disclosure undertaking with respect to the Bonds, which undertaking will be described in the Official Statement.

**NOTICE REGARDING STATE CONTRACTS:** Arizona law requires that every contract to which the State, its political subdivisions or any of the departments or agencies of the State or its political subdivisions, including the Board, is a party include notice that such contract is subject to cancellation, within three (3) years after its execution, by the State, or the political subdivision, including the Board, department or agency which is a party to such contract if any person significantly involved in initiating, negotiating, securing, drafting, or creating the contract on behalf of the State, or the political subdivision, including the Board, department, or agency is, at any time while the contract is in effect, an employee of any other party to the contract or an agent or consultant of any other party to the contract with respect to the subject matter of the contract.

ARIZONA TRANSPORTATION BOARD

/s/ William J. Feldmeier  
Chairman, Arizona Transportation Board

**EXHIBIT A**

**CERTIFICATE OF BOND INSURER**

*[TO BE DATED THE CLOSING DATE]*

The undersigned, the duly authorized and acting \_\_\_\_\_ of \_\_\_\_\_ (the "Bond Insurer"), hereby certifies on behalf of the Bond Insurer as follows:

1. The statements contained in the Official Statement, dated \_\_\_\_\_, 2011 (the "Official Statement"), relating to the \$\_\_\_\_\_ Arizona Transportation Board, Subordinated Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series (the "Bonds"), provided by the Insurer for use under the captions \_\_\_\_\_, which statements constitute descriptions or summaries of the municipal bond insurance policy (the "Policy") of the Bond Insurer insuring the Bonds and the Bond Insurer, and financial information concerning the Bond Insurer, as of the date of Official Statement and as of the date hereof, accurately reflect and fairly present the information set forth therein, and do not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in light of the circumstances under which they are made, not misleading.

2. The form of Policy set forth in Appendix \_\_\_ of the Official Statement is a true and complete copy of the Policy (except for omissions therefrom of particulars relating to the Bonds).

[NAME OF BOND INSURER]

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Phone: \_\_\_\_\_

## EXHIBIT B

### FORM OF REOFFERING PRICE CERTIFICATE

*(TO BE DELIVERED AND COMPLETED BY THE PURCHASER OF THE BONDS, AS DESCRIBED UNDER  
"REOFFERING PRICES AND TAX CERTIFICATE OF PURCHASER" IN THE NOTICE)*

This Certificate is being delivered by [insert name], the purchaser (the "Purchaser"), in connection with its purchase of the \$\_\_\_\_\_ Arizona Transportation Board, Subordinated Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series (the "Bonds"). The Purchaser hereby certifies and represents the following:

#### A. Issue Price.

1. All Bonds of all maturities were actually offered by the Purchaser to the public (excluding bond houses, brokers, or similar persons acting in the capacity of underwriters or wholesalers) in a bona fide offering at prices not higher than, or, in the case of obligations sold on a yield basis, at yields not lower than, those set forth in Schedule I attached hereto, which the Purchaser believes is not more than the fair market value of each maturity as of September 13, 2011, the date of sale of the Bonds.

2. On the date of the sale of the Bonds, the Purchaser sold or reasonably expected to sell to the public (excluding bond houses and brokers or similar persons or organizations acting in the capacity of underwriters or wholesalers) at least ten percent (10%) of each maturity of the Bonds at prices not higher than, or, in the case of obligations sold on a yield basis, at yields not lower than, those set forth in Schedule I attached hereto.

3. As of the date hereof, neither the Purchaser nor any affiliate of the Purchaser has participated in offering any derivative product with respect to the Bonds.

#### B. Compensation.

All compensation received by the Purchaser for underwriting services (which includes certain expenses) in connection with the sale and delivery of the Bonds will be paid in the form of a purchase discount in the amount of \$\_\_\_\_\_, and no part of such compensation includes any payment for any property or services other than underwriting services relating to sale and delivery of the Bonds.

#### [C Bond Insurance.

The present value of the fee paid for the municipal bond insurance policy (the "Policy") (using as a discount rate the expected Yield on the Bonds treating the fee paid as interest on the Bonds) is less than the present value of the interest reasonably expected to be saved on the Bonds over the term of the Bonds as a result of the Policy. The fee paid for the Policy does not exceed a reasonable, arm's-length charge for the transfer of credit risk. The fee does not include any payment for any direct or indirect services other than the transfer of credit risk. The absence of the Policy would have materially affected in an adverse manner the interest rates or Yields at which the Bonds were sold.]

The signer is an authorized representative of the Purchaser and is duly authorized by the Purchaser to execute and deliver this Certificate on behalf of the Purchaser. The Purchaser understands that the representations contained in this Certificate will be relied on by the Board in making certain of its representations in its Tax Certificate for the Bonds and in completing and filing the Information Return for the Bonds with the Internal Revenue Service, and by Squire, Sanders & Dempsey (US) LLP, Bond Counsel to the Board, in rendering certain of its legal opinions in connection with the issuance of the Bonds.

Dated: \_\_\_\_\_  
[Sale Date]

By: \_\_\_\_\_  
(Name of Purchaser)

Execution by: \_\_\_\_\_

Type Name: \_\_\_\_\_

Title: \_\_\_\_\_

**SCHEDULE I**

**TO CERTIFICATE OF PURCHASER**

MATURITY DATES (JULY 1)	PRINCIPAL AMOUNT*	INTEREST RATE†	OFFERING PRICE OR YIELD†
2012			
2013			
2014			
2015			
2016			
2017			
2018			
2019			
2020			
2021			
2022			
2023			
2024			
2025			

\* Subject to adjustment in accordance with this Notice

† **To be completed by Purchaser**

**PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)**

**FY 2012 - 2016 Transportation Facilities Construction Program Requested Modifications  
For Discussion and Possible Action**

**\*ITEM 8a:**

COUNTY: Maricopa

DISTRICT: Phoenix Construction

**Page 144**

SCHEDULE: FY 2011

SECTION: MAG Region Wide

TYPE OF WORK: TI (Traffic Interchange) Improvements

ADVERTISEMENT DATE: N/A

PROGRAM AMOUNT: \$ 3,000,000

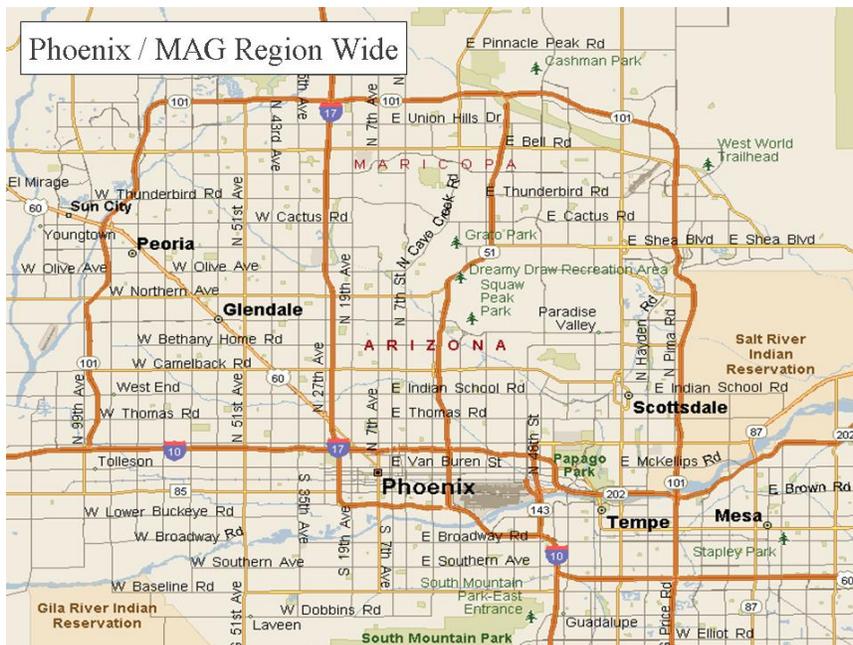
PROJECT MANAGER: Velvet Mathew

PROJECT: Item# 43211

REQUESTED ACTION: **Defer TI Improvements from  
FY 2011 to FY 2012.**

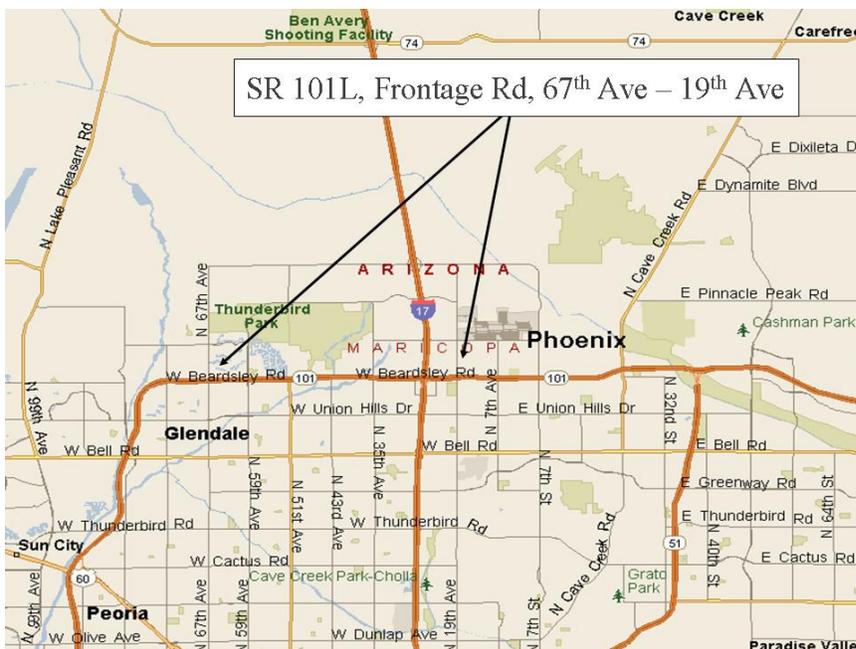
NEW PROGRAM AMOUNT:

\$ 3,000,000



**\*ITEM 8b:**

ROUTE NO: SR 101L @ MP 18.4  
 COUNTY: Maricopa  
 DISTRICT: Phoenix Construction  
 SCHEDULE: FY 2011  
 SECTION: Frontage Rd from 67th to 19th Ave  
 TYPE OF WORK: Pavement Preservation  
 PROGRAM AMOUNT: \$ 230,000, Item #20111  
 PROJECT MANAGER: Mafiz Mian  
 PROJECT: H822901C  
 REQUESTED ACTION: Delete pavement preservation project for \$230,000 from the FY 2011 Highway Construction Program. **Return funds to the Preventative Pavement Preservation Fund #77311.**



**\*ITEM 8c:**

ROUTE NO: SR 238 @ MP 24.0  
 COUNTY: Maricopa  
 DISTRICT: Tucson  
 SCHEDULE: New Project Request  
 SECTION: MP 24 to 91st Avenue  
 TYPE OF WORK: Pavement Preservation  
 ADVERTISEMENT DATE: January 3, 2012  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Mafiz Mian  
 PROJECT: H835001C  
 REQUESTED ACTION: Establish a new pavement preservation project for \$625,000 in the FY 2012 Highway Construction Program. **Funds are available from the Preventative Pavement Preservation Fund #77312.**  
 NEW PROGRAM AMOUNT: \$ 625,000



**\*ITEM 8d:**

ROUTE NO: SR 95 @ MP 160.9

COUNTY: La Paz

DISTRICT: Yuma

SCHEDULE: New Project Request

SECTION: Bill Williams National Wildlife Refuge Entrance

TYPE OF WORK: Intersection Improvements

ADVERTISEMENT DATE: October 1, 2011

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Rod Collins

PROJECT: H779401C

JPA: 11-002 with the Central Arizona Water Conservation District and the U.S. Fish and Wildlife Service

REQUESTED ACTION: Establish a new project for \$3,337,000 in the FY 2012 Highway Construction Program. **Funds are available from the following source:**

FY 2012 District Minor Fund #73312 \$ 50,000

JPA 11-002 with Central Arizona Water Conservation Dist. \$ 1,637,000

JPA 11-002 with US Fish and Wildlife Service \$ 1,650,000

NEW PROGRAM AMOUNT: \$ 3,337,000



**\*ITEM 8e:**

ROUTE NO: SR 95 @ MP 236.5

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: FY 2012

SECTION: SR 95 at Joy Lane

TYPE OF WORK: Drainage Improvements

ADVERTISEMENT DATE: 10/01/2011

PROGRAM AMOUNT: \$ 400,000

PROJECT MANAGER: Larry Doescher

PROJECT: H777301C, Item# 24110

REQUESTED ACTION: Increase the construction project by \$150,000 to \$550,000 in the FY 2012 Highway Construction Program. **Funds are available from the FY 2012 District Minor Program #73312.**

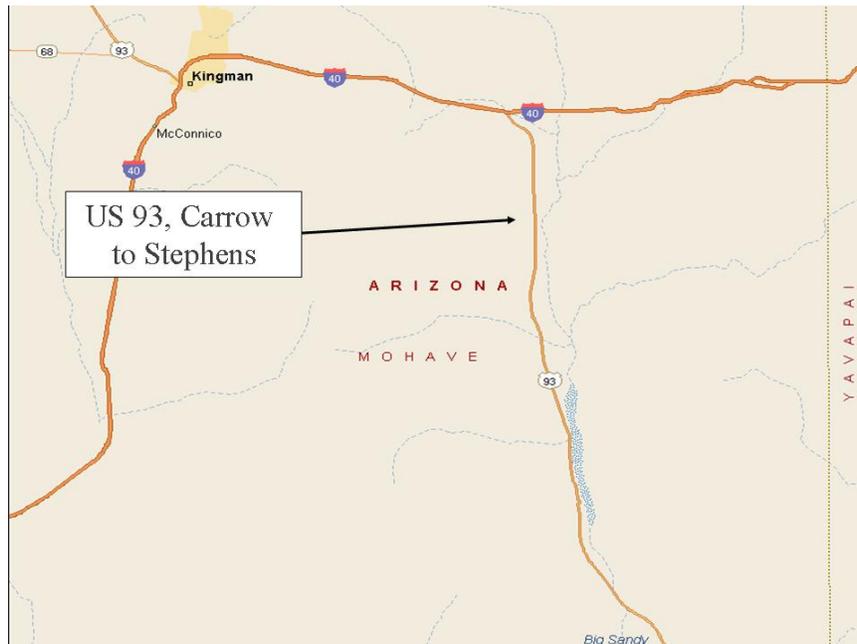
NEW PROGRAM AMOUNT:

\$ 550,000



**\*ITEM 8f:**

ROUTE NO: US 93 @ MP 116.0  
COUNTY: Mohave  
DISTRICT: Kingman  
SCHEDULE: New Project Request  
SECTION: Carrow to Stephens  
TYPE OF WORK: Design 4 Lane Divided Highway  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Larry Doescher  
PROJECT: H823201D  
REQUESTED ACTION: Establish a new design project for \$1,800,000 in the 2012 Highway Facilities Construction Program. **Funds are available from the FY 2012 Statewide Engineering Development Fund #70712.**  
NEW PROGRAM AMOUNT: \$ 1,800,000



**\*ITEM 8g:**

ROUTE NO: US 191 @ MP 154.9

COUNTY: Greenlee

DISTRICT: Safford

SCHEDULE: New Project Request

SECTION: Cold Creek Bridge SB #258

TYPE OF WORK: Bridge Removal

ADVERTISEMENT DATE: 11/01/2011

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Xuefan Xu

PROJECT: H823102C

REQUESTED ACTION: Establish a new bridge project for \$180,000 in the FY 2012 Highway Construction Program. **Funds are available from the FY 2012 District Minor Fund #73312.**

NEW PROGRAM AMOUNT:

\$ 180,000



**\*ITEM 8h:**

ROUTE NO: SR 189 @ MP 0.0

COUNTY: Santa Cruz

DISTRICT: Tucson

SCHEDULE: FY 2011

SECTION: International Border

TYPE OF WORK: Street Widening and Reconstruction

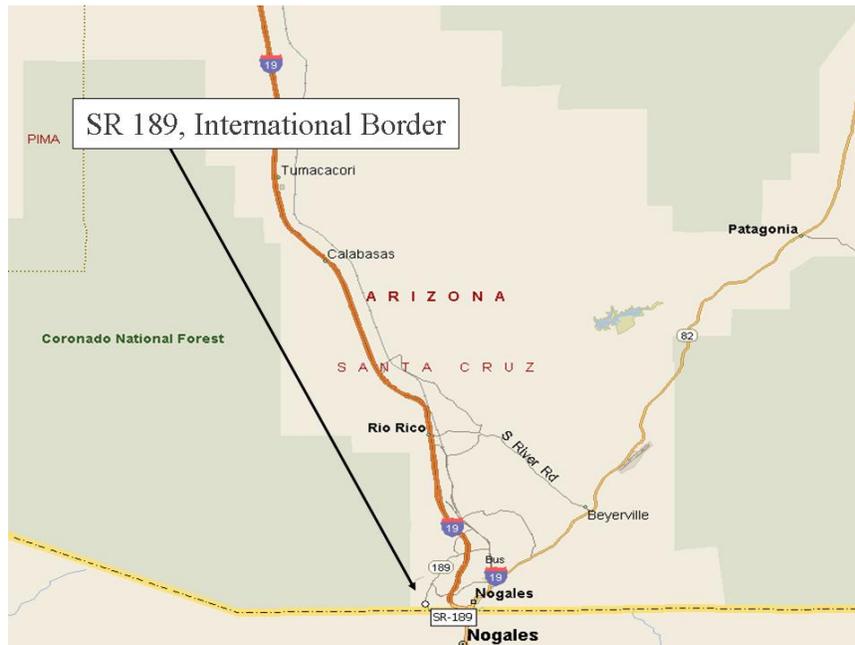
ADVERTISEMENT DATE: 08/15/2011

PROGRAM AMOUNT: \$ 3,700,000

PROJECT MANAGER: David Brauer

PROJECT: H820001C, Item# 21911

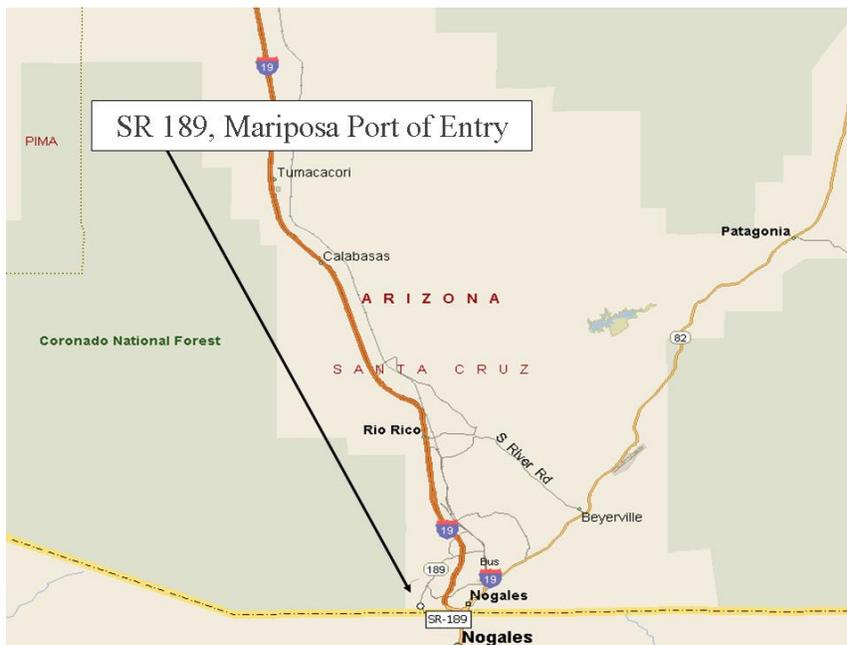
REQUESTED ACTION: **Defer project from FY 2011 to FY 2012 in the Highway Construction Program.**



**\*ITEM 8i:**

ROUTE NO: SR 189 @ MP 0.0  
 COUNTY: Santa Cruz  
 DISTRICT: Tucson  
 SCHEDULE: FY 2011t  
 SECTION: Mariposa Port of Entry  
 TYPE OF WORK: Construct New Parking Area and Road Improvements  
 ADVERTISEMENT DATE: 08/08/2011  
 PROGRAM AMOUNT: \$ 4,229,000  
 PROJECT MANAGER: Orlando Jerez  
 PROJECT: H790601C, Item # 18006  
 REQUESTED ACTION: Increase the construction project by \$1,010,000 to \$5,239,000 in the Highway Construction Program. **Defer project from FY 2011 to FY 2012. See funding sources below.**

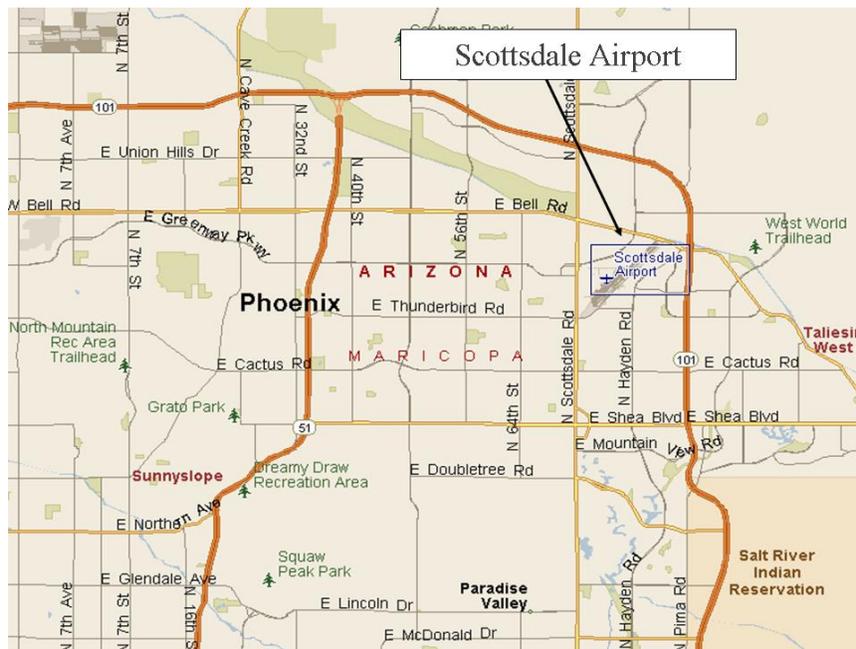
Design Phase: H790601D funded through US General Service Admin.	\$ 470,000
US General Service Admin. Easement Agreement	\$ 540,000
<b>NEW PROGRAM AMOUNT:</b>	<b>\$ 5,239,000</b>



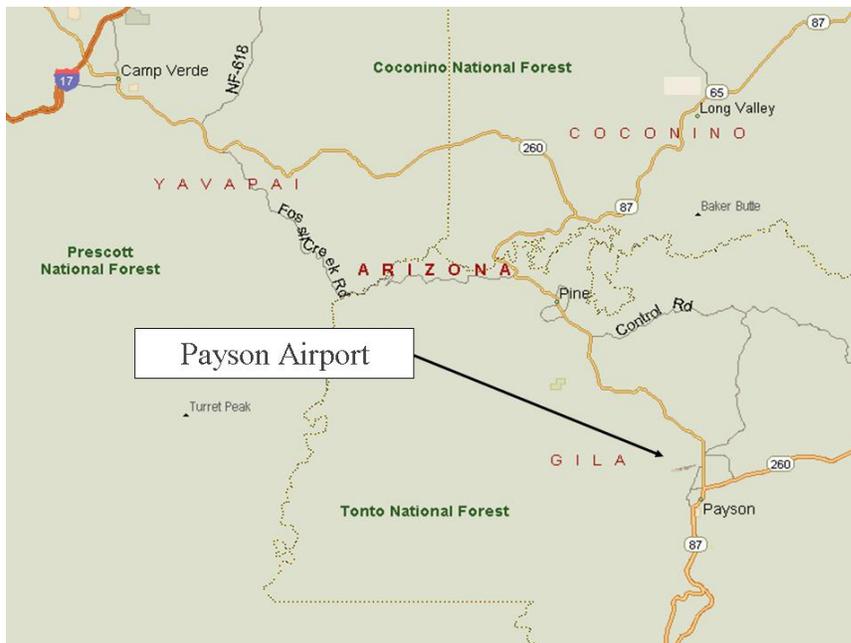
FY 2012-2016 Airport Development Program – Requested Modifications

Discussion and Possible Action

<b>*ITEM 8j:</b>	AIRPORT NAME:	Scottsdale	
	SPONSOR:	City of Scottsdale	<b>Page 157</b>
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2012 – 2016	
	PROJECT #:	E1F55	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Nancy Wiley	
	PROJECT DESCRIPTION:	Reconstruction of Landmark Fixed Based Operator and Landmark South apron (approx. 37,400 sq. yds & 32,300 sq. yds, respectively) Phase 3.	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	<b>FAA</b>	\$654,096
		<b>Sponsor</b>	\$17,213
		<b>State</b>	\$17,213
		<i>Total Program</i>	<b>\$ 688,522</b>



<b>*ITEM 8k:</b>	AIRPORT NAME:	Payson	
	SPONSOR:	Town of Payson	<b>Page 158</b>
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2012 – 2016	
	PROJECT #:	E2F70	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Nancy Wiley	
	PROJECT DESCRIPTION:	Improve Runway Safety Area (Install runway blast pads on each end of Runway 6/24) Phase 2. Install Airfield Guidance Signs & Markings, Phase 2	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:		\$112,261
		<b>FAA</b>	
		<b>Sponsor</b>	\$2,954
		<b>State</b>	\$2,954
		<i>Total Program</i>	\$ 118,169





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

1. PRB MEETING DATE:05/24/2011  
2. Phone Teleconference?No      At Phone #:  
Video Teleconference?No

**GENERAL INFORMATION**

**3. Form Date:** 05/20/2011      **4. Project Manager / Presenter Information:** Velvet Mathew (602) 712-3062  
**5. Form Created By:** Velvet Mathew      9019 New Org for FY-11      1611 W Jackson St,

**PROJECT INFORMATION**

**6. Project Location / Name:** MAG Regionwide      **7. Type of Work:** TI Improvements  
**8. CPS Id:**      **9. District:**      **10. Route:**      **11. County:**      **12. Beg MP:**      **13. TRACS #:**      **14. Len (mi.):**      **15. Fed ID #:**  
(Tracs# not in Adv)

**PROJECT REQUEST SUMMARY**

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

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b> 3,000	<b>Fund Item #:</b> 43211	<b>Amount (in \$000):</b>	<b>Fund Item #:</b>
<b>Comments:</b>	<b>Details:</b> FY:2011-MAG REGIONWIDE-TI improvements	<b>Comments:</b>	<b>Details:</b>

**20. JPA #s:**

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
<b>21. Current Fiscal Year:</b> FY11	<b>21a. Request Fiscal Year to:</b> FY12
<b>22. Current Bid Pkg Ready Date:</b>	<b>22a. Request Bid Pkg Ready Date to:</b>
<b>23. Current Bid Adv Date:</b>	<b>23a. Request Bid Adv Date to:</b>

**ADDITIONAL DETAILS**

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

**25. DESCRIPTION OF REQUEST:**

Defer from FY11 to FY12.

**26. JUSTIFICATION:**

Funds not expended in FY11. Anticipate expenditure in FY12.

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

**28. OTHER ALTERNATIVES:**

<b>REQUESTED ACTIONS:</b> Change in FY. Request to be in PPAC Agenda for 6/29/2011 .	<b>APPROVED/RECOMMENDED ACTIONS:</b>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:04/12/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

04/12/2011

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

Mafiz Mian

(602) 712-4061

**5. Form Created By:**

Mafiz Mian

9975 Pavement Management Sect

1221 N 21st Ave, , 068R

**PROJECT INFORMATION**

**6. Project Location / Name:**

FRONTAGE RD FROM 67TH TO 19TH AVE WITH EXCEPTIONS

**7. Type of Work:**

PAVEMENT PRESERVATION (Micro-Surfacing)

**8. CPS Id:**

YU1K

**9. District:**

Phoenix

**10. Route:**

101L

**11. County:**

Maricopa

**12. Beg MP:**

18.4

**13. TRACS #:**

H822901C

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

2.1

**15. Fed ID #:**

101-A(209)A

**PROJECT REQUEST SUMMARY**

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

230

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

20111

**18. Current Approved**

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

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

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

-230

**18b. Total Program Budget**

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

0

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

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

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

**Comments:**

**Fund Item #:**

**Details:**

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

**Comments:**

-230

**Fund Item #:**

**Details:**

77311

FY:2011-PREVENTATIVE PAVEMENT PRESERVATION-Preventative Pavement Preservation

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

11

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

**23. Current Bid Adv Date:**

TBD

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

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

2011

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

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

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

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

**Have ENVIRONMENTAL Clearance?YES**

**Have U&RR Clearance?YES**

**Have R/W Clearance?YES**

**Scoping Document Completed?YES**

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

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

**Have MATERIALS Memo?YES**

**Have C&S Approval?NA**

**Have CUSTOMIZED Schedule?NA**

**25. DESCRIPTION OF REQUEST:**

Request to cancel this micro-surfacing project (Procurement)on Loop 101 Frontage Road. Loop 101 Frontage Road is functionally classified as local street and is not eligible for federal fund.

**26. JUSTIFICATION:**

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Change in FY.  
Request to be in PPAC Agenda for 4/28/2011 .  
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:06/14/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

06/14/2011

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

Mafiz Mian

(602) 712-4061

**5. Form Created By:**

Mafiz Mian

9975 Pavement Management Sect

1221 N 21st Ave., 068R

**PROJECT INFORMATION**

**6. Project Location / Name:**

MP 24 TO 91ST AVENUE

**7. Type of Work:**

PAVEMENT PRESERVATION (DbI Chip Seal)

**8. CPS Id:**

KD1L

**9. District:**

Tucson

**10. Route:**

238

**11. County:**

Maricopa

**12. Beg MP:**

24.0

**13. TRACS #:**

H835001C

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

7.78

**15. Fed ID #:**

STP-238-A(201  
)A

**PROJECT REQUEST SUMMARY**

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

0

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

625

**18. Current Approved**

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

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

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

**18b. Total Program Budget**

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

625

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

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

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

**Comments:**

**Fund Item #:**

**Details:**

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

625

**Comments:**

**Fund Item #:**

77312

**Details:**

FY:2012-PREVENTATIVE  
PAVEMENT  
PRESERVATION-Preventative  
Pavement Preservation

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

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

**23. Current Bid Adv Date:**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

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

2012

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

12/01/2011

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

01/03/2012

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

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

**Have ENVIRONMENTAL Clearance?NO**

**Have U&RR Clearance?YES**

**Have R/W Clearance?YES**

**Scoping Document Completed?YES**

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

**24d. What is the current Stage?Pre Stage II**

**Have MATERIALS Memo?YES**

**Have C&S Approval?YES**

**Have CUSTOMIZED Schedule?NA**

**25. DESCRIPTION OF REQUEST:**

Request to establish new Chip Seal project(C & S).

**26. JUSTIFICATION:**

Roadway has minor cracks. Existing chip seal has reached end of its life. New chip seal will preserve and extend the life of the pavement.

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Establish a New Project.  
Request to be in PPAC Agenda for 6/29/2011 .

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

**PRB APPROVED**



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

1. PRB MEETING DATE:06/14/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

06/14/2011

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

Rod Collins

(602) 712-7980

**5. Form Created By:**

Rod Collins

9560 Design Prog Mgmt Section

205 S 17th Ave, 113E, 615E

**PROJECT INFORMATION**

**6. Project Location / Name:**

SR 95 MILEPOST 160.9 (Bill Williams National Wildlife  
Refuge Entrance)

**7. Type of Work:**

INTERSECTION IMPROVEMENTS

**8. CPS Id:**

YK1J

**9. District:**

Yuma

**10. Route:**

95

**11. County:**

La Paz

**12. Beg MP:**

160.9

**13. TRACS #:**

H779401C

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

1.0

**15. Fed ID #:**

NH  
095-C(209)A

**PROJECT REQUEST SUMMARY**

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

0

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

**18. Current Approved**

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

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

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

3,337

**18b. Total Program Budget**

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

3,337

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

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

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

**Comments:**

**Fund Item #:**

**Details:**

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

50  
District Minor

**Fund Item #:**

73312  
FY:2012-DISTRICT MINOR  
PROJECTS-Construct District  
Minor Projects

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

1,637  
Funding from The Central  
Arizona Water Conservation  
District (CAWCD)

**Fund Item #:**

OTH12  
FY:2012-OTHER SOURCE-

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

1,650  
Funding from US Fish and  
Wildlife.

**Fund Item #:**

OTH11  
FY:2011-OTHER SOURCE-

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

**20. JPA #s:**

11-002-I

**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:**

2012

09/01/2011

10/01/2011

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

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

**Have ENVIRONMENTAL Clearance?NO**

**Have U&RR Clearance?NO**

**Have R/W Clearance?NO**

**Scoping Document Completed?YES**

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

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

**Have MATERIALS Memo?YES**

**Have C&S Approval?YES**

**Have CUSTOMIZED Schedule?YES**

**25. DESCRIPTION OF REQUEST:**

Request to establish a new intersection improvement project on SR 95 at MP 160.9. This project will relocate entrances for The Central Arizona Water Conservation District (CAWCD) facility and for the Bill Williams River National Wildlife Refuge, owned by the United States Fish And Wildlife Service (USFWS). CAWCD and USFWS will contribute funding to construct this project. ADOT Yuma District is funding minor drainage improvements on SR 95 with District Minor Funds.

**26. JUSTIFICATION:**

CAWCD requested the intersection improvements to improve safety for their large trucks entering and leaving their facility on the East side of SR 95. USFWS requested to have their respective entrance on the west side of SR 95 for the Bill Williams National Wildlife Refuge, opposite the CAWCD facility, also improved for safety.

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

**28. OTHER ALTERNATIVES:**

<p><b>REQUESTED ACTIONS:</b>          Establish a New Project.          Request to be in PPAC Agenda for 8/3/2011 .</p>	<p><b>APPROVED/RECOMMENDED ACTIONS:</b>          Item(s) Approved. Subject to PPAC Approval.</p> <p style="text-align: right;"><b>PRB APPROVED</b></p>
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**ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERMODAL TRANSPORTATION DIVISION  
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:07/26/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

08/03/2011

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

Larry Doescher

(602) 712-7551

**5. Form Created By:**

Larry Doescher

9210 Statewide Project Management

205 S 17th Ave, 295, 614E

**PROJECT INFORMATION**

**6. Project Location / Name:**

SR 95 AT JOY LANE

**7. Type of Work:**

DRAINAGE IMPROVEMENTS

**8. CPS Id:**

IL1K

**9. District:**

Kingman

**10. Route:**

95

**11. County:**

Mohave

**12. Beg MP:**

236.5

**13. TRACS #:**

H777301C

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

0.2

**15. Fed ID #:**

095-D(209)A

**PROJECT REQUEST SUMMARY**

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

400

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

**18. Current Approved**

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

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

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

150

**18b. Total Program Budget**

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

550

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

**Amount (in \$000):** 400

**Fund Item #:** 24110

**Comments:**

**Details:**  
FY:2012-JOY LANE-Drainage  
improvements

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

**Amount (in \$000):** 150

**Fund Item #:** 73312

**Comments:**

District Minor

**Details:**

FY:2012-DISTRICT MINOR  
PROJECTS-Construct District  
Minor Projects

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

2012

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

TBD

**23. Current Bid Adv Date:**

TBD

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

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

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

09/01/2011

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

10/01/2011

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

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

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

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

**Have ENVIRONMENTAL Clearance?YES**

**Have MATERIALS Memo?YES**

**Have U&RR Clearance?NO**

**Have C&S Approval?NO**

**Have R/W Clearance?YES**

**Have CUSTOMIZED Schedule?NO**

**Scoping Document Completed?YES**

**25. DESCRIPTION OF REQUEST:**

Increase project Budget from \$400,000 to \$550,000 for an FY 2012 Advertisement and construction.

**26. JUSTIFICATION:**

This project is a District Minor project to improve the function of this intersection of SR 95 with Joy Lane by providing better pavement drainage and an outfall to remove runoff.

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Update/Establish Schedule.  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

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

1. PRB MEETING DATE:07/26/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

08/03/2011

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

Larry Doescher

(602) 712-7551

**5. Form Created By:**

Larry Doescher

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

**PROJECT INFORMATION****6. Project Location / Name:**

CARROW TO STEPHENS

**7. Type of Work:**

DESIGN 4-LANE DIVIDED HIGHWAY

**8. CPS Id:**

TC1J

**9. District:**

Kingman

**10. Route:**

93

**11. County:**

Mohave

**12. Beg MP:**

116.0

**13. TRACS #:**

H823201D

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

4

**15. Fed ID #:****PROJECT REQUEST SUMMARY****16. Original Program Budget (in \$000)****18. Current Approved****Program Budget (in \$000):**

0

**17. Original Program Item # (Current 5 Yr Program):****18a. (+/-) Program Budget****Request (in \$000):**

1,800

**18b. Total Program Budget****After Request (in \$000):**

1,800

**19. Currently Approved Budget Funding List:****19a. New / Budget Change Request Funding List:****Amount (in \$000):****Comments:****Fund Item #:****Details:****Amount (in \$000):**

1,800

**Comments:**

\$1.8M for Consultant design

**Fund Item #:**

70712

**Details:**

FY:2012-INTERMODAL  
TRANSPORTATION  
DIVISION-Statewide  
Engineering Development

**20. JPA #s:****CURRENTLY APPROVED SCHEDULE****21. Current Fiscal Year:****22. Current Bid Pkg Ready Date:**

TBD

**23. Current Bid Adv Date:**

TBD

**CHANGE REQUEST / NEW PROJECT SCHEDULE****21a. Request Fiscal Year to:**

2012

**22a. Request Bid Pkg Ready Date to:****23a. Request Bid Adv Date to:****ADDITIONAL DETAILS****24a. Scope Changed?No****24b. Project Name/Location Changed?No****Have ENVIRONMENTAL Clearance?NO****Have U&RR Clearance?NO****Have R/W Clearance?NO****Scoping Document Completed?YES****24c. Work Type Changed?No****24d. What is the current Stage?Pre Stage II****Have MATERIALS Memo?NO****Have C&S Approval?NO****Have CUSTOMIZED Schedule?NO****25. DESCRIPTION OF REQUEST:**

Requesting the establishment of a design project in FY 12 (\$1.8M).

**26. JUSTIFICATION:**

Construction project is in the Program

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:****28. OTHER ALTERNATIVES:****REQUESTED ACTIONS:**

Establish a New Project.  
Request to be in PPAC Agenda for 8/3/2011 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**  
Page 152 of 211



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

1. PRB MEETING DATE:07/05/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

07/06/2011

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

Xuefan Xu

(602) 712-8601

**5. Form Created By:**

Xuefan Xu

9730 Bridge Design Section C

205 S 17th Ave, , 613E

**PROJECT INFORMATION**

**6. Project Location / Name:**

Cold Creek Bridge SB #258

**7. Type of Work:**

Remove Bridge

**8. CPS Id:**

JZIL

**9. District:**

Safford

**10. Route:**

US 191

**11. County:**

Greenlee

**12. Beg MP:**

154.9

**13. TRACS #:**

H823102C

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

1.0

**15. Fed ID #:**

191-C(212)A

**PROJECT REQUEST SUMMARY**

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

0

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

**18. Current Approved**

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

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

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

180

**18b. Total Program Budget**

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

180

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

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

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

**Comments:**

**Fund Item #:**

**Details:**

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

180  
FEDERAL FUND

**Fund Item #:**

73312  
FY:2012-DISTRICT MINOR  
PROJECTS-Construct District  
Minor Projects

**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:**

2012

10/01/2011

11/01/2011

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

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

**Have ENVIRONMENTAL Clearance?YES**

**Have U&RR Clearance?YES**

**Have R/W Clearance?YES**

**Scoping Document Completed?NA**

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

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

**Have MATERIALS Memo?NA**

**Have C&S Approval?NO**

**Have CUSTOMIZED Schedule?NA**

**25. DESCRIPTION OF REQUEST:**

Establish a new project to remove bridge.

**26. JUSTIFICATION:**

Due to partial failure of Pier #3, the bridge was closed to traffic and the superstructure will be removed for safety consideration. Current SB traffic is temporarily detoured on the NB bridge. Another project will replace the SB bridge.

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Establish a New Project.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**  
Page 153 of 211



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

1. PRB MEETING DATE:07/26/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

08/03/2011

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

David Brauer

(520) 388-4263

**5. Form Created By:**

David Brauer

9210 Statewide Project Mgmt Grp

1221 S 2nd Ave, , T100

**PROJECT INFORMATION**

**6. Project Location / Name:**

INTERNATIONAL BORDER TO MP 1.0

**7. Type of Work:**

STREET WIDENING & RECONSTRUCTION

**8. CPS Id:**

ZF1K

**9. District:**

Tucson

**10. Route:**

189

**11. County:**

Santa Cruz

**12. Beg MP:**

0

**13. TRACS #:**

H820001C

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

1

**15. Fed ID #:**

189-A(203)A

**PROJECT REQUEST SUMMARY**

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

3,700

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

21911

**18. Current Approved**

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

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

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

0

**18b. Total Program Budget**

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

3,700

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

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

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

3,700

**Fund Item #:**

79611

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

**Comments:**

FY 11

**Details:**

FY:0--.

**Fund Item #:**

**Comments:**

**Details:**

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

11

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

TBD

**23. Current Bid Adv Date:**

TBD

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

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

12

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

08/01/2011

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

08/15/2011

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

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

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

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

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

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?NO

**25. DESCRIPTION OF REQUEST:**

Change from FY 11 to FY 12.

**26. JUSTIFICATION:**

Expansion of Mariposa Port of Entry is underway. Intent is to construct project by November 2011.

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Change in FY.

Update/Establish Schedule.

Request to be in PPAC Agenda for 8/3/2011 .

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**



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

1. PRB MEETING DATE:08/09/2011

2. Phone Teleconference?No  
Video Teleconference?No

At Phone #:

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

**GENERAL INFORMATION**

**3. Form Date:**

08/01/2011

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

Orlando Jerez

(602) 712-7187

**5. Form Created By:**

Orlando Jerez

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295,

**PROJECT INFORMATION**

**6. Project Location / Name:**

MARIPOSA PORT OF ENTRY, NOGALES

**7. Type of Work:**

CONSTRUCT NEW PARKING AREA & ROAD IMPROVEMENTS

**8. CPS Id:**

DH1G

**9. District:**

Tucson

**10. Route:**

189

**11. County:**

Santa Cruz

**12. Beg MP:**

0.0

**13. TRACS #:**

H790601C

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

0.1

**15. Fed ID #:**

CBI-999-A(247)  
A

**PROJECT REQUEST SUMMARY**

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

4,229

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

18006

**18. Current Approved**

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

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

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

1,010

**18b. Total Program Budget**

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

5,239

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

**Amount (in \$000):** 4,229      **Fund Item #:** 18006  
**Comments:**      **Details:**  
FY:0--.

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

**Amount (in \$000):** 470      **Fund Item #:** OTH11  
**Comments:**      **Details:**  
Move funds from the 01D phase. The source is from the sale of the ADOT property to GSA.

**Amount (in \$000):** 540      **Fund Item #:** OTH11  
**Comments:**      **Details:**  
Funding is through a Right of Way Agreement with GSA.

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:** 11  
**22. Current Bid Pkg Ready Date:** 07/29/2011  
**23. Current Bid Adv Date:** TBD

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:** 12  
**22a. Request Bid Pkg Ready Date to:** 07/08/2011  
**23a. Request Bid Adv Date to:** 08/08/2011

**ADDITIONAL DETAILS**

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

**25. DESCRIPTION OF REQUEST:**

Move \$469,534.00 from H790601D (in Underway) into H790601C and add the deposited GSA funds to H790601C. Move the Procurement project from State FY11 to FY12.

**26. JUSTIFICATION:**

Additional funds are needed to cover the construction cost.

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

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Change in FY.  
Update/Establish Schedule.  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**

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

**Project Committee Recommendations**

**AIRPORT:** SCOTTSDALE  
**SPONSOR:** CITY OF SCOTTSDALE  
**CATEGORY:** Reliever  
**PROJECT NUMBER:** 1F55  
**AIP NUMBER:** 3-04-0032-027  
**DATE:** May 24, 2011

**New Project**  
 **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruction of Landmark Fixed Based Operator and Landmark South apron (approximately 37,400 square yards and 32,300 square yards, respectively) Phase III.	2011	\$17,213.00	\$17,213.00	\$654,096.00	\$688,522.00	136
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<b>Justification For Recommendation:</b>						
Sponsor requests State matching grant to FAA AIP 3-04-0032-027-2011						

<b>Source of Funds:</b>	2011 - Federal Programs (State Match)		
<b>Original Set-Aside</b>	<b>Amount committed to date</b>	<b>Present Balance</b>	<b>Balance if Approved</b>
\$5,407,935	\$4,885,986	\$521,949	\$504,736

**Aeronautics Project Development Committee Recommends to PPAC:**

Approval      [ ] Disapproval      Date: May 24, 2011

Aeronautics Representative:

*Nancy Wiley MC*

**Priority Planning Committee Recommends to Transportation Board:**

[ ] Approval      [ ] Disapproval      Date:

**State Transportation Board Action:**

[ ] Approval      [ ] Disapproval      Date:

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

**Project Committee Recommendations**

**AIRPORT:** PAYSON  
**SPONSOR:** TOWN OF PAYSON  
**CATEGORY:** Public GA  
**PROJECT NUMBER:** 2F70  
**AIP NUMBER:** 3-04-0027-017-2011  
**DATE:** July 21, 2011

**New Project**  
 **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Improve Runway Safety Area (Install runway blast pads on each end of Runway 6/24) Phase 2. Install Airfield Guidance Signs and Markings, Phase 2.	2012	\$2,954.00	\$2,954.00	\$112,261.00	\$118,169.00	111
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
<b>Justification For Recommendation:</b>						
Sponsor is requesting a State match grant to Federal AIP 3-04-0027-017-2011						

<b>Source of Funds:</b>	2012 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$4,000,000	\$0	\$4,000,000	\$3,997,046

**Aeronautics Project Development Committee Recommends to PPAC:**

Approval      [ ] Disapproval

Date: July 21, 2011

Aeronautics Representative:

*Nancy Wiley* **MC**

**Priority Planning Committee Recommends to Transportation Board:**

[ ] Approval      [ ] Disapproval

Date: August 3, 2011

**State Transportation Board Action:**

[ ] Approval      [ ] Disapproval

Date: August 19, 2011

STATE ENGINEER'S REPORT  
July 2011

The Status of Projects Under Construction report for July 2011 shows 121 projects under construction valued at \$1,033,895,593.68. The transportation board awarded 6 projects during July valued at approximately \$83.6 million.

During July the Department finalized 10 projects valued at \$10,386,161.66. 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 10 projects. The total cost of these 10 projects has exceeded the contractors bid amount by 6.9%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 4.5%.

## MONTHLY CONSTRUCTION REPORT

Jul-11

PROJECTS UNDER CONSTRUCTION	121
MONETARY VALUE OF CONTRACTS	\$1,033,895,593.68
PAYMENTS MADE TO DATE	\$780,260,675.80
INTERSTATE	29
PRIMARY	68
LOCAL GOVERNMENT	17
NON-FEDERAL AID	7
OTHER	0
CONTRACTS EXECUTED IN JUNE 2011	10
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$19,589,465.75

FIELD REPORTS SECTION

EXT. 7301

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2012**  
 July, 2011

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
ARRA-040C(202)A H780801C	OLIVE AVE, 75TH AVE TO 59TH AV Phoenix District	363,079.95	C S CONSTRUCTION, INC.	Low Bid = \$238,127.00	(\$124,952.95) or 34.41% under State Estimate \$248,348.37	\$10,221.37	4.3 %
Working Days: 90 Days Used: 90							
SUR-0-(204)X SS67601C	SR 64 TI TO VOLUNTEER WASH Flagstaff District	434,526.50	AMERICAN FENCE COMPANY OF ARIZONA, INC.	Low Bid = \$287,411.30	(\$147,115.20) or 33.86% under State Estimate \$305,372.45	\$17,961.15	6.2 %
Working Days: 110 Days Used: 110							
069-A-(207)A H769301C	GREENWAY ROAD Phoenix District	503,353.00	ITS ENGINEERS AND CONSTRUCTORS OF UTAH INC.	Low Bid = \$474,123.60	(\$29,229.40) or 5.81% under State Estimate \$439,194.73	(\$34,928.87)	-7.4 %
Working Days: 120 Days Used: 105							
HUMBOLDT - JCT 169	Prescott District	460,984.00	GRADY'S QUALITY EXCAVATING, INC.	Low Bid = \$391,354.55	(\$69,629.45) or 15.10% under State Estimate \$393,325.80	\$1,971.25	0.5 %
Working Days: 45 Days Used: 38							

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2012**  
 July, 2011

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
ARRA-YYV0(202)A SS76801C Working Days: 75 Days Used: 70	CORNVILLE ROAD Flagstaff District	1,112,434.00	C AND E PAVING & GRADING L.L.C.	Low Bid = \$1,037,323.00	(\$75,111.00) or 6.75% under State Estimate \$980,213.24	(\$57,109.76)	-5.5 %
ARRA-KNG0(202)A SS76601C Working Days: 70 Days Used: 68	BANK STREET Kingman District	567,840.00	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$473,428.61	(\$94,411.39) or 16.63% under State Estimate \$503,447.82	\$30,019.21	6.3 %
ARRA-CCN0(205)A SS76701C Working Days: 70 Days Used: 56	W. ROUTE 66 (RANCH RD. TO Flagstaff District	726,618.00	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$691,865.30	(\$34,752.70) or 4.78% under State Estimate \$712,374.23	\$20,508.93	3.0 %
ARRA-BUL0(200)A SS76501C Working Days: 60 Days Used: 58	MIRACLE MILE (MOHAVE DR. TO SH Kingman District	366,857.00	MCCORMICK CONSTRUCTION CO.	Low Bid = \$326,585.55	(\$40,271.45) or 10.98% under State Estimate \$364,096.54	\$37,510.99	11.5 %

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2012**  
 July, 2011

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
060-E-(201)A H681801C	RYAN'S WATER - TIMBER MOUNTAIN Globe District Working Days: 102 = 90 + 4 + 6 + 2 Days Used: 102	5,177,280.05	GRANITE CONSTRUCTION COMPANY	Low Bid = \$4,392,423.00	(\$784,857.05) or 15.16% under State Estimate \$4,923,283.19	\$530,860.19	12.1 %
ARRA-AVN0(206)A SS75601C	DYSART ROAD, VAN BUREN TO INDI Phoenix District Working Days: 71 = 40 + 31 Days Used: 64	1,517,953.00	J. BANICKI CONSTRUCTION, INC.	Low Bid = \$1,401,545.92	(\$116,407.08) or 7.67% under State Estimate \$1,516,505.28	\$114,959.36	8.2 %

Completed Contracts (Fiscal Year 2011)

July, 2011

	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
<u>Totals</u>	10	\$11,230,925.50	\$9,714,187.83	\$10,386,161.66
# of Projects: 10		<u>Monetary</u>	<u>Monetary</u>	<u>Monetary</u>
		(\$1,516,737.67)	\$671,973.83	

Accumulation to Date (Fiscal Year 2011 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
10	\$11,230,925.50	\$9,714,187.83	\$10,386,161.66	\$671,973.83	6.9%

Prepared By:

**Yvonne Navarro**  
Field Reports Unit, X6849

Checked By:

**Lenyne Hickson, Manager**  
Field Reports Unit, X7301

**FINAL COST VS BID ADJUSTED**

**FISCAL YEAR 2012**

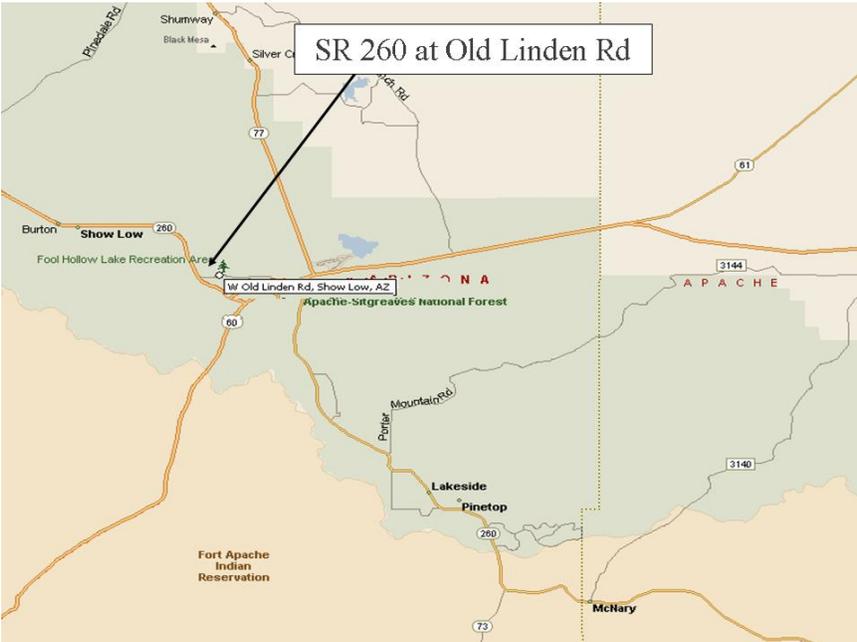
MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR				ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7							
Jul-11	\$ 10,386,162	\$ 36,534	\$ 189,110	\$ 6,194	\$ 231,838	\$ 9,714,188	\$ 10,154,324	4.5%		
Aug-11						\$ 9,714,188				
Sep-11										
Oct-11										
Nov-11										
Dec-11										
Jan-12										
Feb-12										
Mar-12										
Apr-12										
May-12										
Jun-12										
		\$ 36,534	\$ 189,110	\$ 6,194	\$ 231,838					
G:\F_rpts\Board Report FY11										
e-mail to Hari Khanna/Stanley Soesilo										

CONSTRUCTION CONTRACTS

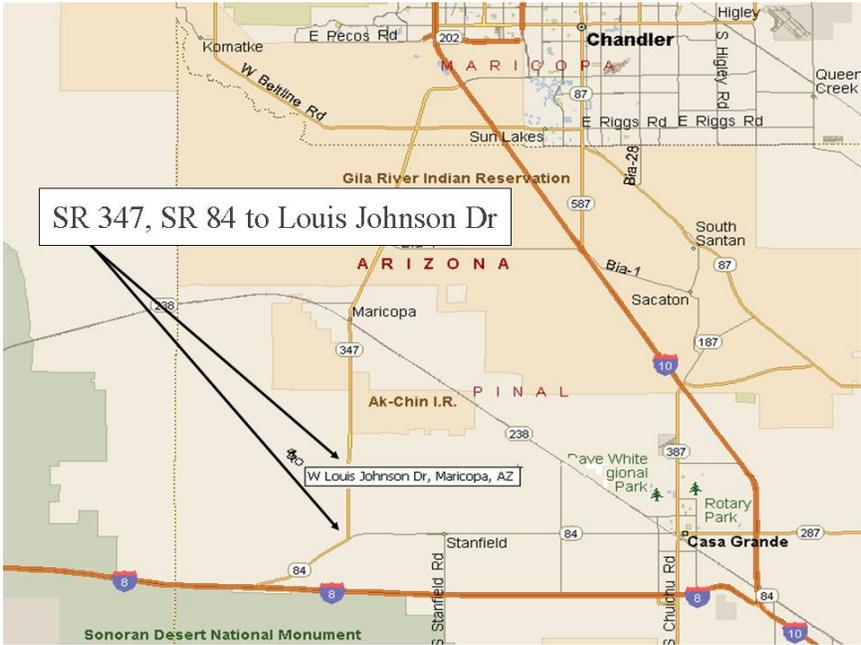
Federal-Aid ("A" "B") projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations)

**\*ITEM 10a:** BIDS OPENED: July 15, 2011  
HIGHWAY: PAYSON-SHOW LOW HIGHWAY (SR 260)  
SECTION: SR 260 at Old Linden Road  
COUNTY: Navajo  
ROUTE NO.: SR 260  
PROJECT: NH-260-B(205)A 260 NA 338 HX22701C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Utility Construction Company, Inc.  
AMOUNT: \$ 154,642.40  
STATE AMOUNT: \$ 187,724.90  
\$ UNDER : \$ (33,082.50)  
% UNDER: 17.6%  
NO. BIDDERS: 7  
RECOMMENDATION: AWARD

PAGE 203

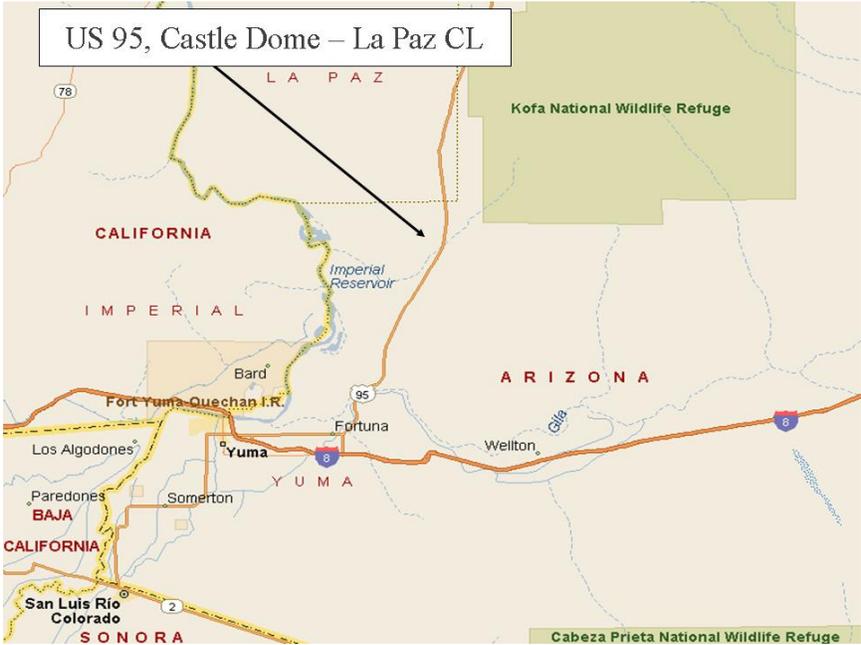


**\*ITEM 10b:** BIDS OPENED: July 15, 2011  
HIGHWAY: MARICOPA RD (SR 347)  
SECTION: Jct SR 84 to Louis Johnson Rd  
COUNTY: Pinal  
ROUTE NO.: SR 347  
PROJECT: STP-347-A(205)A 347 PN 160 H827101C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Southern Arizona Paving & Construction, Co.  
AMOUNT: \$ 282,976.25  
STATE AMOUNT: \$ 254,766.00  
\$ OVER : \$ 28,210.25  
% OVER: 11.1%  
NO. BIDDERS: 6  
RECOMMENDATION: AWARD





**\*ITEM: 10d** BIDS OPENED: July 15, 2011  
HIGHWAY: SAN LUIS–YUMA-QUARTZSITE HWY  
SECTION: Castle Dome-La Paz CL (NB & SB)  
COUNTY: Yuma  
ROUTE NO.: US 95  
PROJECT: NH 095 B(210)A 095 YU 054 H751001C  
FUNDING: 94% Federal 6% State  
LOW BIDDER:  
AMOUNT:  
STATE AMOUNT:  
\$ UNDER :  
% UNDER:  
NO. BIDDERS: 7  
RECOMMENDATION: **POSTPONE**



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**

120 Calendar Days

The proposed work is located in Maricopa County within City of Phoenix along I-17 Southbound Frontage Road between Bethany Home Road and Northern Avenue. The project begins at MP 205.0 and ends at MP 207.0 with an approximate length of 2.0 miles. The proposed work consists of removing curb & gutter, non-ADA sidewalk ramps, driveways and installing new curb & gutter, valley gutter, sidewalk, ADA-compliant sidewalk ramps and driveways and other related work.

Bid Opening Date : 07/22/2011, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
017 MA 205 H788701C CMAQ-017A(216)A	PHOENIX-CORDES JUNCTION HIGHWAY (I-17)	BETHANY HOME RD - NORTHERN AVE Phoenix District	43010

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$440,465.00	MICHAEL J. VALENTE CONTRACTING, INC.	3635 S. 43RD AVENUE PHOENIX, AZ 85009
	\$479,175.00	DEPARTMENT	
2	\$561,398.20	COMBS CONSTRUCTION COMPANY, INC.	PO BOX 10789 GLENDALE, AZ 85318
3	\$585,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
4	\$596,599.50	ACCURATE,SMART,& AFFORDABLE DBA ASPHALT SERVICES OF AZ, INC	PO BOX 56364 PHOENIX, AZ 85079
5	\$598,761.00	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323
6	\$625,166.90	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$628,544.00	KNOCHEL BROTHERS, INC.	1441 E. ALAMEDA RD. PHOENIX, AZ 85024
8	\$676,346.15	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
9	\$732,875.40	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
10	\$811,811.00	D B A CONSTRUCTION INC.	1833 S. 59TH AVE. PHOENIX, AZ 85043

**Apparent Low Bidder is 8.1% Under Department Estimate (Difference = (\$38,710.00))**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 10, 2011 AT 11:00 A.M. (M.S.T.)

TRACS NO 017 MA 205 H788701C  
PROJ NO CMAQ-017-A(216)A  
TERMINI PHOENIX-CORDES JUNCTION HIGHWAYS  
LOCATION BETHANY HOME RD- NORTHERN AVE (SB FRONTAGE RD)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
017	205	PHOENIX	43010

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

The proposed work is located in Maricopa County within City of Phoenix along I-17 Southbound Frontage Road between Bethany Home Road and Northern Avenue. The project begins at MP 205.0 and ends at MP 207.0 with an approximate length of 2.0 miles. The proposed work consists of removing curb & gutter, non-ADA sidewalk ramps, driveways and installing new curb & gutter, valley gutter, sidewalk, ADA-compliant sidewalk ramps and driveways and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTIT Y
REMOVAL OF CONCRETE CURB AND GUTTER	L.FT.	1,909
REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS	SQ.FT.	6,988
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ.YD.	2,445
ROADWAY EXCAVATION	CU.YD.	1,013
AGREEGATE BASE, CLASS 2	CU.YD.	264
PORTLAND CEMENT CONCRETE PAVEMENT(6")	SQ.YD.	113
ASPHALTIC CONCRETE (MISC. STRUCTURAL) (SPECIAL MIX)	TON	411
EROSION CONTROL(SILT FENCE)	L.FT.	2,917
CONCRETE CURB AND GUTTER (TYPE D)	L.FT.	5,033
CONCRETE SIDEWALK	SQ.FT.	16,379
CONCRETE SIDEWALK RAMP (VARIOUS TYPES)	EACH	30
CONCRETE DRIVEWAY	SQ.FT.	6,969
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM.	1

The time allowed for the completion of the work included in this project will be 60 calendar days.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.6.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$53.00 payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set

is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

Engineering Specialist:	Mahfuz Anwar	(602) 712-7663
Construction Supervisor:	Julie Kliewer	(602) 712-8965

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

017 MA 205 H788701C  
CMAQ-017-A(216)A  
MAY 12, 2011

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 145 Working Days

The proposed work is located on Interstate 40, in Navajo County, from MP 282.80 to MP 290.30, within the Town of Holbrook. The work consists of milling various depths of asphaltic concrete, replacing with ¾" End Product asphaltic concrete and AR-ACFC, new and reconstructed guard rail, traffic counter loops, replacing bridge railing with concrete bridge barrier, and other related work.

Bid Opening Date : 07/22/2011, Prequalification Required, Engineer Specialist : Gutierrez Adrian

Project No.	Highway Termini	Location	Item
040 NA 282 H757501C IM-040-D-(214)A	FLAGSTAFF - HOLBROOK HIGHWAY, I-40	PERKINS VALLEY - HOLBROOK (EB Holbrook District	72511

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$7,531,465.00	DEPARTMENT	
1	\$7,892,102.00	HATCH CONSTRUCTION & PAVING, INC.	P.O. BOX 127 TAYLOR, AZ 85939
2	\$8,080,808.08	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W DRIVERS WAY TEMPE, AZ 85284
3	\$8,205,011.70	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
4	\$8,299,121.10	LEDCOR CMI INC.	2538 E. UNIVERSITY DR., SUITE #100 PHOENIX, AZ 85034
5	\$8,457,372.30	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
6	\$8,552,515.50	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$9,098,098.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

**Apparent Low Bidder is 4.8% Over Department Estimate (Difference = \$360,637.00)**

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 22, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 NA 282 H757501C
PROJ NO IM-040-D-(214)A
TERMINI FLAGSTAFF - HOLBROOK HIGHWAY, I-40
LOCATION PERKINS VALLEY - HOLBROOK (EB & WB)

ROUTE NO. MILEPOST DISTRICT ITEM NO.
I-40 282.80 to 290.30 HOLBROOK 72511

The amount programmed for this contract is \$9,500,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located on Interstate 40, in Navajo County, from MP 282.80 to MP 290.30, within the Town of Holbrook. The work consists of milling various depths of asphaltic concrete, replacing with 3/4" End Product asphaltic concrete and AR-ACFC, new and reconstructed guard rail, traffic counter loops, replacing bridge railing with concrete bridge barrier, and other related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Includes items like Remove Bituminous Pavement, Asphalt Binder, AR-ACFC, etc.

The time allowed for the completion of the work included in this project will be 100 calendar days.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 1.4.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$43.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions

requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

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

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

040 NA 282 H757501C  
IM-040-D-(214)A  
SH:ACG:U:ADV4BID  
Advertise June 23, 2011

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 90 Working Days

The proposed project is in La Paz County, about 15 miles south of Ehrenberg, on Cibola Road over the Colorado River. The work includes replacement of wood decking, new barrier rail, new wooden curbs, removal of asphalt paving from the existing deck and providing new asphalt paving on the concrete deck span portions, constructing new approach guard rail, repair of the existing wood bridge, utility coordination and other related work.

Bid Opening Date : 07/15/2011, Prequalification Required, Engineer Specialist : Erion John

Project No.	Highway Termini	Location	Item
0000 LA LLA SB41801C BR-LLA-0(008)A	OXBOW BRIDGE (STRUCTURE NO. 10221)	CIBOLA ROAD OVER THE COLORADO Yuma District	LOCAL-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$979,712.42	LAWRENCE CONSTRUCTION COMPANY DBA LCCO CONSTRUCTION CORP.	1301 WEST WATKINS STREET PHOENIX, AZ 85007
	\$1,102,236.00	DEPARTMENT	
2	\$1,127,411.00	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
3	\$1,165,000.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
4	\$1,268,476.00	AUSTIN BRIDGE & ROAD, LP	2538 E UNIVERSITY DRIVE SUITE 200 PHOENIX, AZ 85034
5	\$1,598,634.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283

**Apparent Low Bidder is 11.1% Under Department Estimate (Difference = (\$122,523.58))**

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JULY 15, 2011 AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 LA LLA SB41801C  
 PROJ NO            BR LLA-0(008)A  
 TERMINI            OXBOW BRIDGE (STRUCTURE NO. 10221)  
 LOCATION           CIBOLA ROAD OVER THE COLORADO RIVER

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
CIBOLA ROAD	N/A	YUMA	LOCAL-FA

The amount programmed for this contract is \$1,600,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is in La Paz County, about 15 miles south of Ehrenberg, on Cibola Road over the Colorado River. The work includes replacement of wood decking, new barrier rail, new wooden curbs, removal of asphalt paving from the existing deck and providing new asphalt paving on the concrete deck span portions, constructing new approach guard rail, repair of the existing wood bridge, utility coordination and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Barrier Rail & Wood Posts (Wooden Bridge)	L.FT.	750
Remove Barrier Rail (Concrete Bridge)	L.FT.	385
Remove Wood Deck with Curb	S.F.	7,500
Asphalt Concrete (Miscellaneous Structural)	TON	162
Structural Concrete (Class S) ( $F'_c = 4,000$ psi)	C.Y.	15
Timber Bridge Deck	S.F.	7,500
Reinforcing Steel	LB.	2,020
Maintenance & Protection of Traffic	L.S.	1
Furnish & Install Temporary Traffic Control Devices	L.S.	1
Guardrail, W-Beam, Single Face	L.FT.	300
Miscellaneous Work, Containment System	L.S.	1
Miscellaneous Work, Wood Bridge Repairs	L.S.	1
Construction Surveying and Layout	L.S.	1

The time allowed for the completion of the work included in this project will be 90 working days.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.2%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$20.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of

Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

Engineering Specialist:	John Erion	(602) 712 8375
Construction Supervisor:	Rabih Wakim	(602) 712-8892

STEVE HULL  
Engineer-Manager  
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 45 Working Days

The proposed work is located in Santa Cruz County, just north of Patagonia, beginning at Milepost 20.6 and extending along State Route 82 to Milepost 28.0. The proposed work includes placement of a polymer double application chip seal coat and other related work. Two wash bridges, located at Milepost 24.29 and Milepost 27.57, will be excluded from the work.

Bid Opening Date : 07/22/2011, Prequalification Required, Engineer Specialist : Susan Webber

Project No.	Highway Termini	Location	Item
082 SC 020 H831901C STP-999-A(327)A	NOGALES-TOMBSTONE HWY (SR 82)	PATAGONIA TO MP 28 Tucson District	77311

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$474,380.94	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
	\$479,814.00	DEPARTMENT	
2	\$530,167.68	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
3	\$535,374.24	INTERNATIONAL SURFACING SYSTEMS	PO BOX 980430 W. SACRAMENTO CA 95798

**NON RESPONSIVE**

D & O CONTRACTORS, INC. 7591 N. 74TH AVENUE GLENDALE, AZ 85303

Bid of \$547,013.10 was read and declared non-responsive due to failure to complete DBE affidavit

**Apparent Low Bidder is 1.1% Under Department Estimate (Difference = (\$5,433.06))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 22, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO            082 SC 020 H8319 01C  
PROJ NO            STP-999-A(327)A  
TERMINI            NOGALES – TOMBSTONE HWY (SR 82)  
LOCATION            Patagonia to MP 28

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 82	20.6 to 28.0	Tucson	77311

The amount programmed for this contract is \$650,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Santa Cruz County, just north of Patagonia, beginning at Milepost 20.6 and extending along State Route 82 to Milepost 28.0. The proposed work includes placement of a polymer double application chip seal coat and other related work. Two wash bridges, located at Milepost 24.29 and Milepost 27.57, will be excluded from the work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Emulsified Asphalt (CRS-2P)	Ton	306
Emulsified Asphalt (For Fog Coat) (SS-1)	Ton	92
Cover Material	C.Y.	1,760
Blotter Material	Ton	587
Truck Mounted Attenuator	Each-Day	4
Changeable Message Board	Each-Day	34
Pilot Vehicle with Driver	Hour	40
Flagging Services (Civilian)	Hour	150
Flagging Services (Local Enforcement Officer)	Hour	80
Pavement Marker, Recessed, Type D	Each	971
Permanent Pavement Markings (Painted) (W & Y)	L.Ft.	102,646
Pavement Markings (Thermoplastic) (W & Y)	L.Ft.	154,563
Ground-In Rumble Strip (6-Inch)	L.Ft.	58,212
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 35 working days.

This contract includes an abbreviated period for start of work.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.8%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$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. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

Engineering Specialist:	Susan Webber	(602) 712-6879
Construction Supervisor:	Carter McKune	(520) 836-2501

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

082 SC 020 H8319 01C  
STP-999-A(327)A  
06/30/11  
(SW:sw:U:\Projects\H8319 01C)

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 65 Working Days

The proposed pavement preservation project is located in Pinal County on SR 84 beginning approximately 0.5 miles east of the Town of Stanfield, at milepost 166.33 and extending eastward to milepost 172.55, about half a mile east of Montgomery Road. The proposed work consists of milling of asphaltic concrete, replacing and overlaying it with Asphaltic Concrete (End Product) (3/4" Mix) and Polymer Chip Seal, placing Warm Mix Asphalt (WMA) in three test sections, paving turnouts, placing shoulder build-up, applying pavement markings, installing signs and performing other related work

Bid Opening Date : 07/22/2011, Prequalification Required, Engineer Specialist : Salahuddin Mohammed

Project No.	Highway Termini	Location	Item
084 PN 166 H808901C STP-084-A(201)A	GILA BEND - CASA GRANDE HIGHWAY, SR 84	STANFIELD - MONTGOMERY RD Tucson District	72511

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,458,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W DRIVERS WAY TEMPE, AZ 85284
2	\$2,614,978.21	SOUTHERN ARIZONA PAVING & CONSTRUCTION CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
3	\$2,629,743.05	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$2,731,074.00	DEPARTMENT	
4	\$2,739,386.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
5	\$2,783,858.20	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	PO BOX 2790 PAYSON, AZ 85547

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$2,861,251.00	COMBS CONSTRUCTION COMPANY, INC.	PO BOX 10789 GLENDALE, AZ 85318
7	\$2,877,771.55	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
8	\$2,885,802.30	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
9	\$2,915,916.48	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
10	\$2,948,010.20	SUNLAND, INC. ASPHALT & SEAL COATING	775 W. ELWOOD ST PHOENIX, AZ 85041
11	\$3,069,246.35	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

**Apparent Low Bidder is 10.0% Under Department Estimate (Difference = (\$273,074.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 22, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO                    084 PN 166 H8089 01C  
PROJ NO                    STP-084-A(201)A  
TERMINI                    GILA BEND – CASA GRANDE HIGHWAY, SR 84  
LOCATION                    STANFIELD – MONTGOMERY RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 84	166.33 to 172.55	TUCSON	72511

The amount programmed for this contract is \$3,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement preservation project is located in Pinal County on SR 84 beginning approximately 0.5 miles east of the Town of Stanfield, at milepost 166.33 and extending eastward to milepost 172.55, about half a mile east of Montgomery Road. The proposed work consists of milling of asphaltic concrete, replacing and overlaying it with Asphaltic Concrete (End Product) (3/4" Mix) and Polymer Chip Seal, placing Warm Mix Asphalt (WMA) in three test sections, paving turnouts, placing shoulder build-up, applying pavement markings, installing signs and performing other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Bituminous Pavement (Milling)(2 ¾")	SQ.YD.	101,831
Shoulder Build-UP (Milled AC)	L.FT.	65,240
Emulsified Asphalt (CRS-2P)	TON	287
Asphalt Binder (PG 70-10)	TON	1,464
Asphaltic Concrete (3/4" Mix)(End Product)	TON	27,614
Pavement Marking (Extruded Thermoplastic)(0.090")	L.FT.	115,260
Loop Detector Traffic Counter System	EACH	1
Seeding (Class II)	ACRE	8
Erosion Control (Wattles)(9")	L.FT.	979
Construction Surveying and Layout	L.SUM	1
Ground-In Rumble Strip (8 Inch)	L.FT.	48,500

The time allowed for the completion of the work included in this project will be 65 working days.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.8%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$18, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be

made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

Engineering Specialist:	Mohammed Salahuddin	(602) 712-8260
Construction Supervisor:	Adam Carreon	(520) 429-2372

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

084 PN 166 H8089 01C  
STP-084-A(201)A  
June 17, 2011

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 40 Working Days

The proposed work is located in Maricopa County within Town of Chandler on SR 87 between MP 160.76 and MP 161.66. The work consists of milling and replacing with AC, pavement marking, and other related work.

Bid Opening Date : 07/15/2011, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
087 MA 160 H814801C NH-087-A(203)A	PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY (SR 87)	RIGGS RD-CHANDLER HEIGHTS RD Phoenix District	74811

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$534,435.90	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
2	\$567,280.00	SUNLAND, INC. ASPHALT & SEAL COATING	775 W. ELWOOD STREET PHOENIX, AZ 85041
3	\$574,698.00	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$578,266.70	KNOCHEL BROTHERS, INC.	1441 E. ALAMEDA PHOENIX, AZ 85024
5	\$593,700.00	M.R. TANNER DEVELOPMENT & CONST, INC. DBA M.R. TANNER CONSTR	1327 WEST SAN PEDRO STREET GILBERT, AZ 85233
	\$594,989.00	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$618,777.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790 PAYSON, AZ 85547

**Apparent Low Bidder is 10.2% Under Department Estimate (Difference = (\$60,553.10))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 15, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO            087 MA 160 H814801C  
PROJ NO            NH-087-A(203)A  
TERMINI            PICACHO – COOLIDGE – CHANDLER - MESA HIGHWAY (SR 87)  
LOCATION            RIGGS RD–CHANDLER HEIGHTS RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 087	160.76 to161.66	PHOENIX	74811

The amount programmed for this contract is \$950,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County within Town of Chandler on SR 87 between MP 160.76 and MP 161.66. The work consists of milling and replacing with AC, pavement marking, and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Removal of Bituminous Pavement (Milling) (2.5")	SQ.YD.	9,504
Removal of Bituminous Pavement (Milling) (3")	SQ.YD.	30,202
Bituminous Tack Coat	TON	13
Asphalt Binder (PG 76-22 TR+)	TON	276
Asphaltic Concrete(3/4" Mix)	TON	5,516
Flagging Services (Civilian)	HOUR	48
Flagging Services (Local Enforcement Officer)	HOUR	32
Pavement Marking (Wht. & Yel. Extruded Thermo.)(0.090")	L.FT.	13,700
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be 40 working days.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.7.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$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. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Julie Gadsby	(602) 771-2990

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

087 MA 160 H814801C  
NH-087-A(203)A  
June 14, 2011  
U:\SR\_JOBS\H814801C\_MM(4)\Final

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 30 Working Days

The proposed work is located in Yavapai County on State Route 89A from Larry Caldwell Drive (MP 318.20) to Glassford Hill Road (MP 322.11). The work consists of milling the existing Asphaltic Concrete Friction Course and replacing it with a new Asphaltic Concrete Friction Course, replacing the pavement markings and raised pavement markers, grinding in rumble strips, and related work.

Bid Opening Date : 07/15/2011, Prequalification Required, Engineer Specialist : Leonard Bradley

Project No.	Highway Termini	Location	Item
089A YV 318 H822701C STP-A89-A(207)A	PRESCOTT - FLAGSTAFF HIGHWAY (SR 89A)	LARRY CALDWELL DRIVE TO GLASSF Prescott District	24511

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$657,563.52	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
2	\$699,488.65	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
3	\$729,510.87	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
	\$738,000.00	DEPARTMENT	

**Apparent Low Bidder is 10.9% Under Department Estimate (Difference = (\$80,436.48))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

**BID OPENING: FRIDAY, JULY 15, 2011, AT 11:00 A.M. (M.S.T.)**

TRACS NO            089A YV 318 H8227 01C  
PROJ NO            STP-A89-A(207)A  
TERMINI            PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)  
LOCATION            LARRY CALDWELL DR – GLASSFORD HILL RD

<b>ROUTE NO.</b>	<b>MILEPOST</b>	<b>DISTRICT</b>	<b>ITEM NO.</b>
SR 89A	318.20 to 322.11	PRESCOTT	24511

The amount programmed for this contract is \$1,110,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yavapai County on State Route 89A from Larry Caldwell Drive (MP 318.20) to Glassford Hill Road (MP 322.11). The work consists of milling the existing Asphaltic Concrete Friction Course and replacing it with a new Asphaltic Concrete Friction Course, replacing the pavement markings and raised pavement markers, grinding in rumble strips, and related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Bituminous Pavement (Milling)(1/2")	Sq. Yd.	102,413
Bituminous Tack Coat	Ton	61
Asphalt Binder (PG 64-16)	Ton	320
Asphaltic Concrete Friction Course	Ton	5,334
Temporary Painted Marking (Stripe)	L.Ft.	10,000
Truck Mounted Attenuator	Each-Day	19
Changeable Message Board	Each-Day	82
Permanent Pavement Marking (Painted)(W & Y)	L.Ft.	98,000
Dual Component Pavement Marking (W & Y Epoxy)	L.Ft.	147,000
Construction Surveying and Layout	L.Sum	1
Ground-In Rumble Strip (12 Inch)	L.Ft.	63,000

The time allowed for the completion of the work included in this project will be 30 working days.

This contract includes an abbreviated period for execution of contract and start of work.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.6%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$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. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

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

Engineering Specialist:	Brad Leonard	(602)712-7152
Construction Supervisor:	James Bramble	(928)759-2426 Ext 3626

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

089A YV 318 H8227 01C  
STP-A89-A(207)A  
June 20, 2011  
BBL U:\PROJECTS\H8227

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 45 Working Days

The proposed work for Project No. 093 YV 159 H834201C is located in Yavapai County on US 93, approximately four miles south of intersection of SR 97. The project begins at milepost 162.00 and extends north to milepost 159.00. The work consists of macrotexture milling the existing Asphaltic Concrete and replacing it with AR-ACFC. The work also includes applying fog coat on shoulders, replacing pavement markings and other miscellaneous work.

The proposed work for Project No. 093 MO 104 H834701C is located in Mohave County on US 93, approximately fifteen miles south of intersection of I 40. The project begins at milepost 104.10 and extends south to milepost 106.20 northbound lanes only, then from milepost 115.96 extending south to milepost 119.00 both northbound and southbound lanes, then from milepost 124.15 extending south to milepost 132.97 northbound lanes only. The work consists of macrotexture milling the existing Asphaltic Concrete and replacing it with AR-ACFC. The work also includes applying fog coat on shoulders, replacing pavement markings and other miscellaneous work.

Bid Opening Date : 07/22/2011, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
093 YV 159 H834201C 093-B-(206)A	KINGMAN - WICKENBURG HIGHWAY (US 93)	US 93, PLIOCENE CLIFFS Kingman District	OTH11
093 MO 104 H834701C 093-B-(208)A	KINGMAN - WICKENBURG HIGHWAY (US 93)	US 93, KABBA WASH Kingman District	OTH11

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,528,443.00	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$1,576,656.00	DEPARTMENT	
2	\$1,640,914.75	COMBS CONSTRUCTION COMPANY, INC.	PO BOX 10789 GLENDALE AZ 85318

**Apparent Low Bidder is 3.1% Under Department Estimate (Difference = (\$48,213.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 22, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO 093 YV 159 H834201C  
PROJ NO HPP-093-B(206)A  
TERMINI KINGMAN – WICKENBURG HIGHWAY, (US 93)  
LOCATION US 93, PILOCENE CLIFFS

TRACS NO 093 MO 104 H834701C  
PROJ NO HPP-NH-093-B(208)A  
TERMINI KINGMAN – WICKENBURG HIGHWAY, (US 93)  
LOCATION US 93, KABBA WASH

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 93	159.80 to 162.00	Kingman	OTH11
US 93	104.10 to 132.97	Kingman	OTH11

The amount programmed for this contract is \$2,400,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work for Project No. 093 YV 159 H834201C is located in Yavapai County on US 93, approximately four miles south of intersection of SR 97. The project begins at milepost 162.00 and extends north to milepost 159.00. The work consists of macrotexture milling the existing Asphaltic Concrete and replacing it with AR-ACFC. The work also includes applying fog coat on shoulders, replacing pavement markings and other miscellaneous work.

The proposed work for Project No. 093 MO 104 H834701C is located in Mohave County on US 93, approximately fifteen miles south of intersection of I 40. The project begins at milepost 104.10 and extends south to milepost 106.20 northbound lanes only, then from milepost 115.96 extending south to milepost 119.00 both northbound and southbound lanes, then from milepost 124.15 extending south to milepost 132.97 northbound lanes only. The work consists of macrotexture milling the existing Asphaltic Concrete and replacing it with AR-ACFC. The work also includes applying fog coat on shoulders, replacing pavement markings and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement Milling (1/2")	Sq.Yd.	270,000
Crack Sealing (Asphalt Concrete Pavement)	L.Ft.	15,000
Asphaltic Concrete Friction Course (Asphaltic-Rubber)	Ton	8,000
Pavement Marking (Painted)	L.Ft.	256,000
Pavement Marking (Thermoplastic)	L.Ft.	380,000
Pavement Marker (Raised)	Each	6,400
Construction Surveying and Layout	L.Sum	1
Ground-In Rumble Strip	L.Ft.	24,000

The time allowed for the completion of the work included in this project will be 45 working days.

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

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$8.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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

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

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

Engineering Specialist:	William Nanni	(602) 712-6899
Construction Supervisor:	Chris Olson	(928) 681-6016

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

(W.N.:093 YV 159 H834201C: 093 MO 104 H834701C)  
June 28, 2011

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 24 Calendar Days

The project is located at Alamo Lake State Park in La Paz County, approximately 35 miles north of US 60 and the Town of Wenden. The improvements include repair of erosion at the existing Cholla Boat Ramp. The Cholla Boat Ramp improvements include placing grout filled mattress material and dumped riprap for slope protection, concrete slab removal and replacement, and curb construction.

Bid Opening Date : 07/22/2011, Prequalification Required, Engineer Specialist : David Do

Project No.	Highway Termini	Location	Item
060 LA 000 H739002C 060-A-NFA	ALAMO LAKE STATE PARK	ALAMO LAKE STATE PARK-CHOLLA B Kingman District	

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$255,057.25	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	PO BOX 2790 PAYSON, AZ 85547
2	\$269,132.50	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323
	\$272,537.10	DEPARTMENT	
3	\$292,215.00	ACCURATE,SMART,& AFFORDABLE DBA ASPHALT SERVICES OF AZ, INC	PO BOX 56364 PHOENIX, AZ 85079
4	\$296,884.35	MCCORMICK CONSTRUCTION CO.	3640 HWY 95 #110 BULLHEAD CITY, AZ 86442
5	\$307,674.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
6	\$319,918.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$360,585.00	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027
8	\$363,450.00	D B A CONSTRUCTION INC.	PO BOX 63035 PHOENIX, AZ 85082-3035
9	\$393,600.00	COMBS CONSTRUCTION COMPANY, INC.	PO BOX 10789 GLENDALE, AZ 85318

**Apparent Low Bidder is 6.4% Under Department Estimate (Difference = (\$17,479.85))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 22, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO            060 LA 000 H739002C  
PROJ NO            060-A-NFA  
TERMINI            ALAMO LAKE STATE PARK  
LOCATION            ALAMO LAKE STATE PARK-CHOLLA BOAT RAMP

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	KINGMAN	10211

The amount programmed for this contract is \$350,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The project is located at Alamo Lake State Park in La Paz County, approximately 35 miles north of US 60 and the Town of Wenden. The improvements include repair of erosion at the existing Cholla Boat Ramp. The Cholla Boat Ramp improvements include placing grout filled mattress material and dumped riprap for slope protection, concrete slab removal and replacement, and curb construction.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Removal of Portland Cement Concrete Pavement	Sq. Yd.	343
Preparation of Subgrade (Existing Ground)	Sq. Yd.	1937
Concrete Slab (8")	Sq. Yd.	304
Concrete Curb (Curb With Turndown)	L. Ft.	520
Miscellaneous Work (Fabric Form Grout Filled Mattress)	Sq. Yd.	2770
Riprap (Dumped) (D50=12")	Cu. Yd.	53
Construction Survey and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 24 calendar days.

This contract includes an abbreviated period for execution of contract and start of work.

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

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$8.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00

will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

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

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

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

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

Engineering Specialist:	David Do	(602) 712-7445
Construction Supervisor:	Chris Olson	(928) 681-6016

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

060 LA 000 H739002C  
Advertised on June 29, 2011

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 90 Working Days

The proposed work is located at MP 338.08 on SR 260 within the City of Show Low in Navajo County at the intersection of Old Linden Road. The proposed work consists of traffic signals, curb removal, new curb and gutter, sidewalk, ramps, and other related items.

Bid Opening Date : 07/15/2011, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
260 NA 338 HX22701C 260-B-(205)A	PAYSON-SHOW LOW HIGHWAY (SR 260)	SR 260 AT OLD LINDEN ROAD Globe District	71211

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$154,642.40	UTILITY CONSTRUCTION COMPANY, INC.	P.O. BOX 1774 GILBERT, AZ 85299
2	\$154,991.30	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
3	\$161,947.48	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
4	\$185,391.64	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
5	\$186,868.96	B & F CONTRACTING, INC.	11011 N 23RD AVE PHOENIX, AZ 85029
	\$187,724.90	DEPARTMENT	
6	\$229,863.00	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$230,288.75	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318

**Apparent Low Bidder is 17.6% Under Department Estimate (Difference = (\$33,082.50))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY, 15, 2011 AT 11:00 A.M. (M.S.T.)

TRACS NO: 260 NA 338 HX22701C  
PROJ NO: NH-260-B(205)A  
TERMINI: PAYSON-SHOW LOW HIGHWAY (SR 260)  
LOCATION: SR 260 at Old Linden Road

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 260	338.08	GLOBE	71211

The amount programmed for this contract is **\$340,000.00**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located at MP 338.08 on SR 260 within the City of Show Low in Navajo County at the intersection of Old Linden Road. The proposed work consists of traffic signals, curb removal, new curb and gutter, sidewalk, ramps, and other related items.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Removal of Concrete Curb and Gutter	L.Ft.	108
Removal of Sidewalk	Sq.Ft.	530
Aggregate Base Class 2	Cu.Yd.	4
Asphaltic Concrete (Misc. Structural)	Ton	6
Signs	Sq.Ft.	102
Flagging Services (Local Enforcement Officer)	Hour	32
Dual Component Pavement Marking (Wht. Epoxy)	L.Ft.	1,395
Department Furnished Pole & Foundation (A, G, J, Q)	Each	8
Dept. Furn. Mast Arm (20 to 35 Foot)	Each	6
PVC Electrical Conduit (2 to 3")(Trench & Drill)	L.Ft.	2,330
Pull Box (No. 5 & 7)	Each	8
Dept. Furn. Traffic Signal Face (D, F, G, Ped.)	Each	18
Dept Furn. Signal Mounting Asm. (II, III, IV, V, XI)	Each	18
Dept Furn. Type IV Control Cabinet	Each	1
Dept Furn. Comb. UPS/Meter Pedestal	Each	1
(6' X 6') Traffic Signal Loop Detectors	Each	3
Dept. Furn. 3-Camera Video Detection Sys.	L.Sum	1
Dept. Furn. HPS 250W Luminaire	Each	3
Concrete Curb & Gutter	L.Ft.	108
Concrete Sidewalk	Sq.Ft.	253
Concrete Sidewalk Ramp	Each	4
Removal of Lead Based Striping Materials	L.Sum	1
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be **90 working days**.

This contract includes an abbreviated period for execution of contract and start of work.

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

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **2.5 percent**.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$ **11**, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$ **5** will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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

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

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

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

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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:	Elaine Leavens	(928) 532-2330

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section

260 NA 338 HX22701C  
NH-260-B(205)A  
June 14, 2011  
SH:TM-R  
Advertisement Date: June 17, 2011

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 20 Working Days

The proposed work for Project No. 347 PN 160 H827101C is located in Pinal County on southbound SR 347, from JCT SR 84 to Louis Johnson Rd. The project begins at milepost 164.90 and travels south to milepost 160.95. The work consists of macrotecture milling the existing Asphaltic Concrete and replacing it with Asphaltic Concrete Friction Course (ACFC), replacing pavement markings and other miscellaneous work.

Bid Opening Date : 07/15/2011, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
347 PN 160 H827101C 347-A-(205)A	MARICOPA RD (SR 347)	JCT SR 84 TO LOUIS JOHNSON RD Tucson District	72511

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$254,766.00	DEPARTMENT	
1	\$282,976.25	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
2	\$285,363.60	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
3	\$286,771.45	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$295,917.50	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
5	\$310,037.23	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$344,815.63	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790 PAYSON, AZ 85547

**Apparent Low Bidder is 11.1% Over Department Estimate (Difference = \$28,210.25)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 15, 2011, AT 11:00 A.M. (M.S.T.)

TRACS NO            347 PN 160 H827101C  
PROJ NO            STP-347-A(205)A  
TERMINI            MARICOPA RD (SR 347)  
LOCATION            JCT SR 84 TO LOUIS JOHNSON RD

ROUTE NO.            MILEPOST            DISTRICT            ITEM NO.  
SR 347            164.90 to 160.95            Tucson            72511

The amount programmed for this contract is \$360,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work for Project No. 347 PN 160 H827101C is located in Pinal County on southbound SR 347, from JCT SR 84 to Louis Johnson Rd. The project begins at milepost 164.90 and travels south to milepost 160.95. The work consists of macrotexture milling the existing Asphaltic Concrete and replacing it with Asphaltic Concrete Friction Course (ACFC), replacing pavement markings and other miscellaneous work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Bituminous Pavement Milling (1/2")	Sq.Yd.	55,000
Asphaltic Concrete Friction Course	Ton	1,600
Pavement Marking (Painted)	L.Ft.	48,000
Pavement Marking (Thermoplastic)	L.Ft.	73,000
Pavement Marker (Raised)	Each	1,400
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 20 working days.

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Phoenix, Arizona 85007-3217

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

Engineering Specialist:	William Nanni	(602) 712-6899
Construction Supervisor:	Adam Carreon	(520) 429-2372

STEVE HULL,  
Engineer-Manager  
Contracts & Specifications Section