

ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Jenn Daniels, Chair
Ted Maxwell, Vice Chair
Jenny Howard, Member
Sam Elters, Member
Jamescita Peshlakai, Member
Alexis Hermosillo, Member
Bruce Bracker, Member

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

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

PUBLIC INPUT

Members of the public 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. **Due to potential health risks at large public gatherings, the Transportation Board asks that people attending Board meetings in person take safety precautions they feel appropriate to protect themselves and others. In addition, for the time being the Transportation Board will conduct concurrent telephonic/WebEx virtual meetings.** In addition to the regular business meetings held each month, the Board may conduct at least one 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) 712-4259.

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, December 19, 2025, at 9:00 a.m. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board may attend in person, or by telephone or video conference. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, December 19, 2025, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email

CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por idioma o por discapacidad deben ponerse en contacto con 602.712.8946. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Phoenix, Arizona at least 24 hours in advance of the meeting.

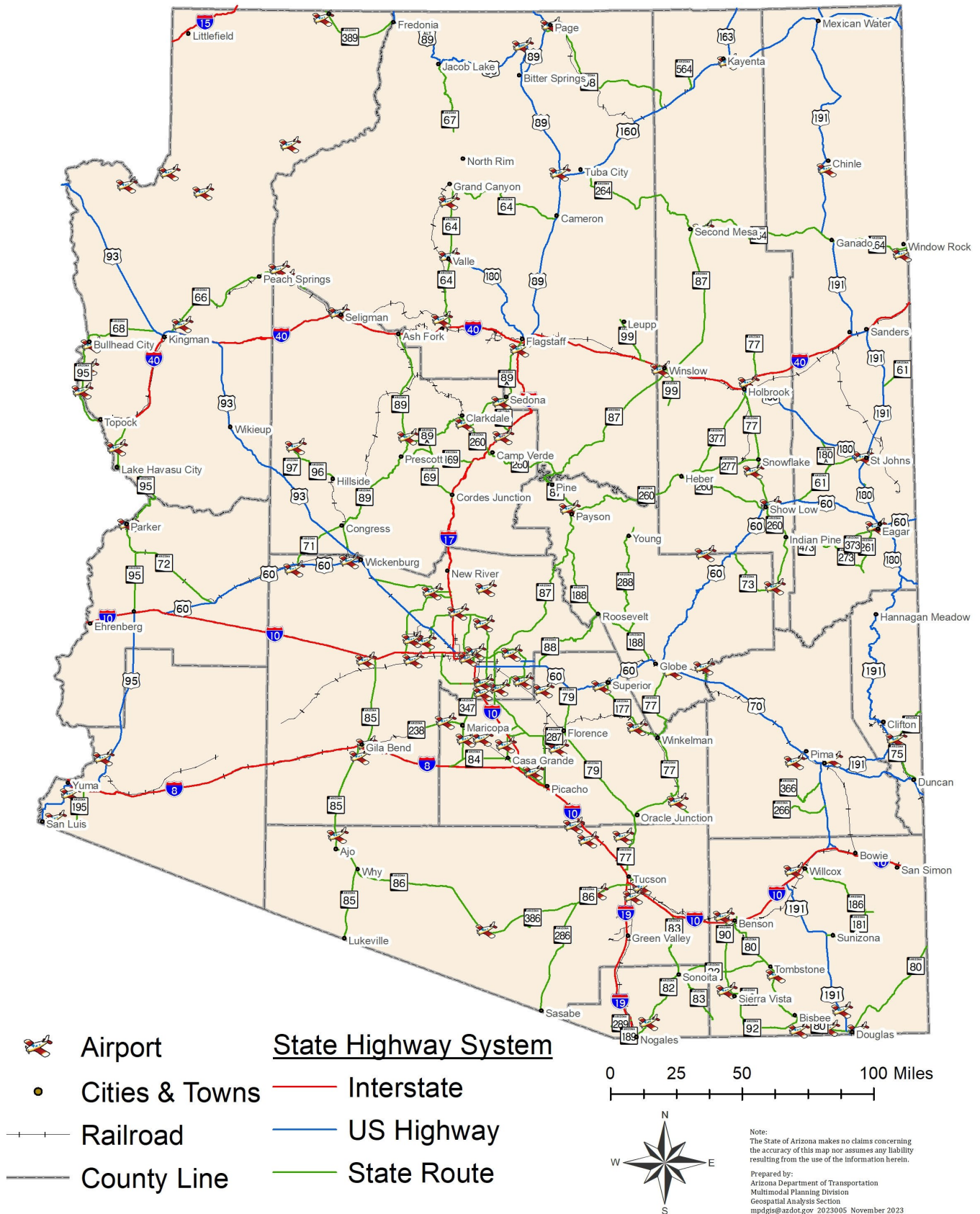
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such items to discuss 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 ADOT Staff, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-4259. Please be prepared to identify the specific agenda item or items of interest.

Dated this 12th day of December, 2025

State Highway System with Railroads & Airports



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
 IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
 BOARD MEETING
 Town of Queen Creek
 Community Chambers/Queen Creek Police Department Building
 20727 Civic Parkway
 Queen Creek, AZ 85142
 9:00 a.m., Friday, December 19, 2025

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, December 19, 2025, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in-person at 20727 Civic Parkway, Queen Creek, AZ 85142 or by telephone or video conference call. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can either attend in person or access the meeting by using the WebEx meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio. For members of the public attending in person, physical access to the meeting place begins at 8:00 a.m.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday December 19, 2025. 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 Floyd Roehrich, Jr.

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chair Daniels

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.

Reminder to fill out survey cards by Floyd Roehrich, Jr.

<https://docs.google.com/forms/d/e/1FAIpQLSdr7eC3VJShEFhDFijBRREvZGFhxJWP68MpJrUYlhRXcZVqVg/viewform>

CALL TO THE AUDIENCE (information only)

VIRTUAL:

An opportunity for citizens to discuss items of interest with the Board . To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board's website <https://aztransportationboard.gov/index.asp>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/WebEx conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the WebEx application.

To raise your hand over the phone:

If you have joined us using your telephone, raise your hand by pressing *3 on your phone keypad. You will be unmuted by the meeting moderator and asked to make your comments. When you have finished speaking or when your time is up, please lower your hand by pressing *3 on your phone keypad.

To raise your hand using the WebEx computer or internet browser application:

If you have joined us using the WebEx computer or internet browser application, open your participant panel located on the menu on the bottom left of your screen. When the participant panel opens, click on the hand icon on the right side of your name on the participant panel. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished making your comment, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

To raise your hand using the WebEx iPhone or Android application:

If you have joined us using the WebEx iPhone or Android application, select the three dot menu icon on the bottom of the screen. When it opens, select "Raise Hand" at the top of the menu screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

IN PERSON:

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board.

A three minute time limit will be imposed.

BOARD MEETING

ITEM 1: Director's Report

The Director will provide a report on current issues and events affecting ADOT.

(For information and discussion only — Jennifer Toth, Director)

A) Overview of successes and current activities

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 2: District Report—Central District Randy Everett

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

(For information and discussion only — Randy Everett, Central District)

***ITEM 3: Consent Agenda**

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

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Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:

(For information and discussion only — Kristine Ward, Chief Financial Officer)

- Revenue Collections for Highway User Revenues
- Maricopa Transportation Excise Tax Revenues
- Aviation Revenues
- Interest Earnings
- HELP Fund status
- Federal-Aid Highway Program
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations
- Contingency Report

ITEM 5: Multimodal Planning Division Report

Pursuant to A.R.S. 28-506, staff will present an update on the current planning activities, to include the following:

A) Tribal Transportation Update

B) Last Minute items

(For information and discussion only — Matt Moul, Division Director, Multimodal Planning Division)

ITEM 6: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program

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Staff will present AZ SMART fund financial update for the Transportation Board's information.

There are no application approval requests this month.

(For information and discussion only— Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

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

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2026 - 2030 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. Provide an overview of Construction, Transportation and Operations Program impact, due to the public health concerns.

(For information and discussion only — Audra Merrick, State Engineer)

***ITEM 9: Construction Contracts**

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

(For discussion and possible action — Audra Merrick, State Engineer)

***ITEM 10: Draft 2026 Board Meeting and Public Hearing Dates and Locations**

The 2026 Transportation Board Meetings are scheduled to be held on the third Friday of the month. Study Sessions are scheduled on an as-needed basis.

(For discussion and possible action—Floyd Roehrich, Jr., Deputy Director-Business Enterprise)

Proposed Meeting Dates and Locations

January 16, 2026—Maricopa (BD4)

February 5, 2026—(Virtual Study Session to review Tentative 2027-2031 Five Year Program)

February 20, 2026—Pima County (BD2)

March 20, 2026—El Mirage (BD1)

April 17, 2026—Mohave County (BD6)

*May 15, 2026—Cameron (BD5) (Public Hearing for Tentative 2027-2031 Five Year Program)

June 4, 2026—(Virtual Study Session to Review Final Tentative 2027-2031 Five Year Program)

June 17, 2026—Chandler (BD1)

July 18, 2026—Flagstaff (BD5)

August 21, 2026—Prescott Valley (BD6)

September 18, 2026—Eloy (BD4)

October 16, 2026—Coconino County (BD5) (Rural Transportation Summit)

November 20, 2026—Wickenburg (BD 1)

December 18, 2026—Oro Valley (BD2)

*Board meeting and Public Hearing on Tentative Five-Year Transportation Facilities Construction

***ITEM 11: State Transportation Board Policies 2025**

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Staff will initiate discussion on Transportation Board Policies for 2025 with possible edits for compliance with current laws, rules, regulations, and guidance provided by our federal partners. The current Board Policies can be reviewed at <https://aztransportationboard.gov>.

(For discussion and possible action—Floyd Roehrich, Jr., Deputy Director-Business Enterprise)

***ITEM 12: Transportation Board Organization - Board Chairperson and Vice Chairperson designation for 2026 in accordance with A.R.S. §28-303(B)**

The Board will designate a Board Chairperson and Vice Chairperson for 2026. (For discussion and possible action – State Transportation Board Members)

REMARKS

Newly designated Chairperson and Vice Chairperson may make remarks.

ITEM 13: Recognition of Chair Daniels, District No. 1

(For information and discussion only—Floyd Roehrich, Jr., Deputy Director-Business Enterprise)

ITEM 14: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas and any topics for the next board meeting. Staff will remind everyone of the location for the next board meeting.

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

RIGHT OF WAY RESOLUTIONS (action as noted)

- | | |
|-------------------|---|
| *ITEM3a:RES. NO. | 2025-12-A-048 |
| PROJECT: | 095 LA 158 F0706 / 095-C(229)T |
| HIGHWAY: | QUARTZITE – PARKER - TOPOCK |
| SECTION: | South of Parker Dam |
| ROUTE NO.: | State Route 95 |
| DISTRICT: | Southwest |
| COUNTY: | La Paz |
| PARCEL: | 15-0357 |
| RECOMMENDATION: | Establish new temporary construction easement right of way to be utilized for rock-fall hazard mitigation, necessary to enhance convenience and safety for the traveling public. |
| | |
| *ITEM3b: RES. NO. | 2025-12-A-049 |
| PROJECT: | 260 NA 346 F0702 / 260-C(215)T |
| HIGHWAY: | SHOW LOW – McNARY - EAGER |
| SECTION: | Knottingham Lane – MP 357 |
| ROUTE NO.: | State Route 260 |
| DISTRICT: | Northeast |
| COUNTY: | Navajo |
| PARCELS: | Multiple |
| RECOMMENDATION: | Establish new temporary construction easement for the above referenced project to be utilized for sidewalk improvements and ADA ramps, necessary for enhanced convenience and safety for the travelling public. |
| | |
| *ITEM3c:RES. NO. | 2025-12-A-050 |
| PROJECT: | 010 MA 151 F0072 / 010-C(220)T |
| HIGHWAY: | PHOENIX – CASA GRANDE |
| SECTION: | I-17 Split – S. R. 202L Santan (S. 38th St. – E. Illini St.) |
| ROUTE NO.: | Interstate Route 10 |
| DISTRICT: | Central |
| COUNTY: | Maricopa |
| PARCEL: | 7-13057 |
| RECOMMENDATION: | Establish new right of way as a state route and state highway to accommodate design change and facilitate the construction phase of the above referenced, necessary for enhanced convenience and safety for the traveling public. |

RIGHT OF WAY RESOLUTIONS (action as noted)

*ITEM3d: RES. NO. 2025-12-A-051
 PROJECT: 347 MA 186 F0476
 HIGHWAY: MARICOPA ROAD
 SECTION: Riggs Road T.I.
 ROUTE NO.: State Route 347
 DISTRICT: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route for the above referenced project to be utilized for the reconfiguration and construction of roadway improvements, necessary for enhanced convenience and safety for the traveling public.

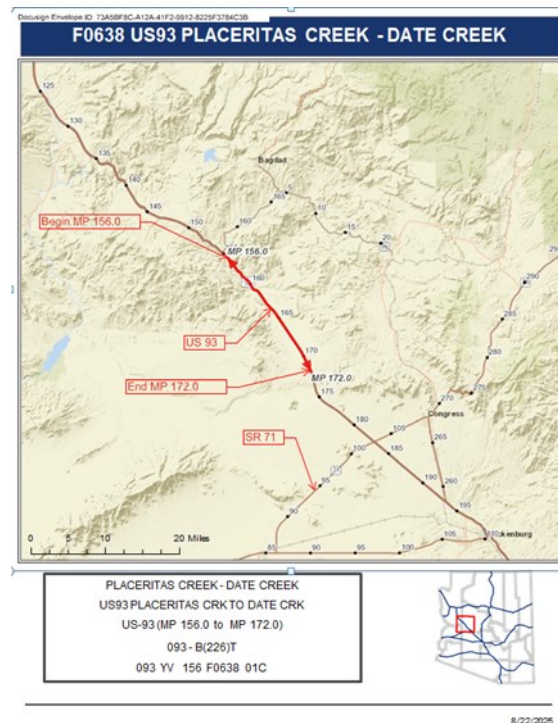
*ITEM3e: RES. NO. 2025-12-A-052
 PROJECT: F.I. 53
 HIGHWAY: GILA BEND - BUCKEYE
 SECTION: Old Unconstructed U.S. Route 80
 ROUTE NO.: U. S. Route 80
 DISTRICT: Southwest
 COUNTY: Maricopa
 RECOMMENDATION: Vacate and extinguish all of the State's right, title, and interest in and to a certain highway easement right of way acquired for the realignment along "Old" U. S. Route 80, which is no longer needed for the State Transportation System.

*ITEM3f: RES. NO. 2025-12-A-053
 PROJECT: 010 MA 122 F0486 01C / 010-B(222)T
 HIGHWAY: EHRENBURG - PHOENIX
 SECTION: Jackrabbit Trail T.I.
 ROUTE NO.: Interstate Route 10
 DISTRICT: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route and state highway due to design change and to facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

Contracts: (Action as Noted)

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

*ITEM 3g: BOARD DISTRICT NO.: 6
 BIDS OPENED: NOVEMBER 07, 2025
 HIGHWAY: WICKENBURG – KINGMAN HIGHWAY (US-93)
 SECTION: PLACERITAS CREEK – DATE CREEK
 COUNTY: YAVAPAI
 ROUTE NO.: US-93
 PROJECT : TRACS: 093-B(226)T: 093 YV 156 F063801C
 FUNDING: 94.3% FED 5.7% STATE
 LOW BIDDER: FNF CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 19,479,342.06
 STATE ESTIMATE: \$ 20,233,038.45
 \$ UNDER ESTIMATE: \$ 753,696.39
 % UNDER ESTIMATE: 3.7%
 PROJECT DBE GOAL: 4.41%
 BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)
 NO. BIDDERS: 3

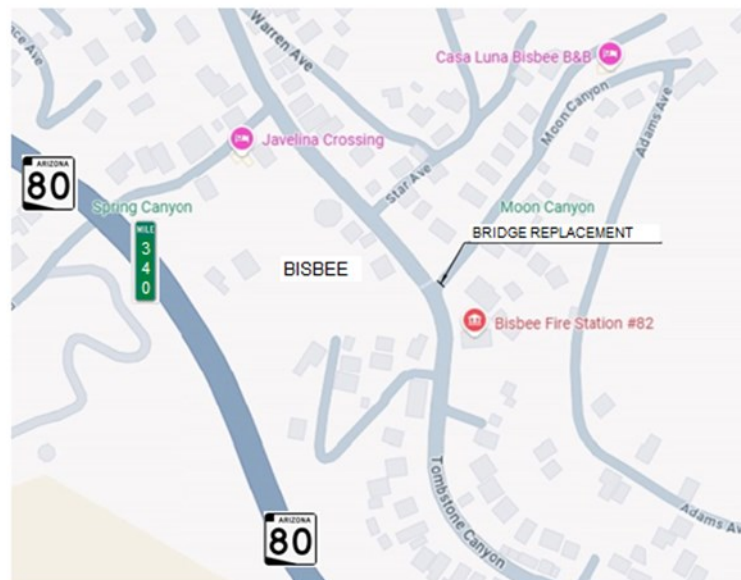


Contracts: (Action as Noted)

*ITEM 3h: BOARD DISTRICT NO.: 3
 BIDS OPENED: NOVEMBER 21, 2025
 HIGHWAY: CITY OF BISBEE
 SECTION: MOON CANYON BRIDGE # 10538
 COUNTY: COCHISE
 ROUTE NO.: LOCAL
 PROJECT : TRACS: BIS-0(205)T: 0000 CH BIS TO52401C
 FUNDING: 74% FED 26% LOCAL
 LOW BIDDER: CS CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 664,769.00
 STATE ESTIMATE: \$ 735,042.80
 \$ UNDER ESTIMATE: \$ 70,273.80
 % UNDER ESTIMATE: 9.6%
 PROJECT DBE GOAL: 6.82%
 BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)
 NO. BIDDERS: 2
 RECOMMENDATION: AWARD

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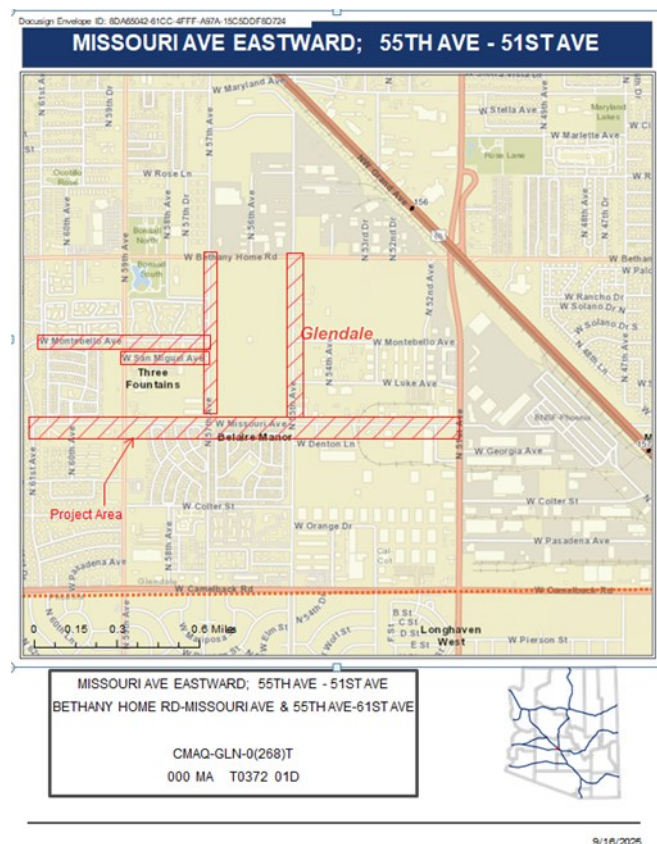
T0524 PROJECT MAP



MOON CANYON BRIDGE #10538
BIS-0(205)T
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Contracts: (Action as Noted)

*ITEM 3i: BOARD DISTRICT NO.: 1
 BIDS OPENED: NOVEMBER 21, 2025
 HIGHWAY: CITY OF GLENDALE
 SECTION: MISSOURI AVENUE AND BETHANY HOME ROAD – 51ST AVENUE
 COUNTY: MARICOPA
 ROUTE NO.: LOCAL
 PROJECT : TRACS: GLN-0(268)T: 0000 MA GLN T037201C
 FUNDING: 90.85% FED 9.15% LOCAL
 LOW BIDDER: DBA CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 3,049,167.86
 STATE ESTIMATE: \$ 3,419,052.00
 \$ UNDER ESTIMATE: \$ 369,884.14
 % UNDER ESTIMATE: 10.8%
 PROJECT DBE GOAL: 0.0%
 BIDDER DBE PLEDGE: N/A
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD MEETING
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE**

9:00am, May 16, 2025

Call to Order

Chair Jen Daniels called the State Transportation Board Meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roerich

Roll Call by Board Secretary, Karen Eatherly

A quorum of the State Transportation Board was present. **In attendance (In Person and Via WebEx):**

Chair Jenn Daniels, Vice Chairman Ted Maxwell, Board Member Jenny Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai , and Board Member Richard Searle were in attendance.

There were approximately 80 members of the public on-line and approximately 31 attendees in person.

Opening Remarks

Chair Jenn Daniels

Title VI of the Civil Rights Act

Floyd Roerich, read Title VI of the Civil Rights Act of 1964, as amended. Floyd also reminded individuals to fill out survey cards, with the link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board.

Members of the public were requested not to exceed a three minute time period for their comments.

1	ARIZONA STATE TRANSPORTATION BOARD
2	BOARD MEETING
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1	REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC	2
2	PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD MEETING, was	
3	reported from electronic media by TERESA A. WATSON, Registered	
4	Merit Reporter and a Certified Reporter in and for the State of	
5	Arizona.	
6		
7	PARTICIPANTS:	
8	Board Members:	
9	Jenn Daniels, Chair	
10	Ted Maxwell, Vice Chair	
11	Sam Elters, Board Member	
12	Jenny Howard, Board Member	
13	Jamescita Peshlakai, Board Member	
14	Richard Searle, Board Member	
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1	(Beginning of excerpt.)	4
2	CHAIRWOMAN DANIELS: All right. We will	
3	reconvene. Thank you all for the indulgence of a few minutes.	
4	Floyd's going to get called into the principal's	
5	office. Thanks, Floyd.	
6	All right, we'll move to Agenda Item 1, which	
7	sounds like we're going backwards, but we're not, I promise. We	
8	are proceeding. Our director's report. Director Toth.	
9	DIRECTOR TOTH: So as requested, I wanted to	
10	share an update on I-11 with you this morning, but before doing	
11	that, I do want to thank the mayor of Bullhead City for hosting	
12	us. It is wonderful to be here again. Early in my career, I	
13	was based out of the Kingman district, and I worked on widening	
14	95 and 68 that got you here today, so it was fun to reminisce.	
15	I also want to take the time to recognize that it	
16	is wildfire season and definitely bring some attention to and	
17	keep the community of Greer in our thoughts as they are dealing	
18	with the Greer fire. I also want to recognize the many federal,	
19	state, local agencies, nonprofits, for working in emergency	
20	response to contain that fire.	
21	So moving on to I-11. Next slide, please.	
22	The proposed I-11 is envisioned as a multi-use	
23	corridor that would improve our state's access to regional as	
24	well as international markets, while opening up new	
25	opportunities for trade, commerce, job growth, travel and	

5 1 mobility options for travelers. 2 Next slide. 3 It has a very long history, and there has been 4 much consideration given to this idea of a high capacity north- 5 south route that not only would connect Arizona to surrounding 6 states, but also connect the U.S. to Canada and Mexico. So I'm 7 not going to go through every single step taken so far, but I do 8 want to give some background before sharing where we're at 9 today. 10 Next slide. 11 So in 2012, Nevada and Arizona's Department of 12 Transportation collaborated and began envisioning what 13 Interstate 11 could look like through the Southwest, and in 2015 14 the U.S. Congress passed the Fixing America's Surface 15 Transportation Act, also known as the FAST Act, which formally 16 designated future I-11 as an interstate highway through Arizona 17 and Nevada. It also reinforced the concept for I-11 that had 18 emerged from previous studies. 19 The FAST Act stated that the I-11 corridor will 20 generally follow State Route 189 and Interstate 19 from Nogales 21 to Tucson, Interstate 10 from Tucson to Phoenix, and US-93 from 22 Wickenburg to the Nevada state line. It is important to note 23 that the FAST Act designation did not include funding for 24 construction. Currently, there is still no funding for right- 25 of-way design or construction for the proposed I-11 corridor in	7 1 level roadmap to advancing to the next state. The next stage is 2 a tier two study, which gives us the opportunity to conduct 3 additional, more detailed environmental and engineering analysis 4 within that selected corridor alternative. 5 In June of 2022, Arizona's Legislature 6 appropriated funding for a tier two study for the section of the 7 proposed I-11 corridor between Buckeye and Wickenburg. No other 8 I-11 segments have been identified for tier two study at this 9 time, and currently, there's only funding for the Buckeye to 10 Wickenburg tier two study. There is currently no funding for 11 design and construction for this segment after the tier two 12 study is completed. 13 In April of 2022, a complaint was filed in the 14 U.S. District Court in Tucson. The latest court order puts a 15 stay on the case until ADOT and FHWA undertake a re-evaluation 16 of the Interstate 11 tier one environmental impact statement. 17 This effort will also include a public comment period. The 18 re-evaluation of the tier one environmental impact statement 19 will review any proposed change in the affected environment, any 20 anticipated impacts, applicable requirements or mitigation 21 measures as they relate to the I-11 Record of Decision for the 22 entire 280-mile corridor. In addition to the re-evaluation, the 23 stay does not preclude some pre-notice of intent activities, 24 tier two activities. 25 So next slide in terms of where we are now.
6 1 Arizona. 2 Next slide, please. 3 In 2016, the I-11 tier one environmental study 4 began. A tier one study is where an agency analyzes and 5 documents the environmental impacts on a system or corridor 6 level. Beyond that, beyond the environmental analysis, the tier 7 one study also includes a significant amount of public 8 involvement. We conducted several formal comment periods 9 throughout the I-11 tier one study process, held a total of 18 10 public meetings and hearings to engage with the public and 11 listen to the feedback. 12 In November of 2021, the Federal Highway 13 Administration issued a Record of Decision. This was a major 14 milestone that marked more than five years of study, stakeholder 15 input, public feedback and technical analysis on the proposed 16 280-mile highway corridor between Nogales and Wickenburg. 17 Next slide, please. 18 In the decision, a selected corridor alternative 19 was identified. This is about a 2,000 wide -- foot wide track 20 made up of combination of new and existing roadways for the 21 entire 280-mile corridor. It represents the area within which 22 the proposed I-11 could be built. Further studies are required 23 to identify an actual alignment or route. 24 Next slide, please. 25 So tier one studies, they provide a fairly high	8 1 We have completed the following activities with 2 the approval of the Board. The \$3 million that the Board 3 approved in March. We authorized a consultant to develop a 4 scope of work and fee proposal for the tier one re-evaluation. 5 We have given notice to proceed to Arizona Game and Fish for 6 studies. These were mitigation measures of the tier one study 7 before proceeding to tier two. And we've developed the core 8 project team. 9 Other items we can work on in line with the court 10 order include initiating a project level public involvement plan 11 and project communication protocols, updating the project 12 websites and starting on the purpose and needs. 13 As set forth in the court order, we will keep the 14 plaintiffs updated, and we'll work to continue any activities in 15 line with that court order. 16 As -- the next slide, please. 17 As for the tier one re-evaluation process, we're 18 anticipating that it should be completed in about a year. We're 19 aiming for the public outreach to happen in early 2026, and we'd 20 like to finish the re-evaluation later in 2026. 21 Next slide. 22 So with that, I'd be happy to take any questions, 23 and I do have -- if we get into legal questions, I have legal 24 counsel on the phone as well as well as our subject matter 25 expert.

9

1 CHAIRWOMAN DANIELS: Thank you, Director Toth.

2 MR. SEARLE: Actually, we did receive a letter or

3 a couple of letters, comments about this study and trying to

4 break out the northern half from the southern half. Is there

5 any ability to do that?

6 DIRECTOR TOTH: The stay and the re-evaluation is

7 for the entire 280-mile corridor. So there's -- we are not able

8 to break that out.

9 MR. SEARLE: Thank you.

10 CHAIRWOMAN DANIELS: Go ahead.

11 MR. ELTERS: Thank you, Madam Chair.

12 Director, I had similar question and similar

13 thought, and I want to press that little further. Understanding

14 that the route that you just outlined from the U.S./Mexico

15 boundaries up to the state line with Nevada is over 200 miles,

16 but the overwhelming majority of it is already existing

17 corridors of highway alignment. It's nothing new, and I wonder

18 if we have explored the possibilities of acting on the

19 suggestion in the letter that says is there a way to request the

20 courts to reconsider or bifurcate, because there's nothing --

21 you know, when you look at NEPA, there's existing, and there's

22 new and impact with each and so on. So I'm just wondering if we

23 have contemplated, and if not, is there an opportunity now to

24 explore that path? Thank you.

25 DIRECTOR TOTH: Chair, members of the Board, in

10

1 consultation with our outside legal counsel with Federal Highway

2 Administration, who -- and Department of Justice, we don't see a

3 way to do that, but what we do see is what I explained. We can

4 move forward with some tier two pre-NOI activities, which we are

5 moving forward with, but outside of that, we cannot move past an

6 NOI in terms of the tier two study for any of the entire

7 280-mile corridor.

8 CHAIRWOMAN DANIELS: I was on a call a couple of

9 weeks ago, included in a call, and there was a conversation with

10 members of the current administration who indicated that if

11 there was an initiation to bifurcate the tier one study into

12 different segments of independent utility, i.e., the one that we

13 have the tier two appropriation for, which was US-93 down to the

14 I-10, but also looking northern, which may be a possibility as

15 well given that it is already an established corridor, that they

16 may have an appetite, as has been done in previous situations,

17 which their research indicated, which was mentioned in the

18 letter, 22 different situations where the tier one study has

19 been divided into those different segments of independent

20 utility that they would be willing to consider that if it was

21 initiated by ADOT and or the Governor.

22 And so I just issue that as a commentary more

23 than anything. I recognize you guys have been in extensive

24 contact on the legal side, but also with our FHWA partners as

25 well, and so I would like to see us try. If we are unable to

11

1 and get some sort of official something from FHWA, I think it

2 puts the situation to bed, so to speak, until the tier one

3 portions that need to be redone can be redone, but I would like

4 to see us try if that's a possibility. If the extent of the

5 effort is a couple of letters, I feel like that's doable. If

6 it's, you know, an extensive lawsuit or something else, that's

7 obviously a different conversation. But if the effort can be

8 initiated with letters, I think that that could be a possibility

9 for us to pursue.

10 DIRECTOR TOTH: Madam Chair, we'll look into that

11 with FHWA.

12 CHAIRWOMAN DANIELS: Thank you.

13 Okay. You have more for your district -- for

14 your director's report.

15 DIRECTOR TOTH: I do not have anything else for

16 the director's report, but I will ask Amy to provide us with the

17 state and federal legislative

18 CHAIRWOMAN DANIELS: Thank you.

19 MR. ROEHRICH: And Amy does have a presentation.

20 It would be at presentation 1B.

21 MS. LOVE: Good morning. Thank you. Good

22 morning, Madam Chair. I'm going to turn my camera off. It

23 looks like it's doing something weird there. I apologize.

24 Thank you, Madam Chair and members of the Board.

25 I'm happy to be with you today to provide a state legislative

12

1 update.

2 Next slide, please.

3 Just to give you a snapshot of where we are

4 today, when we saw each other last in April, I think it was just

5 before the 100th day of the legislative session. We are now at

6 the 124th day of the legislative session. The total number of

7 bills that were introduced were 1,679. Thus far, 351 have been

8 passed, and 139 vetoes have been issued, and 214 bills have been

9 signed, along with 2 -- I'm sorry -- 127 resolutions introduced,

10 and 29 of them passed.

11 And as a reminder, we're very grateful to have

12 the House and Senate honor the 100th Anniversary of *Arizona*

13 *Highways* Magazine as well as the Governor.

14 Next slide, please.

15 So just some key dates ahead for everyone's

16 awareness. The House is currently recessed until this coming

17 Tuesday, May 20th. So they took a break this past week, and the

18 Senate stands at recess until Wednesday, May 28th. So they will

19 be out all of next week and will return following Memorial Day.

20 Next slide, please.

21 We'll provide just a brief update on two of the

22 bills that we've been tracking with respect to appropriations

23 for transportation funding. These bills that remain alive, so

24 to speak, but I wanted to highlight that have moved through both

25 chambers are HB2192, the appropriations for Interstate 10

13

1 vehicle lanes. This would appropriate 70 million in FY '25-'26
 2 and 50 million in '26 to '27 for the I-10 between SR-85 and
 3 Citrus Road. This will be for the design and construction of
 4 additional vehicle lanes, separated by a lighted median. This
 5 bill has passed both chambers and is just pending the budget
 6 negotiation. So with all of the money bills, we anticipate them
 7 essentially not moving forward at this point given they've been
 8 passed through both chambers' committees and will just remain to
 9 be seen where they end up in the overall negotiated budget.

10 The same goes for what was House Bill 2557 and
 11 SB1617, Appropriation. State Route 347. These bills now mirror
 12 each other, and they appropriate a net increase of 41.4 million
 13 from the General Fund for construction and other related costs
 14 for the Riggs Road/SR-347 traffic interchange.

15 Next slide, please.

16 And just to give you an overview of all of the
 17 bills that have been signed. We have a couple slides of just a
 18 number of bills we were tracking this year for the Board's
 19 awareness. So several of the bills that Governor Hobbs has
 20 signed were on our list that we've been tracking, that we wanted
 21 to just flag for everyone's awareness. So you see several of
 22 those here. And feel free if you have questions about any of
 23 them to let me know.

24 Next slide, please.

25 Will be more of those signed bills.

14

1 Next slide, please. Thank you.

2 And a few more here. I will highlight a couple
 3 bills here, actually. HB2111, which is now Chapter 123, License
 4 plates; special. This bill contained -- I'm not even sure what
 5 the total number of specialty license plates contained in that
 6 bill were, but there were a number of them introduced. So we're
 7 continuing to reach out and work on that. And these bills here
 8 you see have not yet been chaptered, so -- but they have been
 9 signed by the Governor, and we're continuing to work internally
 10 to begin an implementation plan to each of these.

11 Next slide, please.

12 Moving on to several of the bills that have been
 13 vetoed that we were tracking that we wanted to raise for the
 14 Board's awareness. Of note, 2814, HB2814, Noncustodial federal
 15 monies; appropriation. We were grateful to see that bill vetoed
 16 as it would have impacted several of the Board's abilities to
 17 distribute federal dollars.

18 And next slide, please.

19 Same goes with several of the Senate bills,
 20 specifically SB1086, Transportation system performance; ADOT. I
 21 know several members had asked for information following the
 22 last board meeting on that bill, and the Governor did issue a
 23 veto letter for several of these that we've shared with the
 24 Board, and I'd be sure and happy to share with you all again if
 25 you'd like. But again, so several of these have been vetoed,

15

1 including the construction projects bidders, SB1089.

2 Next slide, please.

3 And that is my legislative update for today. I'd
 4 be happy to take any questions if there are any.

5 CHAIRWOMAN DANIELS: Any questions for Amy?
 6 All right. Thanks, Amy. Appreciate it.

7 (Inaudible) you can do it, 124 days so far. It takes a certain
 8 amount of grit to do what Amy does.

9 All right. We'll move now to -- and thank you,
 10 Director Toth, for the report.

11 We'll move now to the District 2 report.

12 Anthony. Anthony's our Northwest District administrator. There
 13 was high praise for you from some of your colleagues today.

14 MR. BROZICH: It was appreciated.

15 I'm pleased to be here, Madam Chair, Members
 16 Board, to present construction projects in ADOT's Northwest
 17 District. Some of the recently completed projects were one we
 18 did with Mojave Academy in various locations for markings in the
 19 roadway, as well as some curved -- or curved feedback signs,
 20 advance warning of those curves coming up and slowing down.

21 The Silver Creek Road lighting signage project --
 22 excuse me -- was completed. I-40 Walnut Creek to Holy Moses
 23 Wash was a pavement rehab as well as the US-93. Wait a minute.
 24 I misread my own slides. US-93 Tegner Street to Wickenburg
 25 Ranch roundabout widening was done at the last board, Wickenburg

16

1 just -- just after the (inaudible).

2 A couple of the pictures of those roundabouts at
 3 Vulture Mine, Rincon and Cope. And this will tie in to the
 4 previously mentioned projects of Vista Royale and (inaudible),
 5 further to the north.

6 Current construction projects we have is the
 7 Rancho Santa Fe Parkway TI. It's the new traffic interchange
 8 that was -- that is a Wickenburg or Kingman project, and they
 9 did go through a process of renaming that intersection to Flying
 10 Fortress, and we had time to accommodate that within the current
 11 active project.

12 I-40 California border Needle Mountain TI, as
 13 well as the I-40 Needle Mountain TI to Lake Havasu are both
 14 wrapping up, pavement rehabilitation projects.

15 We have east Kingman TI, a deck replacement.
 16 That should be done here in the next couple months as well. The
 17 Holy Moses Rattlesnake Wash pavement. We just had our kickoff
 18 meeting in the last week or two. That will be going through the
 19 three current projects we have in Kingman, so it is a busy area.

20 SR-69 Prescott Lake Parkway, we just started back
 21 from winter shutdown, installing the median. Already did the
 22 outside widening last year. So that's moving along.

23 And US-60, Centennial Wash Bridge is a new bridge
 24 alignment. The new bridge has been -- I'll jump ahead --
 25 placed, which is on the left, and the old bridge being demoed is

17

1 on the right.

2 Jumping back to another current project is the

3 I-40 US-93 interchange. It is the large one there. The picture

4 you see from left to right is the Fort Beale Bridge that the new

5 ramps from 93/I-40 will be going over. And then the bigger box

6 on the right is the new Beale Street alignment now. And the old

7 existing 93 on the far right.

8 This is the Rancho Santa Fe Parkway TI. Again,

9 currently being called the Flying Fortress, expanding the I-40

10 bridges in that location for the on/off ramps.

11 And I wanted to add, if I could, in response to

12 the mayor from Kingman about the 93 condition. We are sending

13 maintenance forces up in the next couple weeks to improve that

14 roadway, and the Sanctuary Road project that he referenced has

15 been moved up and should be out to bid by the end of this month.

16 CHAIRWOMAN DANIELS: Terrific.

17 MR. BROZICH: Any questions?

18 CHAIRWOMAN DANIELS: Seeing none from the Board.

19 Thank you for the update.

20 MR. BROZICH: Thank you.

21 CHAIRWOMAN DANIELS: We'll move on to Agenda

22 Item 3, our consent agenda. Does any member of the Board want

23 to have anything removed from the consent agenda for additional

24 discussion?

25 MR. SEARLE: I'll make a motion to approve the

18

1 consent agenda.

2 CHAIRWOMAN DANIELS: We have a motion by Board

3 Member Searle. Is there a second?

4 MS. PESHAKAI: Second.

5 CHAIRWOMAN DANIELS: We have a second from Board

6 Member Peshlakai.

7 All in favor, please indicate by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRWOMAN DANIELS: Any opposed? Thank you,

10 Jenny. None opposed. That motion carries. Thank you.

11 We'll move to the financial report with Kristine

12 Ward, Agenda Item 4, and Iqbal is on deck, Multimodal.

13 MS. WARD: Well, good morning. It's been quite a

14 morning. Presentations, wow. I know, and you've been waiting

15 to get to this one, I'm sure.

16 CHAIRWOMAN DANIELS: I feel like yours was woven

17 in to all of the conversation.

18 MS. WARD: It was, and you're going to really

19 enjoy an attachment with what Anthony just provided, because it

20 relates to a report that you've requested, an additional slide.

21 CHAIRWOMAN DANIELS: Great.

22 MS. WARD: So let's get going here. All right.

23 On the Highway User Revenue Fund, we're 1 percent under budget,

24 under forecast. Still within target range. We've collected

25 just over \$1.5 billion. We have had some strange, little

19

1 nuances that we are checking into.

2 Mr. Elters, you have previously paid attention to

3 strong, strong declines, strong increases. I will let you know

4 that we have a couple of little things on HURF that we're

5 checking out where we're seeing some variations that we -- we

6 were like, oh, did we have a little system glitch? What's going

7 on there? So if you noticed any of those, I'm just letting you

8 know we'll be reporting back.

9 MR. ELTERS: Thanks for the heads up.

10 MS. WARD: So you'll see into -- in the

11 individual categories for April, we've got gas tax that's

12 lagging behind. That's one of the items we're checking into.

13 It has to do with exports. We're seeing increased export

14 numbers. We're also seeing some numbers with regard to some

15 activity in the VLT category where we are checking into some

16 delays in recognizing revenues due to reconciliation. So that's

17 why you might be seeing some unusual things there, and we're

18 digging in there.

19 With regards to the Regional Area Road Fund, you

20 can't get a nicer on forecast than this. I mean, this is just a

21 thing of beauty. So we're .1 percent over forecast, and that's

22 on forecast. On the individual categories, nothing significant

23 to discuss.

24 Let's see here.

25 Now this is a request from Chair Daniels. She

20

1 asked that we started -- start to provide you some insight into,

2 you know, how much of the program has actually been obligated.

3 So once you've approved a program, I've been reporting to you on

4 those revenues. This is showing you that program that you

5 approved, how much of that is actually active, so -- and been

6 obligated.

7 So what you're seeing here on the -- on the --

8 well, it's kind of aqua -- that two point -- almost \$2.7 billion

9 there. That's your approved program, plus that little coppery

10 color at the top, that is adjustments from awards. So when we

11 come back and we say this amount of money has been released

12 or -- and come back in the program, or these projects have come

13 in over and used up some of that contingency, this is what

14 you're seeing here. There were \$154 million of adjustments

15 through March. Now, we'll get more current on our -- when

16 you'll normally see this report is the first Transportation

17 Board meeting after the close of the quarter. So your next one

18 will be in July.

19 Oh, you might be wondering, okay, what do you do

20 with that \$154 million? Well, Anthony was just up here and

21 reported to you about a sanctuary -- US-93, Sanctuary Road to

22 I-40. That's 78 million of that 154 that went to projects -- and

23 this is the overall rule -- we take those dollars, if we have

24 access dollars, and we put them on projects that you have

25 already authorized, and that's exactly what happened here. The

21

1 balance of those funds went to some pavement preservation to --

2 largely to pavement preservation projects, one on I-10 in

3 Cochise County, and the other one, SR-160 near Tuba City.

4 That's where those funds are going. Projects that you have

5 already approved, because we need them shovel ready, and we need

6 to get those dollars applied quickly.

7 With that, I will take any questions you might

8 have.

9 CHAIRWOMAN DANIELS: Any questions on the

10 financials? All right. Seeing none.

11 Thank you. Kristine.

12 MR. ELTERS: Madam Chair.

13 CHAIRWOMAN DANIELS: Oh, yes. Please.

14 MR. ELTERS: Real quick.

15 CHAIRWOMAN DANIELS: Yeah.

16 MR. ELTERS: Just looking at -- by the way, thank

17 you. This is really helpful, and understanding that the funding

18 goes to pavement preservation, which comes up quickly, and if we

19 don't do it, it goes from preservation to reconstruction. So I

20 understand and really appreciate that approach.

21 My question here has to do with this is -- we're

22 talking about FY '25, fiscal year '25, which ends in a couple of

23 months, next month, on June 30th.

24 MS. WARD: Uh-huh.

25 MR. ELTERS: And this -- and this is at the end

22

1 of the previous quarter, which is March 31st. We're saying 37

2 percent of what the Board approved is obligated or funded. It

3 seems low for -- we're already in the fourth quarter of the

4 year. Is there, like, a short, quick explanation for that?

5 MS. WARD: Madam Chair, Mr. Elters, this is a

6 reality that the bulk of the program gets delivered in the last

7 quarter of the year, and it -- we have, as an agency, worked

8 arduously to try and bring that obligation forward, and it is

9 actually a focal point for us upcoming. We've been discussing

10 it as an executive team as to what we can do to more evenly

11 balance the obligation of the program, delivery of the program

12 throughout the year. But your comments are very insightful, and

13 they do reflect that the bulk of the program gets delivered in

14 those final -- in that final quarter.

15 MR. ELTERS: Thank you.

16 CHAIRWOMAN DANIELS: Thank you, Kristine.

17 MS. WARD: Thank you. Have a great day.

18 CHAIRWOMAN DANIELS: All right. We will move to

19 Agenda Item 5 with Iqbal, a tribal transportation update and the

20 ambiguous last minute items.

21 And I hear they turn off the air-conditioning at

22 noon, so we're going to go fast, Iqbal.

23 MR. HOSSAIN: I'll make it really quick.

24 Good morning again, Madam Chair and members of

25 the Board. For the record, again, my name is Iqbal Hossain, the

23

1 Deputy Director of Multimodal Planning Division. I'll present

2 Item 5A.

3 So I'm happy to start with an update on an

4 initiative that ADOT is leading. We kicked off a project back

5 in February to update the designation of Arizona's critical

6 freight corridors that are part of the national highway freight

7 system, freight network. Some of the routes we are looking at

8 run through or near the tribal communities like US-89, SR-99,

9 US-191, and SR-264. And also US-70, which crosses the San

10 Carlos Apache Reservation.

11 Because The Tribal involvement is so important to

12 us, we made -- we make sure to do some specific outreach to

13 engage all 22 tribes in Arizona. Our tribal liaisons are in

14 regular contact with these communities to listen to their input

15 and their concerns.

16 Now, we held a tribal focused meeting on

17 April 18th, and I'm glad to see the representative from Cocopah

18 Tribe and also the Salt River Indian Community in that meeting.

19 We also received comments from several other tribes on this

20 redesignation, including Navajo Nation, Hopi Tribe, Hualapai

21 Tribe and San Carlos Apache Tribe. A lot of this feedback

22 focused on the impacts of commercial vehicle traffic on these

23 communities.

24 Our tribal liaisons shared these comments to the

25 project team so that we can consider all these comments we

24

1 received as we move forward, and we are expecting to wrap up

2 this project by August of this year.

3 Another critical update on a request to receive

4 from Navajo Nation in June of last year. This is in regards to

5 a road safety assessment request from the Bodaway Gap Chapter of

6 the Navajo Nation. The chapter is requesting six turn lanes on

7 a stretch of US-89 from University to south of Page because of

8 the safety concerns they have.

9 The specific concern is that they think that many

10 drivers are not aware of that they are traveling through active

11 tribal communities, and this is a heavy tourist traffic area.

12 There are several schools in the area. The school busses make

13 frequent stops in that area. They also mentioned that there are

14 more concerns raised was that the residents often haul water to

15 their homes, sometimes in large barrels or tanks, and this

16 causes the unsafe traffic condition.

17 So responding to this request and the concerns we

18 heard, we conducted a field review just last week. The road

19 safety assessment study will help us identify and prioritize the

20 safety challenges, along with -- along this corridor. The

21 project team is actively working on the report, and we are

22 expecting the final report with recommendation to be completed

23 by July 31st.

24 Finally, just a quick update on some upcoming

25 tribal coordination reports. On May 29th, there will be a

25

1 statewide tribal transportation working group meeting. It is
 2 hosted by the Intertribal Council of Arizona. That will be --
 3 that will take place in Phoenix, and ADOT MPD staff will be
 4 joining. In June we have a couple of in-person meetings lined
 5 up. On June 5th, we are meeting with Hopi Tribe in Flagstaff,
 6 and on June 11th, we will be heading to White River for a joint
 7 meeting with San Carlos Apache Tribe and the White Mountain
 8 Apache Tribe.

9 This concludes my presentation on tribal
 10 transport updates.

11 CHAIRWOMAN DANIELS: Thank you, Iqbal. Any
 12 questions for Iqbal on 5A?

13 Okay. Did you have additional items? Anything
 14 for 5B today?

15 MR. HOSSAIN: I do.

16 CHAIRWOMAN DANIELS: Oh, okay.

17 MR. HOSSAIN: Actually, not 5B. Just actually
 18 Item 7.

19 CHAIRWOMAN DANIELS: We'll get there.

20 MR. HOSSAIN: Yes.

21 CHAIRWOMAN DANIELS: Okay. Thank you for the
 22 information and the update.

23 All right. We'll move to Agenda Item 6. Lisa.
 24 And just to summarize, not to take any wind out of your sails,
 25 we have one motion to approve -- or one request to approve and

26

1 two requests to rescind. Do you want to just take us through
 2 the high level of the new application as well as the reasonings
 3 for the rescission.

4 MS. DANKA: Indeed. Thank you, Madam Chair.

5 For the record, I'm Lisa Danka, and I'm the AZ
 6 SMART program manager.

7 Next slide, please. Do I do this?

8 Okay. Since our last meeting, we have received
 9 three new applications from the City of Flagstaff, Yuma County
 10 and the City of Yuma. I'm going to skip the standard here's
 11 what the program does.

12 We have one new application before you today.
 13 It's from Gila County. It is for Young Road in the Tonto
 14 National Forest. In the blue column, you can see that this
 15 falls into a county under 100,000 in population. They will be
 16 pursuing the National Federal Lands and Tribal Projects federal
 17 discretionary grant. They are requesting ADOT administration.
 18 They are requesting \$814,632 for DOES, or design and other
 19 engineering services. The project construction estimate exceeds
 20 \$20 million. The applicant is putting in 150,000 of their own
 21 funding, and this project will not be able to proceed without AZ
 22 SMART assistance.

23 The project ranked number one because it is the
 24 only application in its category, and it had a score of 34. The
 25 project itself is to design -- final design to pave and improve

27

1 drainage and install guardrails on a 13 and a half mile stretch
 2 of dirt road. This will complete the paving of Young Road, and
 3 they have indicated that will -- it will help address road lane
 4 departures from a safety perspective. They are maintaining it
 5 under a cooperative agreement with the U.S. Forest Service, and
 6 there they are requesting that ADOT submit a federal
 7 discretionary grant on their behalf. We do have two members of
 8 the applicant here today if there are any questions for them or
 9 any other questions on the project.

10 CHAIRWOMAN DANIELS: They've been extremely
 11 patient. We will -- if it's okay with the Board, I don't want
 12 to wait necessarily to hear a motion. Are there any questions
 13 on this particular application? We see the funding source.
 14 It's -- money's available. Okay. Let's entertain a motion.

15 MR. SEARLE: So moved.

16 CHAIRWOMAN DANIELS: So moved.

17 MS. HOWARD: I'll second.

18 MR. SEARLE: To approve.

19 CHAIRWOMAN DANIELS: And we have a second from
 20 Board Member Howard. Thank you.

21 All in favor to approve this AZ SMART fund
 22 application for Gila County, Young Road. All in favor, please
 23 say aye.

24 BOARD MEMBERS: Aye.

25 CHAIRWOMAN DANIELS: Any opposed?

28

1 Thank you. That motion carries.

2 We'll move to the request for rescission now.

3 MS. DANKA: Thank you, Madam Chair. We do have
 4 two rescissions on the agenda before you today. The first one
 5 is from Casa Grande on the Burris Road, Clayton to Korsten Road
 6 project. The Board awarded the funding in the amount of
 7 1,113,000 back in September. The City actually requested 2.5
 8 million, but at the time, the 1.113 million is all that was
 9 available in the over 10,000 municipality funding category. So
 10 it was awarded.

11 The City has been taking a hard look at the
 12 project, but they have determined that they're unable to
 13 complete the design for less than the 2.5 million that they had
 14 originally requested, and they are unable to reprioritize and
 15 make up the funding themselves.

16 So we did present some options to the community,
 17 which included coming back to the Board, requesting additional
 18 AZ SMART funding, but at this point in time, they have decided
 19 not to go forward.

20 The second rescission is from Apache County.
 21 They were awarded a million two for their Stanford Road, SR-61
 22 to Leighton Road project back in February of this year. They
 23 had requested ADOT administration of the project. They were
 24 going to pursue the Safe Streets For All, or SS4A federal
 25 discretionary grant. The NOFO for that grant has recently come

29

1 out, and it requires applicants to be direct recipients, meaning
2 ADOT is unable to administer the project for them.

3 The County has indicated to us that they do not
4 have the capacity to administer such a large project. I believe
5 it was in excess of 20 million for the construction. And they
6 also cited uncertainty with the expiration of the Bipartisan
7 Infrastructure Law. It is unclear how many of the current
8 federal discretionary grants that exist will continue beyond
9 BIL. They also cited that the requirement to submit a federal
10 discretionary grant within two years, which is contained in
11 statute, or the -- they're required to repay and the Board is
12 required to rescind the design reward is problematic for smaller
13 communities with projects in excess of \$1 million, because we
14 are required to bid those projects. So they too have advised
15 that they are vacating their award. And I'm happy to answer any
16 question on either request.

17 CHAIRWOMAN DANIELS: Thank you, Lisa. Any
18 questions on either of these items?

19 MR. SEARLE: No, but I'll make a motion to
20 rescind both the Casa Grande and Apache County grants.

21 CHAIRWOMAN DANIELS: Thank you, Board Member
22 Searle. Is there a second?

23 MR. ELTERS: Second.

24 CHAIRWOMAN DANIELS: We have a second by Board
25 Member Elters.

30

1 All in favor for the rescind -- to rescind say
2 aye.

3 BOARD MEMBERS: Aye.

4 CHAIRWOMAN DANIELS: Jenny?

5 MS. HOWARD: Aye.

6 CHAIRWOMAN DANIELS: Thank you. Any opposed?
7 That motion carries.

8 Thank you, Lisa.

9 MS. DANKA: Thank you.

10 CHAIRWOMAN DANIELS: And it's my understanding
11 we're coming back, right, July? Is that the time frame to
12 rebalance? Okay. Good timing.

13 Agenda Item 7, Matt. Matt, I'm going to make
14 this super easy on you. Oh, Iqbal's coming. You don't look
15 like Matt.

16 Can I make this really easy, and we will just
17 look to the Board if they have any PPAC project modifications
18 for either the new projects, the modifications or the airport
19 that they wish to discuss further?

20 MR. SEARLE: No discussion other -- just would
21 like to make a comment.

22 CHAIRWOMAN DANIELS: Please.

23 MR. SEARLE: Yes. On -- I was appreciative to
24 see Items 7KK and 7MM. Both our projects that are going to be
25 implemented on I-10 that were discussed in the P2P process.

31

1 They're not in the five-year plan, but it's good to see them
2 move forward.

3 CHAIRWOMAN DANIELS: Thank you, Board Member
4 Searle.

5 Board Member Elters.

6 MR. ELTERS: Thank you, Madam Chair.

7 Just one quick question related to 7C. Can you
8 help me understand what is -- what we're doing with 7C, Iqbal?

9 MR. HOSSAIN: Sure.

10 CHAIRWOMAN DANIELS: I-17, Sunset Point to State
11 Route 69.

12 MR. HOSSAIN: Correct. So we have (inaudible)...
13 So on this --

14 MR. ELTERS: -- reducing the funding, but it was
15 not clear to me what the purpose is.

16 MR. ROEHRICH: So Madam Chair and Board Member
17 Elters, they modified the scope because for pavement
18 preservation at this time, they decided they were going to put
19 in a two-inch mill as a replacement until they do a full
20 reconstruction as part of a larger project in five years from
21 now, about '29. So they decided that they're going to be an
22 interim fix until they do a full reconstruction, and all the
23 interim fix needed was the two-inch overlay. That brought the
24 cost down.

25 MR. ELTERS: Got it. Thank you.

32

1 CHAIRWOMAN DANIELS: All right. Can we entertain
2 a motion for all of the items, 7A to 7SS?

3 MR. SEARLE: So moved.

4 CHAIRWOMAN DANIELS: Is there a second?

5 MR. ELTERS: Second.

6 CHAIRWOMAN DANIELS: We have a motion by Board
7 Member Searle and a second by Board Member Elters. All in
8 favor, please say aye.

9 BOARD MEMBERS: Aye.

10 CHAIRWOMAN DANIELS: Any opposed?

11 All right. That motion carries. Thank you all.
12 Thanks, Iqbal.

13 All right. We're moving now to Agenda Item 8,
14 our state engineer's report. Maysa. And I'm going to go fast
15 for you, too, if that's okay. We have six items, 9A through 9F.
16 All of them are requests to award. Does any board member wish
17 to discuss any of these items further? Okay. Thank you.

18 With that, we will entertain a motion for Items
19 9A through 9F.

20 MR. ELTERS: So moved.

21 MR. SEARLE: Second.

22 CHAIRWOMAN DANIELS: We have a motion by Board
23 Member Elters and a second by Board Member Searle.

24 All in favor, please say aye.

25 BOARD MEMBERS: Aye.

CHAIRWOMAN DANIELS: Any opposed? That motion

carries.

Just have to give an opportunity for somebody to change their vote at the last minute.

All right. That takes us all the way through

Agenda Item 9 and moves us to Agenda Item 10.

Any suggestions for future agenda items?

MR. ROEHRICH: Maysa, you look shocked, but you're done. You've had everything done.

MS. HANNA: That was quick.

MR. ROEHRICH: You need to tell Greg he should leave town more often, because Greg leaves and you're done in a minute.

CHAIRWOMAN DANIELS: All right. We do have a study session coming up on June 5th, again for the five-year plan, and would request anybody who has additional comments or wants to continue to contribute. We do have a comment period open until next Friday, the 23rd, I believe. All right. And then our next board meeting will be on June 20th in the beautiful city of Payson, Arizona. Looking forward to there as well.

Any other questions, comments or needs from the Board? All right. Thank you. This meeting is adjourned.

Thank you, everyone.

(Meeting adjourned.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 33 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 28th day of November 2025.

/s/ Teresa A. Watson

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

ARIZONA STATE TRANSPORTATION BOARD
PUBLIC HEARING

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VIA WEBEX AND IN PERSON AT:

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Bullhead City, Arizona 86442

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REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
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PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
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Registered Merit Reporter and a Certified Reporter in and for
the State of Arizona.

PARTICIPANTS:

Board Members:

Jenn Daniels, Chair
Ted Maxwell, Vice Chair
Sam Elters, Board Member
Jenny Howard, Board Member
Jamescita Peshlakai, Board Member
Richard Searle, Board Member

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5

1 (Beginning of excerpt.)

2 CHAIRWOMAN DANIELS: Thank you, Floyd. Now is

3 the call of the audience, and I have 18 individuals who wish to

4 speak today, so if we just do the math, we're going to be here

5 for about an hour having public comment, which is an important

6 and maybe one of the most important things that we do here. So

7 we welcome everyone to participate. At the same time, if you

8 would like to give up any of your minutes and give them back to

9 the Board, we would appreciate that as well. So we invite you

10 to take up the three minutes if you so choose or give back those

11 minutes if you're able.

12 We will start with the man of the hour, our

13 Bullhead City mayor, Steve D'Amico.

14 MAYOR D'AMICO: Thank you, Chairman, Board,

15 Staff, Director. I just wanted to welcome you to Bullhead City

16 and say thank you for the great partnership we've had with ADOT.

17 We've did a lot of wonderful things with your help, and we're

18 very thankful. Highway 95 looks beautiful, if you drove through

19 it, a lot better than it was years ago. We're very happy with

20 the partnership we've had.

21 I'd also like to give a shout-out to Anthony, our

22 district director, on everything he's done. Anytime we've had

23 an issue, he's been Johnny-on-the-spot.

24 And I just want to say how thankful we are for

25 you. I know ADOT gets a lot of heat sometimes, but we're aware

6

1 of your budgeting, and unlike other states, sometimes their

2 transportation departments actually have their own budget. You

3 guys get what you get from the Legislature every year, and you

4 do very good with it. So I just wanted to thank you.

5 CHAIRWOMAN DANIELS: Thank you, Mayor. Again,

6 appreciate you hosting us. And not to be outdone, a neighboring

7 community, the mayor of Kingman, Mayor Watkins.

8 MAYOR WATKINS: Thank you, Madam Chair, Board

9 Members. It's hard to outdo Steve, so I'm not going to even

10 try, so -- Mayor D'Amico, but we appreciate you coming to

11 northwestern Arizona and being a presence here and listening to,

12 obviously, us as constituents and as citizens, too.

13 I just wanted to -- and I echo, once again,

14 everything that Steve said. I did want to bring your attention,

15 most importantly, because we as a city get a number of calls. I

16 get calls from friends all the time because they realize I'm the

17 mayor. You know how that goes. They say, oh, well, you can do

18 something, right? And I have to tell them it's out of my

19 control.

20 But I just want to bring your attention to

21 Highway 93 north -- just north of Kingman. Basically, right at

22 the port of entry, from Mile Marker 62 all the way up to 48.

23 And I know it is on ADOT's three-year plan, and then it was

24 moved to the two-year plan. We found this out at Tri City

25 Council a couple weeks ago, which is great, but we actually as a

7

1 city would like to even suggest that that be expedited even

2 worse.

3 That section of highway, of course, it's divided

4 highway, four-lane, sees a lot of truck traffic going to Vegas,

5 back and forth. Now, all the -- of course, all the trucks,

6 heavy trucks all used to run in the right lane. The right lane

7 is so torn up now, now they're running the left lane, and, of

8 course, that just -- it just causes bottlenecks, confusion. We

9 don't want to see any accidents. There have been accidents out

10 there on the highway.

11 I would invite you, in fact, if you are driving

12 and on your way home today, to even just maybe take that short

13 turn, go ten miles out that way. There's plenty of turn-offs,

14 turnarounds, back out that way. Go ten miles north on

15 Highway 93 to see for yourself how bad that road is.

16 And we've talked to Anthony. Anthony, once

17 again, like Mayor D'Amico said, Anthony is a champion and

18 listens to us. We appreciate your support, obviously. We have

19 a lot of projects going on in Kingman, too, with the Beale

20 Street bypass, with the new TI that's at the east end of our

21 city, and we appreciate your support on all that, but we do want

22 to bring attention to something so critical because of all the

23 traffic that we see going back and forth between Phoenix and Las

24 Vegas every weekend, and that section of road there is just

25 turning into -- it's a -- it's a hot mess. And so if you can

8

1 make it -- take a look at that, consider that in your powers

2 that you can, see if we can direct ADOT to do something more

3 with that. We appreciate it. Thank you.

4 CHAIRWOMAN DANIELS: Thank you, Mayor.

5 We'll move now to Maricopa Mayor Nancy Smith.

6 MAYOR SMITH: Hello and good morning. Madam

7 Chair and members of the Board, thank you for giving me the

8 opportunity to speak here today. I did provide you this

9 wonderful little picture. I have a story behind this picture,

10 and at the top of it says, "Out of the mouth of babes."

11 So you've heard me and many other adults talk

12 about State Route 347. Last week, I had the opportunity to go

13 to career day at a third grade class in our community, and they

14 had the opportunity to ask me any question that they wanted to

15 ask of the mayor. Had great questions, but one of my favorite

16 questions was: What is the hardest decision you've ever had to

17 make as mayor? And I said, Wow. That just happened last night.

18 So my career day was on a Wednesday. City council meeting was

19 on a Tuesday. And they're like, Well, what was the -- what was

20 the question? What was the decision?

21 I said, If I said State Route 347, how many of

22 you would know what I'm talking about? Every hand went up.

23 Every hand. And, you know, that happens in a classroom, you

24 think right? And you think, Well, sure. They're going to raise

25 their hand. Yeah. I know. I know.

9

1 But then they started blurting out collisions,
2 crashes, danger, death, people in -- you know, getting injured.
3 58,000 cars. They didn't say that one. I would have been
4 shocked if they said that one, but they threw out all these
5 things. And yes, they heard it from their parents, but the
6 prevalence of the knowledge of third grade and 347.

7 So I'm here today to talk to you just about the
8 extreme need for having 347 on the five-year plan. I want you
9 to know that Tuesday night, my hard decision was, because we are
10 a conservative city, to actually place an increased half cent
11 sales tax on -- in our community, and that will go to widening
12 347. And it was a unanimous vote. And when I told the kids
13 this, they're -- well, actually, I didn't tell them right off.
14 They're like, Well, how did you vote? And I said, All seven
15 council members voted yes for this tax increase. And they were
16 like, Yay. So it was a great opportunity to speak with them,
17 but that is true.

18 And then afterwards, I want to thank Chair
19 Daniels and ADOT for being there. We also signed the IGA with
20 ADOT on this topic, so I appreciate that and hope to see a
21 signature coming from the opposite side of this contract. But
22 thank you very much. Please strongly consider State Road 347
23 for the five-year plan. I appreciate you. Thank you.

24 CHAIRWOMAN DANIELS: Thank you, Mayor.
25 If the youth knew 58,000 cars, I was going to be

10

1 like, we need to write down your communications plan for the
2 City, because that's impressive.

3 We'll move to Yavapai County supervisor from
4 District Four, Chris Kuknyo, and on deck will be Rich Vitiello,
5 the supervisor for Pinal County.

6 MR. KUKNYO: Well, the mayors got claps. I got
7 nothing. Thank you.

8 Good morning, Chair, Board. I'm Chris Kuknyo,
9 recently elected Yavapai County Supervisor for District Four and
10 the County's representative on the CYMPO board. The role at the
11 County is new to me, but being a part of CYMPO is not. I served
12 on the Prescott City Council from 2012 to 2016 and spent some
13 time as its chair. We got a lot done back then, and some of
14 what started back then, we are just starting to see being
15 constructed now.

16 Most folks don't realize that when you start
17 talking about a road 'til you actually get to drive on it, it's,
18 like, 8 to 12 years. The much needed expansion of Highway 69 is
19 almost complete, and you can already see how this is helping
20 with congestion. Improvements to Highway 89 and 89A, and even
21 the conversation of the current I-17 project got started from a
22 letter from CYMPO that many other MPOs signed onto. When we
23 work together as MPOs, we can accomplish a lot. We accomplished
24 this by not only coming to you with requests, but we came united
25 in vision as an MPO. We came with money to have skin in the

11

1 game, and we trusted staff, our professionals, to come up with a
2 plan. This is the formula for success that I hope is going to
3 be repeated now.

4 We put a price tag of 147 million for all the
5 needed improvements on Highway 69 up to the next level of
6 service to make traffic flow and keep us from failure. We have
7 broken it down into three segments with our short-term
8 improvements at 21 million, and we'll be coming with some big
9 ask, because we know money is tight, but Highway 69 is our
10 area's spine that transit revolves around. It connects all the
11 cities and towns together, and it gets us to I-17, which gets us
12 down to Phoenix, which gets us to the airport.

13 We also have some small projects needed to
14 improve our safety. Much like many of you and the people in our
15 audience, our population continues to grow, and we struggle to
16 keep up. We have the shovel-ready project of the on ramp at 89A
17 ready to go. We have projects under design and some that are
18 only identified that are screaming for attention.

19 A small section of Williamson Valley Road has
20 seen three multi-person fatalities in the last nine months. The
21 last one seeing the loss of two little girls and their father.
22 That's the kind of stuff that rips your heart out and rips the
23 community's heart out. The needs are clear, but where's the
24 funding going to come from is not. I'm sure the entire state
25 will come to you asking for a partner with similar stories, but

12

1 I'm honored to join you now and put the work in to find
2 solutions, and I thank you all for your time and your service.

3 CHAIRWOMAN DANIELS: Thank you, Supervisor.
4 Supervisor Vitiello, and then on deck will be the
5 assistant city manager for Bullhead City, and I want to say
6 this, right? Edigar Kajirwa. I did it? Okay.

7 MR. VITIELLO: Good morning, everybody, Madam
8 Chair. I appreciate you giving me the opportunity. I will give
9 you back at least a minute and a half.

10 So we all want to talk about the 347, and I'm not
11 going to speak about it only because our constituents who drove
12 up here today, who care about 347 and the City of Maricopa. I
13 just want to make sure you have a little reminder of the
14 \$20 million that Pinal County is contributing to this road. I
15 hope you all have this letter, frame it, keep it in your office,
16 because when we fix this, lives will be saved, and we recognize
17 that in the city and Pinal County. The County and the City is
18 hoping to contribute, obviously, also.

19 So thank you for your thankless job that you
20 unfortunately have, but we do thank you. We do care about you.
21 We know what a difficult job it is to hand out the little money
22 that you guys have. So God bless you, and remember this little
23 letter. Thank you.

24 CHAIRWOMAN DANIELS: Thank you, Supervisor.
25 Edigar, and we will follow that up with Katy

13

1 Proctor on deck.

2 MR. KAJIRWA: Thank you, Madam Chair. Not too

3 many people get my name right, so I think whenever it's

4 announced, I greatly appreciate that.

5 I just wanted to echo the mayor's words, but real

6 quick, it's a pleasure to stand before the Arizona State

7 Transportation Board once again. This time following an evening

8 where we have the chance to connect, share ideas and celebrate

9 the tremendous work that we have accomplished together.

10 Before I begin, I would like to pass along the

11 greetings of the city manager, Mr. Toby Cotter, who

12 unfortunately could not be able to be here today due to prior

13 engagements. He truly regrets not being able to attend, but he

14 welcomes you all to Bullhead City and sends his well wishes.

15 He's thrilled about the continued partnership and relationship

16 that Bullhead City had with ADOT, the Board, and the newly-

17 formed Bullhead City MPO, and he is confident that the work that

18 we are doing together will make a lasting impact in our

19 communities.

20 Beyond that, I want to highlight the valuable

21 collaboration we've had with ADOT on the development of the

22 Bullhead City Metropolitan Planning Organization. Big thank you

23 to Clem. Big thank you to Will and the whole MPD department.

24 We are the newest MPO in the country, and this process of

25 establishing the MPO has been a journey, but one that we have

14

1 approached with the shared vision to improve the safety,

2 efficiency, and flow of traffic in our community and beyond. We

3 have seen tangible results from this so far. We still have a

4 long way to go, but the partnership, the relationship that we've

5 had with ADOT have been great.

6 So we thank you all for being here, and we look

7 forward to having you here in the future. Thank you.

8 Appreciate you all.

9 CHAIRWOMAN DANIELS: Thank you. Thanks,

10 Mr. Kajirwa.

11 Katy Proctor, you're up, with Ron Angerame on

12 deck.

13 MS. PROCTOR: Good morning, Madam Chair, Members.

14 My name is Katy Proctor, and I'm here on behalf of the City of

15 Maricopa asking you to please prioritize the 347 widening

16 project in this year's five-year program.

17 We've shared a lot of miles across the state over

18 the last year, coming and educating about the 347. We've talked

19 about growth. We've talked about traffic count. We've talked

20 about safety. We've talked about economic development, and I

21 think we've made a really good case for why we should be part of

22 this program.

23 I want to share with you, as the mayor was

24 talking about the difficult decisions that our city council has

25 made to put forth the funding for the local match, one of the

15

1 things that we did was we went out to the community and we

2 hosted three different open houses, and we talked with our

3 residents about these issues. And I have to share with you that

4 not only did we tell them about the funding gap and educate on

5 that. There is a huge funding gap, as you know, but there's

6 also a huge knowledge gap in our citizens about the current

7 state of transportation, and I hope that we can partner on this

8 road and get this road fixed, and then maybe we can also partner

9 in the future about educating Arizonans as to the challenges

10 facing transportation over the next 20 years, because we're all

11 in this together, and as we travel these roads together, we've

12 seen the challenges across the state.

13 You do not have an easy decision to make when it

14 comes to which projects to fund. I think we've made a good case

15 for why our project should be in there, and I hope we can work

16 together -- excuse me -- to continue to educate Arizonans about

17 what we need to do long term to make this better.

18 Thank you so much.

19 CHAIRWOMAN DANIELS: Thank you, Katy.

20 Ron, you're up with Bill Robertson on deck. I

21 feel like we're all old friends now,

22 MR. ANGERAME: Thank you, ADOT Board, for

23 allowing me the opportunity to come to talk to you again about

24 State Route 347.

25 Today's message is going to be a little bit more

16

1 of a personal one. About three weeks ago, my son Dante was

2 involved in a car accident. He was rear ended while waiting at

3 a red light. It was 11:30 in the morning, not rush hour, and

4 the weather was perfect. Fortunately, there was no one

5 seriously injured. Take a guess where the accident happened.

6 That's right. State Route 347 and the intersection of Casa

7 Blanca Road.

8 My son is a graphic artist. The car was totaled,

9 and at least there -- and there were at least two other cars

10 that were totaled as well. It's a miracle no one was critically

11 injured. My son's car was pushing through the middle of the

12 intersection. It's another miracle that he wasn't T-boned by a

13 truck turning south on 347.

14 My son is a graphic artist trying to build a

15 career. He DoorDashes to earn extra money to help pay his rent

16 and health insurance. Now his anxiety is quite high when it

17 comes to driving. Also, the rental car company doesn't permit

18 the rental car to be used for commercial purposes unless you

19 pick out the added personal liability insurance. However, the

20 daily rate on that insurance is so expensive, it doesn't pay to

21 DoorDash. His anxiety is even higher now wondering how he's

22 going to pay his bills. But don't get me wrong. He's so much

23 better off than the hundreds of other people who have been

24 injured or killed on State Route 347.

25 Over the past ten years, there have been over

17

1 2,500 accidents on State Route 347. I'm sure they all have a
2 story, but this is the kind of information that doesn't seem to
3 be weighted significantly in the P2P analysis. I'm hoping that
4 you can use the P2P analysis as an informational data point to
5 help you make a good decision. Please don't let it become an
6 unchangeable mandate. Please have your wisdom and humanity
7 provide input to this decision. Let P2P -- let P2P be a guide,
8 not the final gospel.

9 The community support for improving State Route
10 347 is unwavering. We've made our voices heard at city council
11 meetings, ADOT meetings, through email and now support for a tax
12 increase. Our collective message is clear. The safety and
13 well-being of our residents cannot wait. We need your help to
14 make 347 safer and more efficient for the sake of everyone who
15 travels this vital route. Please include State Route 347 as
16 part of your funded five-year transportation plan. Thank you.

17 CHAIRWOMAN DANIELS: Thank you, Ron.
18 Bill Robertson, with Tena Dugan on deck.

19 MR. ROBERTSON: Good morning, Board. Thank you
20 once again for the opportunity to address you this morning.

21 My name is Bill Robertson. I'm an 11-year
22 citizen of the city of Maricopa, and I also serve on the City
23 Planning and Zoning Commission.

24 Let's start with what you already know. We've
25 come before you multiple times with our stories, with our pleas.

18

1 I'd just like to review what you already know. You know that
2 the need exists. It exists in a very, very high priority
3 fashion. You know that it's one of the most dangerous roads in
4 the States. You know this. You know about the 40 deaths in the
5 last several years and the thousands of injuries that have
6 occurred.

7 You also know that Ridge Road interchange is one
8 of the second most dangerous interchanges in the state. You
9 know that 347 cannot sustain Maricopa's unprecedented growth,
10 with up to 70,000 new homes already entitled to come in the
11 decades to come. You know the City of Maricopa has stepped up
12 to the plate with significant local funding, which is one of
13 your metrics for deciding what gets in the five-year plan.

14 You know that Pinal County has pledged money for
15 this project. So this is a regional effort, not just the City
16 of Maricopa. And lastly, you know that the thousands of emails
17 that the citizens have sent out have shown the great support,
18 widespread and broad throughout the region, not just the city of
19 Maricopa.

20 You know that the city of Maricopa is one of the
21 fastest growing cities in the nation. It's expected to double
22 in population in the next decade from about 75,000 to 150,000.
23 The road is in need now. The time is now. Most of the planning
24 is already in place or underway. What's lacking is a spot on
25 the five-year plan. Please consider getting 347 expanded and

19

1 fully funded and into your next five-year plan.

2 Thank you very much.

3 CHAIRWOMAN DANIELS: Thank you, Bill.

4 We'll move to Tena Dugan, with Vincent Manfredi
5 on deck.

6 MS. DUGAN: Yeah. Sorry. That's an entrance.

7 Good morning, everyone. Chair Daniels, I
8 first -- my name is Tena Dugan. I am a mom, licensed real
9 estate agent from Maricopa. I do want to thank Chair Daniels
10 for making the drive during rush hour down State Route 347 to
11 come to our council meeting last month. Appreciate that.

12 I wanted to share a little story with you. Real
13 life. As a real estate agent, I have a house listed. Family
14 with animals. So last minute showing requests are a little
15 difficult. I got one. It happened to be at 4:30 in the
16 afternoon, during a weekday, and they did everything they could,
17 cleared the animals out, got out of the house, and ten minutes
18 before that showing was supposed to happen, the agent called and
19 canceled and said the gentleman driving down to look at the
20 house stated he would never drive that route. Yes, he was on
21 347 at rush hour. One of our favorite things.

22 It's one of those things that happens on a daily
23 basis for us. It's not isolated. It should be a 30-minute
24 commute to the Valley or from the Valley home, but it's not.
25 The 347 is the barrier to continued growth, our property values,

20

1 most importantly, our safety. And the City of Maricopa and its
2 residents aren't just asking for help. We've now come to the
3 table with a solution, something out of the box, but what we
4 need is your support. Put the 347 on that five-year plan.

5 We're doing everything we can. We're asking you
6 to say yes. And as someone who sees the impact on a daily
7 basis, I'm using my power of one. Oh, and those 100,000 emails
8 that we might have sent, too.

9 Thank you again for hearing us. We appreciate
10 that, and we appreciate everything you do.

11 CHAIRWOMAN DANIELS: Thank you, Tena.
12 Vincent, you're up, with Chris Kuknyo on deck.

13 MR. MANFREDI: Chair, Vice Chair, Members, thank
14 you so much for having us. I promise you I will not take three
15 minutes or 20 minutes like I did at our council meeting to
16 explain this issue.

17 CHAIRWOMAN DANIELS: He did a filibuster at his
18 council meeting. It was awesome.

19 MR. MANFREDI: Yeah. It was a long day. It was
20 a long night.

21 As you understand, as you know, as you've been
22 told, as everything that's been going on over the last couple
23 years, what we're doing here is simple. We're making sure that
24 no matter what happens, we've done everything we can to put in
25 your hands the ability to make a decision that's sound and just.

21

1 It's a great decision, I think, on your part, when you do put us
 2 in the five-year plan, and I hope that happens at your next
 3 meeting of June 20th that we hear that the SR-347 is in the
 4 five-year plan. It'll be celebrated widely in the city of
 5 Maricopa.

6 The people of Maricopa want this done. When you
 7 were at our meeting, Chair, you noticed not one person stood at
 8 our council meeting to say no to a tax. That is crazy to think
 9 of. A tax. Now, the City of Maricopa has not raised our sales
 10 taxes in our history, ever, but we did that for the ability to
 11 provide funding for the SR-347. We've lowered our property
 12 taxes for going on seven years in a row. Our tax rates, I'm
 13 sorry, for seven years in a row. So it's a big thing for us.

14 So a lot of places would think, oh, that's not a
 15 big deal, but for the city of Maricopa, who are very fiscally
 16 responsible and very conservative, for us to raise a sales tax
 17 was a big step. So we don't come with an empty hand. We come
 18 with bags of money, asking you to join us in coming to a
 19 solution for the SR-347.

20 Thank you so much, and you can't get away from
 21 us. I think this was a four-and-a-half, five-hour drive. We're
 22 coming, no matter where you have any meetings. Thank you so
 23 much.

24 CHAIRWOMAN DANIELS: Thank you, Councilmember
 25 Manfredi.

22

1 MR. SEARLE: I think that was a challenge.

2 CHAIRWOMAN DANIELS: We're limited to the state
 3 of Arizona, so I think that's good. That's good for all of us.

4 Chris Kuknyo. Okay. Apologies. Oh, I do have
 5 you written down twice. I knew that. Thank you very much.

6 That's all I have for the in-person comments. Is
 7 there anybody else that wished to speak and didn't have a
 8 chance?

9 All right. We'll move to our online members who
 10 wish to speak. Bryce, if you could assist as well, that'd be
 11 great. We have Marcia De Salvo first, and Christina Tyler will
 12 be on deck. Marcia DeSalvo.

13 MS. COFFEY: You are now unmuted. You may speak.

14 MS. DESALVO: Good morning. Can you hear me?

15 CHAIRWOMAN DANIELS: We can.

16 MS. DESALVO: Okay. Sorry.

17 Good morning. My name is Marcia DeSalvo. I live
 18 in the town of Goodyear, and I thank you very much for taking
 19 the -- for letting me have the opportunity to speak with you
 20 today. In going through the five-year plan, we did notice that
 21 there were a number of initiatives that would be accomplished on
 22 State Route 303, nearby Goodyear. I wanted to ask about a noise
 23 mitigation wall. And the community itself is in the northeast
 24 corner of the intersection between I-10 and Loop 303, so a wall
 25 is basically needed along the east side of Loop 303, between

23

1 McDowell and West Indian School Road.

2 Where I am in this Unit 57 of the Pebble Creek
 3 community, it is the most western boundary of Pebble Creek with
 4 proximity to 303, according to the general counsel of the Robson
 5 Communities, who is the builder now. There was a noise study
 6 done in 2010, which was 15 years ago, and I think you can
 7 appreciate the fact that we've grown tremendously in this state
 8 and in this county, Maricopa County and Goodyear in particular
 9 in those 15 years.

10 There have been enormous amount of warehouse
 11 build-outs. It is now a hub for transportation and
 12 distribution, with the ever-increasing truck traffic as well as
 13 other commuter traffic. The exponential noise in traffic has
 14 made the enjoyment of the community much less quiet and
 15 peaceful, and that's sort of what we're looking for.

16 There is no buffer from the highway. So even if
 17 it's not that close, you just hear everything simply because of
 18 the increased highway traffic and the fact that there is no
 19 noise mitigation wall. And so I'm respectfully asking that when
 20 you do your improvements on 303 or prior to doing those that you
 21 do a noise study that can take into account the tremendous
 22 amount of noise that is now heard inside the home, rather than
 23 just on the outside, and it's getting stronger every day. And
 24 so I thank you very much for your time.

25 CHAIRWOMAN DANIELS: Thank you, Marcia.

24

1 As just a quick reminder, we're not allowed as a
 2 board to respond to requests, but we can definitely direct staff
 3 to follow up with you, if that's okay. Thank you.

4 All right. Christina Tyler, and Jose Grijalva
 5 will be on deck.

6 MS. COFFEY: And I am going to call in Christina.
 7 She is going to be calling in on my end, and she'll speak
 8 through my line. So just give me a minute to just call her real
 9 quick, and then we'll get her on.

10 CHAIRWOMAN DANIELS: Thank you.

11 MS. COFFEY: (Inaudible.)

12 Okay. She did not answer, so we can move on to
 13 the next person. We'll give her a try again at the end.

14 CHAIRWOMAN DANIELS: Okay. Thank you, Bryce.

15 We'll move to Jose Grijalva, and on deck will be
 16 Charlie Nobles.

17 MS. COFFEY: All right. I did request to mute
 18 (sic) the call-in user's name. You are now unmuted. You may
 19 speak.

20 MR. GRIJALVA: Hello. Am I unmuted?

21 MS. COFFEY: Yes. (Inaudible.)

22 CHAIRWOMAN DANIELS: Yes. We can hear you.

23 MAYOR GRIJALVA: Okay. Hi. My name's Jose
 24 Grijalva, Mayor of the City of Douglas. Thank you for taking
 25 the time to allow me to speak. I won't take the three minutes.

25

1 Thank you, Madam Chair and ADOT board.

2 I just wanted to update you from last meeting

3 when I was in Benson with Supervisor Gomez. We were talking

4 about the connector road and the crucial partnership that you

5 all play in that. I just wanted to update that I did meet with

6 nine Sonora mayors to basically talk trade, push everything

7 through the -- through the new port that's going to break ground

8 in August. All nine of them were excited. Even one of them

9 said, you know, we have two. We want four. They said you could

10 think about eight with all that we can -- that they can push

11 through the sea port through Guaymas.

12 So the connector road is going to be crucial.

13 Your support is going to be crucial with that, too. We're not

14 only talking about Douglas benefiting from it, not only Cochise

15 County, but the entire state of Arizona, including Bullhead

16 City, hopefully. So this is going to be a huge thing for

17 Douglas and Arizona and the United States, also. So we

18 appreciate your support for the connector road, and we'll keep

19 in touch. Thank you.

20 CHAIRWOMAN DANIELS: Thank you, Mayor Grijalva.

21 I apologize I did not include your title.

22 Charlie Nobles, you are up, with Scott Drexel on

23 deck.

24 MS. COFFEY: I have requested to unmute your

25 line. As a reminder -- okay. You are now unmuted. You may

26

1 speak. We cannot hear you. Can you try speaking again? You

2 are unmuted. You're muted again. We'll try one more time. I

3 requested to unmute your line. Looks like they did fall off.

4 CHAIRWOMAN DANIELS: Let's move to Scott Drexel,

5 and we can come back to Charlie if he's able to --

6 MS. COFFEY: Okay.

7 CHAIRWOMAN DANIELS: -- hop back on.

8 MS. COFFEY: Scott, I have requested to unmute

9 your line. You are now unmuted.

10 MR. DREXEL: -- very much. My name is Scott

11 Drexel, and I'm appearing today -- pardon me -- virtually on

12 behalf of an organization called Rise Arizona, a newly launched

13 coalition of highly skilled American trades workers who build

14 our infrastructure and the private sector businesses that they

15 support.

16 Our labor management partnership

17 collaboratively -- collaboratively advocates of pro-economy and

18 pro-worker policies and infrastructure investment across

19 Arizona. We know strong investment delivers good jobs for

20 working families, strengthens local economies, and ensures our

21 state builds a resilient and sustainable future.

22 While I recognize that much of commentary today

23 is focused on the specific projects that ultimately survive the

24 five-year plan's transition from tentative to final, my reason

25 for being here is less concentrated on the what and more

27

1 concentrated on the how.

2 While our organization is overwhelmingly

3 supportive of the tentative plan in its entirety, we would

4 strongly encourage that as the Department of Transportation

5 moves forward, the Board and the implementation side focuses on

6 how to partner with contractors and builders who believe that

7 utilizing highly skilled, trained, local Arizona labor to

8 construct the infrastructure projects of tomorrow are part and

9 parcel to having jobs that are finished on time, that are

10 finished safely, that are built right and done once, and

11 ultimately are paying a fair wage to the workers and their

12 families who are doing a fair day's work.

13 So thank you very much for the opportunity to

14 speak, and we hope our organization can be helpful to the

15 Department of Transportation as they move forward through the

16 process.

17 CHAIRWOMAN DANIELS: Thank You, Scott.

18 Bryce, if we can look for Christina Tyler and

19 also Charlie Nobles. I don't know if either one of them are

20 able to communicate.

21 MS. COFFEY: Yes. Charlie Nobles, it does look

22 like his line is unmuted. Charlie, would you like to try one

23 more time to speak?

24 All right. I'm not sure -- if you'd like to give

25 me a call, too, I can try to help you. It's -- you -- hand is

28

1 raised, and it is star six to unmute. So I'm not sure if you're

2 having issues, but let me call Christina real quick as well so

3 we can get her to speak. She's (inaudible).

4 CHAIRWOMAN DANIELS: Thank you.

5 MS. COFFEY: Thank you.

6 CHAIRWOMAN DANIELS: While we're waiting for

7 that, Floyd, I believe you have a letter. Mayor Eric Orsborn

8 wished to speak today, but at the last minute was unable to, and

9 he has a letter he's communicated.

10 MR. ROEHRICH: Yes, Madam Chair. He asked me if

11 I could read it, and with your pleasure, I will go ahead and do

12 that now.

13 CHAIRWOMAN DANIELS: Please do.

14 MR. ROEHRICH: Dear Chair Daniels: On behalf of

15 the City of Buckeye, I would like to formally request that the

16 Arizona Department of Transportation submit a letter to the

17 Federal Highway Administration seeking guidance on options for

18 advancing the tier two environmental impact statement work on

19 selected segments of the proposed -- of the proposed Interstate

20 11 corridor through segmentation of the approved tier one EIS.

21 As you know, the I-11 tier one EIS was finalized

22 in November 2021, marking a major milestone in the advancement

23 of this critical corridor. However, under federal regulations,

24 the tier one EIS is only valid for a period of five years. This

25 creates urgency to begin the tier two EIS to maintain momentum

29

1 and capitalize on the substantial work already completed.

2 Segmenting the tier one EIS to initiate earlier

3 tier two work is not without precedent. This has been done 22

4 times before in FHWA's history. However, we understand that a

5 formal inquiry or request must come directly from ADOT or the

6 Governor's office for FHWA to respond or provide guidance.

7 As one of Arizona's fastest growing cities,

8 Buckeye fully recognizes the importance of I-11 in supporting

9 statewide economic development, improving freight mobility, and

10 enhancing long-term regional connectivity. Advancing this

11 project is in the interest of not only our community, but the

12 entire state.

13 We respectfully ask the Board to support and

14 direct ADOT to submit a formal request of FHWA expressing

15 Arizona's interest in exploring segmentation of the tier one EIS

16 and requesting specific guidance on how that could be

17 accomplished.

18 Thank you for your continued partnership. Please

19 let us know how we can support this request to provide

20 additional materials to assist with your outreach to the FHWA.

21 Sincerely, Eric Orsborn, Mayor, City of Buckeye.

22 CHAIRWOMAN DANIELS: Thank you, Floyd and Mayor.

23 MS. COFFEY: All right. I do have Christina on

24 the line. So Christina, would you mind just doing a test to

25 make sure that they can hear you?

30

1 MS. TYLER: Can you hear me?

2 CHAIRWOMAN DANIELS: Yes.

3 MS. COFFEY: All right. You may begin.

4 MS. TYLER: Okay. So yeah. So the reason why I

5 wanted to talk today is because I wanted to discuss some flawed

6 policies that is currently happening within the Motor Vehicle

7 Division that I believe that the Board would actually have to be

8 the ones to authorize a change since it would be policy based.

9 And so one of the policies that is currently

10 happening is that if a person has an extension for their -- when

11 their registration renews, and if they haven't passed emissions,

12 because their vehicle is going through V or that one program

13 that you guys have partnered with to be able to do an emission

14 extension, what happens is, is that after you then pass

15 emissions, you guys don't issue a temporary plate after

16 emissions is passed and then while you're waiting for your

17 registration tags in the mail.

18 And so right now, my vehicle, I have a fear daily

19 living in an apartment complex that my vehicle is going to be

20 towed. And when I tried to escalate this with constituent

21 services, as well as with the MVD managers, they just say, well,

22 that's just how it is, is that -- or -- and they also said that

23 it's like, well, in the police system that they can see that

24 your registration is current. I'm like, okay. Tow truck

25 drivers don't have access to police stations -- to police

31

1 information. Like, they don't have access to that. All that

2 they're looking for is expired tags, when expired tags or plates

3 that are expired, when it comes to towing a vehicle.

4 So right now, I am being declined to have a

5 temporary plate on my vehicle while I'm waiting for tags in the

6 mail, which I think is a major policy flaw, because I should

7 think we'd be allowed to have a temporary plate while I'm

8 waiting for my tags in the mail so that way my vehicle is not

9 getting towed. And you guys don't have things set up to have it

10 to where that temporary plate would have the license plates

11 numbers. Like, you guys don't have a process for this

12 situation, and I don't think that that's fair.

13 You know, when you look -- when you do research

14 on this issue is that one of the number one reasons for vehicles

15 to get towed is this exact reason, is that the registration will

16 be current, but because people are waiting for their tags in the

17 mail, it's free game for tow truck drivers to tow people's

18 vehicles away, because that's -- right now, that's what your

19 policy allows. And good luck trying to take things to court

20 when literally they're going based off of, you know, policy, and

21 they're going based off of laws. Well, your tags are supposed

22 to be current, and it's like, well, the MVD won't allow me a

23 temporary plate. So that's policy issue number one.

24 Another policy issue that's happening is that at

25 the Maryvale MVD location is that they're refusing people that

32

1 are walk-ins starting at four o'clock, 4:15, whenever the

2 managers want, even though your guys' policy says 4:45. State

3 statutes actually say things are supposed to stay open until --

4 service until five o'clock, but they're just trying to -- and

5 they try to justify, oh, well --

6 MS. COFFEY: Christina.

7 MS. TYLER: -- the line is too long or whatever

8 it is.

9 MS. COFFEY: Christina.

10 CHAIRWOMAN DANIELS: Christina, I'm so sorry for

11 interrupting you. You exceeded your three minute time frame,

12 but I do believe that what you're sharing with us is important.

13 Would you be able to send the Board an email with

14 any remaining concerns that you have, and we'll make sure that

15 we follow back up with you?

16 MS. TYLER: Okay. I mean, sure. That's fine.

17 If my vehicle gets towed, though, from this point forward when

18 my registration is current, am I allowed to sue --

19 CHAIRWOMAN DANIELS: Thank you, Christina,

20 MS. COFFEY: Thank you, Christina.

21 CHAIRWOMAN DANIELS: Thank you. I'm sorry for

22 cutting you off. We have to keep to the time limit. Thank you.

23 Bryce, Charlie Nobles is the only one that we

24 haven't heard from yet. Is he back on and available or shall we

25 move on?

33

1 MS. COFFEY: He is on. Let's try him one more
2 time, and then we can -- if he's still having issues, I can have
3 him give me a call and we can try at the end and we'll give him
4 one more try.
5 CHAIRWOMAN DANIELS: Okay. Thank you.
6 MS. COFFEY: I have requested to unmute your
7 line.
8 MR. NOBLES: Can you hear me?
9 MS. COFFEY: Yes, we can hear you.
10 CHAIRWOMAN DANIELS: Yes, we can hear you,
11 Charlie.
12 MR. NOBLES: Good morning. Thank you, Madam
13 Chair and the Board, for the opportunity to comment on the
14 proposed Five-Year Transportation Facilities Construction
15 Program. My name is Charlie Nobles, and I'm the Executive
16 Director of the Western States Contractors Association.
17 WSCA proudly represents Arizona's heavy civil
18 construction companies that rely on a highly skilled and union
19 trained workforce. Arizona is growing fast. The population is
20 expanding. Our industries are thriving, and our communities are
21 demanding better, safer and more efficient transportation.
22 This five-year plan is essential to ensuring that
23 our infrastructure keeps pace with that growth and remains the
24 backbone for continued prosperity. Many of the projects in this
25 plan will be required to pay workers family-sustaining wages,

34

1 also known as (inaudible). This isn't just fair. It's smart.
2 These wages are vital to attracting and retaining the
3 construction workforce Arizona needs to build its future. Union
4 workers bring the training, safety and experience required to
5 deliver projects on time, on budget and at the highest
6 standards. This plan is more than a list of projects. It's
7 commitment to investing in the people and systems that will
8 carry Arizona forward.
9 On behalf of WSDA and our member contractors, we
10 strongly support this five-year program and the vision it
11 represents. Thank you for your leadership and for keeping
12 Arizona on the move. Thank you for letting me speak.
13 CHAIRWOMAN DANIELS: Thank you, Charlie. We
14 appreciate it.
15 All right. That concludes all of our public
16 hearing, assuming I missed none, and we will now move to our
17 public hearing presentation. Do we need a motion to open the
18 public hearing? That's how you have to do it in cities.
19 MR. ROEHRICH: Madam Chair, I will take a motion
20 if you want, but we've never done that.
21 CHAIRWOMAN DANIELS: Oh, no.
22 MR. ROEHRICH: The Chair has just moved on since
23 it (inaudible) --
24 CHAIRWOMAN DANIELS: The State might have
25 different rules. I just know how it works at a city, so we'll

35

1 just open the public hearing.
2 Iqbal Hossain will now provide an overview of the
3 Tentative 2026 to 2030 Five-Year Transportation Facilities
4 Construction Program. This is for information and discussion
5 only. We will not be making a decision today but are excited to
6 hear all five of these items. We have Item A through Item E for
7 our public hearing today,
8 MR. ROEHRICH: Iqbal, give us a second. Jeremy
9 will come over and open the -- okay. The presentation's up.
10 CHAIRWOMAN DANIELS: Iqbal --
11 MR. ROEHRICH: Is it showing here in the council
12 chambers?
13 CHAIRWOMAN DANIELS: Iqbal, would you prefer that
14 if we have questions throughout your presentations that we hold
15 those for the end so that you can get through all of your
16 slides, or would you prefer that we interrupt?
17 MR. HOSSAIN: Madam Chair, I prefer if you could
18 hold the question and ask.
19 CHAIRWOMAN DANIELS: Okay.
20 MR. HOSSAIN: If it works for you.
21 CHAIRWOMAN DANIELS: We can do that.
22 MR. HOSSAIN: Good morning, Madam Chair and the
23 members of the Board. I hope you are doing well this morning.
24 For the record, my name is Iqbal Hossain, Deputy Director of the
25 Multimodal Planning Division. I'll be providing an overview of

36

1 the tentative fiscal year FY 2026 to 2030 five-year program.
2 This will cover the Items A through E on the agenda. As you
3 know, this tentative program was developed in January and
4 approved by the Board in February.
5 Let me start with a quick reminder of where we
6 are in the process of developing the five-year transportation
7 construction program. We are currently in May, which means we
8 are still in the public comment period, and today's public
9 hearing is part of that process for the tentative program. The
10 public comment period officially ends one week from today, on
11 March 23rd.
12 Before we go into the program, as a quick
13 reminder about the tentative program map dashboard. This is a
14 great tool for both the Board and the public to explore the
15 proposed projects. In fact, several of our COGs and NPOs have
16 shared how much they appreciated having this dashboard. So this
17 dashboard is very user friendly. You can filter by the
18 district, the county, or the region to see what is planned in
19 that area. So it includes maps, project details, funding
20 information and timelines. This also -- there is a link to ADOT
21 website for anyone who wants to make a public comment.
22 The next few slides will help the -- set the
23 stage for how we build the five-year program. We have shared
24 this with you a few times before, so I apologize if you -- if it
25 sounds repetitive. This public hearing is an important part of

37

1 developing the five-year program, so it's worth highlighting
2 again here.

3 Let's start with a quick look at the Long Range
4 Transportation Plan and how it connects to the program. You
5 might remember that the Board adopted a recommended investment
6 choice, or RIC, in the October -- in October 2023. That RIC
7 established a goal of investment. 78 percent of the available
8 funding is -- goes to preservation, 15 percent in modernization,
9 and 7 percent in expansion. And these goals guide our planning-
10 to-programming process, which we use to identify projects to be
11 included in the five-year program.

12 Madam Chair and the members of the Board, next
13 we'll take a look at the condition of our bridges and pavements.
14 They are rated as either good, fair or poor. On the left side,
15 you will see how we define the different bridge ratings. The
16 rating poor might sound a little scary, but don't worry. If
17 your bridge is rated as poor, it does not mean it's unsafe.
18 ADOT immediately closes any unsafe bridges for travel.

19 On the right side, you will find the definitions
20 for the payment ratings. It is important for us to be aware of
21 these conditions as we plan and prioritize projects in the five-
22 year program.

23 This slide gives us more than a ten-year snapshot
24 of the overall system. For this, we are using the most recent
25 2023 data.

38

1 Let's start with the chart in the upper left-hand
2 corner.

3 MR. ROEHRICH: Madam Chair, Board, it looks like
4 we're -- a couple things -- we're a little bit lagged on the
5 WebEx, what's presented, but I see here that it's -- we're
6 having a little bit of technical difficulty here, because it
7 keeps cutting in and out.

8 So Iqbal did that? Is that it? What the hell
9 Iqbal? You've got, like, three devices up there?

10 MR. HOSSAIN: Two. Two devices.

11 MR. ROEHRICH: Iqbal's not nervous.

12 MR. HOSSAIN: No. Okay. (Inaudible.)

13 MS. COFFEY: Floyd, are we presenting from
14 Jeremy's screen or the State Board's?

15 MR. ROEHRICH: I thought we were presenting from
16 the State Board website. Is that not right, Jeremy?

17 UNIDENTIFIED SPEAKER: (Inaudible.)

18 MR. ROEHRICH: Yeah. I know that there's been a
19 lag, but we are not synced up here, because what we're showing
20 here is not what's showing on the Web -- WebEx.

21 (Inaudible conversation.)

22 MS. COFFEY: Jeremy's screen is coming in clear.
23 The state Board's screen is very blurry for online users.

24 (Inaudible conversation.)

25 MS. COFFEY: Jeremy's screen is what is coming in

39

1 clear. The State Board screen is very blurry for online users.
2 (Inaudible conversation.)

3 MR. ROEHRICH: Thank you, Bryce. One sec.
4 They're -- I think they're working on it.

5 MS. COFFEY: Thank you.

6 MR. ROEHRICH: Even though this one is flashing,
7 they are synced up, so I think, Iqbal, if you just want to
8 continue to go.

9 MR. HOSSAIN: Okay. Great. Then -- all right.
10 So let's start with the first chart in the upper left-hand
11 corner. So this one highlights the bridge conditions. Overall,
12 the bridges are holding up pretty well, with 66 percent in good
13 condition, which is actually 1 percent improvement over last
14 year. 34 percent are in fair condition, and just 1 percent are
15 in poor condition.

16 Moving on to pavement data, charts from two to
17 four, but before we dive into the numbers, I want to find out a
18 significant shift in 2027. That year, the federal government
19 updated its data collection methodology, and we adjusted ours as
20 well. The new approach is more accurate and comprehensive,
21 covering the entire state highway system instead of using a
22 representative sample like we did in the past. Looking at the
23 interstate, which are shown in chart two, lower left corner, 53
24 percent of the interstate pavement is in good condition, a 1.9
25 percent increase over the last year.

40

1 Oh, fantastic. Okay.

2 So on this point 44.4 percent is in fair
3 condition, and 2.3 percent in poor condition. That's up by .8
4 percent from last year.

5 Chart three, upper right corner, shows
6 non-interstate routes on the National Highway System. Like U.S.
7 highways and other key state highways, state routes. As you can
8 see, 32 percent are in good condition, a slight increase of .5
9 percent from last year. 61.9 percent are in fair condition, and
10 6.1 percent are poor, an increase of 1.6 percent over the last
11 year. Now, this trend here shows a steeper decline compared to
12 the interstate on this system.

13 Finally, on chart four, lower right corner,
14 highlights the routes of the National Highway System.
15 Typically, these are typically our more rural or lower volume
16 roads. Here, 16.1 percent are in good condition. That is a 1.1
17 percent drop from the last year. 73.8 percent are in fair
18 condition, and 10.1 percent are poor, which is a 1.2 percent
19 increase over to last year.

20 So when you look at -- across the -- all charts
21 here, it is clear that while our bridges are generally in good
22 shape, pavement condition, especially of the National Highway
23 System, is where we are seeing more challenges, and because of
24 this, improvement remains -- I mean, the pavement improvements
25 remains a top priority for us.

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1 Now let's look at the funding available for the
2 fiscal year 2026 to 2030 five-year program by region. The bar
3 chart on the left shows the total funding available each year,
4 with the large numbers at the top of each column representing
5 the annual totals. Over the five years, we are looking at
6 \$7.68 billion in funding. Most of the funding is used on the
7 ADOT system, with the exception of about \$100 million annually
8 used for local and other competitive programs.

9 On the right side, the pie chart shows the
10 regional allocation of the funding. 50 percent is allocated to
11 Greater Arizona, which is in blue. This portion is programmed
12 by the State Transportation Board and totals of \$4.47 billion
13 over the five years. 37 percent goes to Maricopa County,
14 shows in green, and is primarily programmed by MAG. That's
15 \$2.38 billion over the next five-year period. And finally, 13
16 percent is for Pima County, shown in orange, programmed
17 primarily by PAG, with a total of \$831 million.

18 Just so you know, the funding shown here does not
19 include legislative appropriations, federal governments, grants
20 or other external fundings. Since those are typically tied into
21 specific projects, they are considered already programmed. And
22 in addition to this, Maricopa and Pima Counties have their own
23 regional fundings, which may be used on ADOT system, but these
24 are not shown in here because they fall under the planning
25 authority of MAG or PAG.

42

1 We will now take a look at each of the three
2 regions, starting with the Greater Arizona. As I mentioned
3 earlier, the 50 percent allocation for the period of 2026
4 through 2030 totals \$4.47 billion. These funds are programmed
5 by the Board and are primarily dedicated to 13 counties outside
6 of Maricopa and Pima counties. The uses of these funds cover
7 two systems. The first is in projects on the State Highway
8 System and ADOT subprograms, the second is competitively awarded
9 projects on local and other systems such as Highway Safety
10 Improvement Program, transportation alternatives and other
11 programs.

12 I would like to share with you that the
13 prioritization of the construction project is required by the
14 statute, but this did not appear in the training program. It
15 will be included in the final version approved by the Board in
16 June after the public comments have been received and the
17 program has been solidified and finalized.

18 This slide shows how the \$4.47 billion for
19 Greater Arizona breaks down by year, by primary RIC category,
20 recommended investment category, and by the system on which the
21 funding is being used.

22 Chart number -- chart one in the upper left
23 corner shows the breakout of the total \$4.47 billion between
24 preservation, expansion, modernization, and planning and program
25 development. You can clearly see that preservation in dark blue

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1 takes the biggest share each year.

2 Chart two in the middle shows the breakout of
3 \$4.47 billion based on the RIC categories of expansion,
4 modernization, and preservation.

5 Chart three on the top right corner, it compares
6 the RIC of 78 percent preservation, 15 percent modernization,
7 and 7 percent expansion, with the year and -- and the -- this
8 year and the last year and this year tentative program.

9 You probably noticed that the 2026 to 2030
10 program shows preservation and modernization has gone down,
11 while the expansion section has increased. Now, the reason
12 behind it is that there are some large expansion projects on --
13 coming up. Many of these are tied into federal grants,
14 legislative appropriation and private funding, and because of
15 that, we cannot move these projects to the later years. So
16 expansion rises from 11 percent to 23 percent in this program.

17 Chart four in the lower left corner shows the
18 funding used on the State Highway System. The red line you see,
19 that designates the amount of funding dedicated to preservation,
20 which is \$466 million annually.

21 And finally, the chart five, that shows amounts
22 used for local and other system from the competitive subprograms
23 such as off-system bridge, transportation alternative projects,
24 Highway Safety Improvement Program. You can see this funding is
25 primarily targeted for modernization purposes such as safety

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1 improvement, and some of those go to the -- go to the bridges.
2 The local competitive (phonetic) programs do not fund expansion
3 projects, and because of this, you don't see any orange on this
4 chart.

5 This slide shows the 13 expansion projects in the
6 tentative program, which is programmed to be either for design
7 or construction. These projects total \$849 million. Of this
8 amount, approximately \$600 million is coming from the Greater
9 Arizona portion, 50 percent allocation, and the rest are federal
10 grants, private developers and legislative appropriations or
11 other sources.

12 Let's take a look at the table and the map. The
13 expansion projects are listed by county here. Projects A and B
14 shown in the table are in Cochise County. These are related to
15 the new Douglas port of entry and the connector road. Project
16 A, the connector road, we have funding for right-of-way in 2026
17 and partial funding for construction in 2027. Project B is the
18 port of -- port facility under -- for which we have programmed a
19 total of \$42.5 million, \$10 million in 2026, and \$32.5 million
20 in 2027.

21 In Coconino County, we have three of the top five
22 grant projects from this year's P2P list. The I-17 widening
23 from Milepost 298 to 314, both north and southbound, and the
24 widening of I-40, from I-17 to Country Club. These are shown on
25 the map as Projects C, D, and E.

1 In Gila County, Project F is Lion Springs on 260 2 for \$110 million, which will be constructed over the three-year 3 period of FY 2026 through 2028. 4 Project G in Maricopa County is the I-10 widening 5 from the Gila River Bridge to Gas Line Road, which is funded 6 with legislative appropriations. 7 Moving on to I-40 in Mojave County, Project H is 8 the Colorado River Bridge replacement at the California border, 9 is a joint project with Caltrans. Our share is currently 10 estimated at \$66.5 million. 11 In Yavapai County, project I is the number one 12 ranked P2P expansion project in 2024, which -- which is the 13 working on I-17 from Sunset Point to SR-69. 14 Project J is a safety improvement project on I-17 15 from east of Dugas to Milepost 275. There are -- there are also 16 three projects on US-93, Big Jim Wash, Vista Royale, which was 17 awarded a \$26 million INFRA grant, and Wickenburg Ranch Way to 18 SR-89, which includes private developer funding. 19 Now we'll take a look -- a close look at each 20 board district. This slide shows how the 50 percent allocation 21 in the 2026 to 2030 five-year program is distributed across the 22 districts. If you look at the pie chart, you will notice that a 23 small portion of funding is going to Maricopa and Pima Counties. 24 That's mostly for the safety improvement, pavement rehab, and 25 the I-10, widening that corridor there.	45	1 \$10.6 million for safety projects. Two in 2 Phoenix, one in Maricopa County, and one in Chandler. 3 For expansion projects, District 1, expansion 4 projects are programmed by Maricopa Association of Government. 5 That's why you don't see it here. 6 Then we'll move on to District 2. There are 16 7 projects to total, program amount for -- with a program amount 8 \$47 million. There are three pavement preservation projects 9 programmed at a total of 33 million, and these include a 10 \$21.5 million 18-mile pavement rehab project on SR-85 from Elota 11 Avenue to Milepost 60. And there are also two off-system bridge 12 preservation projects in Pima County. That's under -- under the 13 preservation. And under modernization, there are \$14.2 million 14 that includes 11 safety projects in the City of Tucson, totaling 15 \$13.3 million. There are also two safety projects in Pima 16 County. District 2 expansion projects are programmed by the 17 Pima County Association of Government in Pima County section. 18 We will give this in the future slides. 19 In District 3, there are 27 projects, total 20 programmed for \$219 million. This includes 20 preservation 21 projects for \$135 million such as an eight-mile pavement rehab 22 job for \$5.9 million on I-19. There are five bridge rehab 23 job/projects totaling \$43 million. And also, we have three 24 pavement preservation projects, totaling \$19.5 million, 25 including Johnson Road to West Willcox TI on I-10.
1 The dedicated allocation of Maricopa 37 percent 2 and Pima 13 percent are not shown here because those are in 3 their own section of this tentative program. The table in the 4 bottom breaks out how much is programmed each year by board 5 district, and you see a large percentage in Districts 5 and 6. 6 That's because of several major projects underway, including 7 widening, bridge work and pavement rehab across seven counties 8 within these two districts. 9 The next several slides provide a summary of the 10 funding of projects in each board district. They show their -- 11 the district map with projects on ADOT system, shown in red, and 12 projects on local or other system shows in blue. This chart 13 also -- this map also shows the total number of projects and the 14 funding amount in each category. 15 In District 1, you can see there are 15 projects 16 total over the next five-year period, totaling \$124 million. 17 Most of the funding in District 1 is programmed for preservation 18 projects. That includes a \$30 million ten-mile pavement 19 preservation job on the US-60 from 85th Avenue to I-10 in 2027, 20 and a bridge replacement project on I-8 in 2029 for \$20 million. 21 In modernization, there are eight projects, 22 including an \$8 million truck parking project at the Burnt Well 23 rest area on I-10 in 2026, a \$4.6 million for several ramp 24 meterings, fiber projects and other intelligent transportation 25 system projects on US-60 and I-10.	46	1 There are three modernization projects totaling 2 \$11.8 million for improvements at San Simone port of entry. 3 And finally, the expansion projects are both 4 related to new Douglas portal country. That includes 5 \$42.5 million for the facility and \$20 million towards 6 construction of the new connector road. 7 In District 4, there are 20 projects programmed 8 for a total of \$230 million. 20 projects, actually for pavement 9 preservation. There are 10 projects total at \$97.8 million. 10 Some of those to mention here: One pavement rehab project is on 11 US-60 in Gila County for \$16.6 million. On US-70, there are two 12 projects. A five-mile \$20.7 rehab projects from Cottonwood Wash 13 to Reay Lane. And a second mile -- second five-mile project for 14 \$17.7 million up to 8th Street. 15 The final pavement rehab projects is on 347, 16 covering 13 miles, from West Juan Street to I-10 for \$27.8 17 million. 18 There are also four bridge rehab projects in 19 District 4, including Red Rock TI on I-10 and Selma Highway at 20 Casa Grande. 21 Moving on to modernization. There are six 22 modernization projects in District 4, all funded from the 23 Highway Safety Improvement Program, which is HSIP program. That 24 includes construction of passing lanes on SR-79 from north of 25 Florence to Queen Valley for \$7.8 million. On US-191, from

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1 US-70 to Milepost 134. And also, we have -- we have US-70, a
2 road lighting project that goes from Milepost 257 to San Carlos
3 Road for \$4.3 million.

4 There are also two local safety projects, one in
5 Pima County, and other one is in Casa Grande.

6 In the expansion projects, there is one expansion
7 project in District 4 at \$110 million, and it is the Lion
8 Springs project, which will widen SR-260 to four lanes from
9 Milepost 256 to Milepost 261.

10 Moving on to District 5, there are 53 projects
11 programmed, for a total of \$654 million. \$560 million comes in
12 the form of 34 pavement preservation projects. That includes
13 four projects on I-40 totaling \$176 million. These projects
14 will improve a total of 38 miles on I-40. On 160, another
15 pavement rehab from Tuba City to Milepost 335 for \$28.6 million.
16 On 260, we have Knottingham Lane project. That will -- it goes
17 up to Milepost 357, for a total amount of \$58 million.

18 There are 13 bridge rehab projects or replacement
19 projects in District 5. The largest one, largest one of those
20 is Riordan Railroad overpass replacement on I-40 for \$50
21 million, and east of Holbrook TI overpass (inaudible) program is
22 \$33 million. And also, there are five bridges. Actually, there
23 are -- yeah, there's one bridge, which is Five Mile Wash we have
24 on 180. That will cost \$22.5 million.

25 Under the modernization, a truck parking project

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1 at Metro Crater rest area on I-40. Scales at the Page and
2 Sanders port of entry. Intelligent transportation system
3 projects on SR-260 and I-40. And there are also two safety
4 projects. One is lighting in Tuba City, and the other one is a
5 multi-use path on SR-264.

6 There are three significant design projects
7 totaling \$57 million. These are all related to the northbound
8 and southbound expansion of I-17.

9 Lastly, in Board District 6, there are 55
10 projects programmed for a total of \$981 million. The large
11 amount in District 6 reflects the construction of the widening
12 on I-17 and US-93, the Colorado River Bridge, and multiple
13 pavement rehab projects in La Paz County, Mohave County, Yavapai
14 and Yuma County.

15 You can see \$475 million of this comes in the
16 form of 20 pavement preservation projects. That includes
17 pavement rehab projects on I-8 from Foothills to Dome Valley and
18 I-10 from California border to Dome Rock Road. We have three
19 pavement rehab projects on I-40 totaling more than \$100 million.
20 There are four pavement projects on US-93 totaling \$200 million.
21 This project will include total 57 miles of the roadway. There
22 are six bridges or bridge rehab or replacement projects in
23 District 6, the largest of one which is the Colorado River
24 Bridge rehab on I-40 for \$66 million, followed by the Santa
25 Maria River Bridge on 96 for \$17 million.

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1 There are (inaudible) of modernization projects
2 in District 6. Actually, there are 27. That includes
3 \$19.8 million for scales, inspection pits, and traffic projects
4 at the Topock and Yuma ports of entry. \$20.4 million for safety
5 projects on Interstate 8. US-89, 89A, 93, and 95 for signs and
6 other safety improvement projects. There are also 13 local
7 safety projects, including signals, bike and pedestrian,
8 intersection improvement, and other projects totaling
9 \$23.2 million in San Luis, Somerton, Yuma, Lake, Havasu City and
10 the counties of Mohave, Yavapai, and Yuma.

11 The expansion projects are primarily on the
12 widenings on I-17 and US-93, including \$190 million project on
13 I-17 from Sunset Point to SR-69 in 2029 and 2030. In addition
14 to this, the Colorado River Bridge on I-40 at \$60 million. Big
15 Jim Wash, Wickenburg Ranch and Vista Royale expansion projects
16 on US-90 -- US-93 that totals \$178 million.

17 Beginning with the Maricopa County, the 37
18 percent allocated to Maricopa County, which is programmed
19 primarily by MAG. Over the five years, Maricopa County will
20 receive \$2.3 billion to program on ADOT routes. As you know,
21 with the passage of Prop 479, MAG is now working through
22 updating project schedules and costs. We have not included any
23 projects in this presentation other than the status of I-10
24 widening on the next slide. MAG has been refining their list of
25 the projects, and in the last couple of months, we are closely

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1 working with them now to determine which projects will be
2 included in the final program as we present in the study session
3 on June 5th.

4 This highlights four active projects that -- tied
5 to the I-10 widening through Maricopa and Pinal Counties, and
6 the great news is everything is moving forward. The first one,
7 in the north side, procurement is underway for the Loop 202 Gila
8 River project. We are making significant progress on the right-
9 of-way first on this project. The next one is the construction
10 of the Gila River Bridge is well underway. It's exciting that a
11 significant work, which is the drill shaft work, is being -- is
12 going to start this Monday, and we expect to wrap it up by early
13 July. Then the third one, the stretch from Gila River Bridge to
14 Gas Line Road. We are expecting to receive 60 percent design
15 plan in July and advertisement for basis plan for June 2026.
16 And finally, the segment from Gas Line Road to SR-387 was
17 advertised yesterday. We are targeting bid opening in August,
18 and construction to begin in November.

19 Next is Pima County. 13 percent allocated to
20 Pima County and programmed primarily by MAG (sic). Over the
21 five years, Pima County will receive \$831 million for ADOT
22 routes, as in Maricopa and Pima County. I know they have the
23 dedicated sales tax for transportation as well. The projects in
24 this section may include both 13 percent allocation and other
25 funds from tax and other sources.

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1 In the Pima County, we'll start with widening of
2 I-10 from Country Club to Kino, and this project is about
3 \$600 million, and this is the largest project we have undertaken
4 in southern Arizona. In addition to widening three miles of the
5 interstate, we are deconstructing the Kino TI, adding a new TI
6 at Country Club, and making other improvements under this
7 project. The design is about 60 percent complete. Construction
8 is expected to begin in July 2025 and run through summer 2028.

9 This map shows the locations of additional PAG
10 projects currently programmed in 2026 to 2029. The table on the
11 right shows the projects and current cost for these projects.
12 So just to mention a few of them here, in addition to the
13 widening from Country Club to Kino, \$290 million programmed for
14 the widening from Alvernon Way to Valencia Road and interchange
15 improvements on Sixth Avenue for \$28 million, and at Park Avenue
16 for \$68 million. On I-9 -- I-19, a \$47 million TI is planned at
17 Irvington. In addition, design and right-of-way in the amount
18 of \$12.7 million is planned for the widening from Valencia Road
19 to I-10. Finally, on these PAG projects a new wildlife crossing
20 will be constructed on SR-86 for \$4.7 million.

21 Now let's talk about the airport program. We are
22 expecting about \$135 million in funding over the course of the
23 five-year program. The FAA has recently identified the
24 projects, and we'll see them included in the final version of
25 the program. And exciting news. Sedona Airport was just named

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1 as the 2025 Airport of the Year. And typically, we highlight
2 the Airport of the Year on the cover of the airport section.
3 This picture you see here is from last year's Airport of the
4 Year, which is -- which was Show Low Airport. For the final
5 program, we will be swapping out the current photo with the
6 Sedona Airport.

7 These funds are expected to be used in the five-
8 year program listed in the table. And a little bit about these
9 programs. The first one is the FAA match program, which
10 provides half of the sponsor's share of an FAA airport
11 improvement grant. The next one is state-funded development
12 grant program. This program is dedicated for design,
13 construction, safety, security, and planning projects. The
14 third one for the airport improvement -- Airport Pavement
15 Management System program. ADOT Aeronautics conducts and
16 designs construction projects and construction administration
17 for major pavement maintenance projects. Then the Grand Canyon
18 National Park Airport programs provides grants to this facility
19 as part of the state-funded development program. And finally,
20 ADOT airport development funding is used to perform statewide
21 system studies and projects.

22 Here, I would like to provide an update on the
23 public comments we have received as of last week on this
24 program. Public comments are -- public comments are a big part
25 of the five-year program, so we have undertaken numerous public

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1 outreach activities. We have sent out news releases. We
2 emailed nearly 13,000 1000 GovDelivery subscribers. We posted
3 on the social media. We also promoted it on our ADOT website.

4 In the box on the lower left, you will see the
5 results. So far, we have received over 1,000 comments. They
6 came through our online survey emails and the board meetings.
7 The box on the right replaced the transportation modes on which
8 the public commented. Highways got the most attention, over 940
9 comments so far.

10 Now let's look at some of the major themes we
11 have seen in the public comments. This slide highlights the
12 routes that received at least ten comments.

13 To begin, SR-347 continues to stand out. Most
14 comments focus on the need to widen it.

15 The next one is Loop-303 has now moved ahead of
16 I-10 in terms of the number of comments. Many comments mention
17 the need for sound walls, especially between I-10 and Indian
18 School near the Pebble Creek community. There are also request
19 for improvement at the intersection with US-60 and I-17.

20 Next is I-10. We have received a wide range of
21 comments about it. In Cochise County, people are asking for a
22 third lane between Tucson and Benson. In Pima County, there are
23 several requests. An interchange at Moore Road, improvements at
24 the Marana and Cortaro exits, repaving all the way to the New
25 Mexico border and widening Tangerine Road. In Maricopa County

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1 and Pinal counties, people want to see the I-10 widened from
2 Phoenix to Casa Grande and from Citrus Road from SR-85.

3 On State Route 260, comments focus on finishing
4 the connection at Knottingham Lane and moving forward with the
5 Lion Springs project.

6 For I-17, citizens want a third lane from Phoenix
7 to Flagstaff.

8 On US-60 also received a lot of attention.
9 Comments highlight pavement needs in Apache County, improvements
10 at the 303 and 60 interchange, and widening through Queen Creek,
11 east Mesa, Apache Junction and Gold Canyon.

12 US-93 comments show strong support for widening
13 projects along the corridor. They will also ask for repaving
14 from Wickenburg to Nevada line. In addition to this, several
15 commenters expressed strong interest in seeing "Future I-11"
16 signs posted on the corridor and to advance the new interstate.

17 Finally, SR-24, folks want us to get started as
18 soon as possible. They are calling for widening and extending
19 it all the way to Florence Junction in Pinal County.

20 Finally, we developed this brief tutorial on
21 using the Excel file provided to the Board with all the public
22 comments. We are hopeful that this will help the Board navigate
23 the public comments.

24 Finally, here is the recap of the next steps for
25 the 2026 to 2023 program. Today is the public hearing on

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1 tentative program. In three weeks, in June 5th, board study
 2 session, board study session will be held on draft final
 3 program, and on June 20th, final program will be presented to
 4 the Board and request approval.

5 This concludes my presentation on the tentative
 6 five-year program.

7 CHAIRWOMAN DANIELS: Thank you, Iqbal.

8 That was a lot of really good information, and I
 9 know it's a little long. Even our attention spans aren't quite
 10 that long anymore, but we really appreciate all of the detail
 11 that you provided.

12 If you're just looking at the effectiveness of
 13 the board members based on how much money is going to be spent
 14 within their district over the next five years, mayors, you are
 15 well represented in Board Member Elters. He's done a good job.
 16 But that's not the only measure of effectiveness for a board
 17 member.

18 So I wanted to first turn to Board Member Maxwell
 19 and Board Member Howard for any comments or questions that you
 20 might have.

21 VICE CHAIR MAXWELL: Madam Chair, this is - this
 22 is Ted. No. A great presentation overall. There's obviously a
 23 lot of things, any kind of movement that we -- that's going to
 24 occur between now and the next meeting I hope we get an
 25 opportunity to discuss at some length.

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1 But I am going to apologize in advance, because
 2 I've got about another 20 minutes before I have to jump off for
 3 a family event, and I appreciate you being flexible with us.
 4 And I'm going to go back off camera, because we do -- we are
 5 having -- continue to have a little bit of lag in some of the
 6 stuff, so I don't want to slow the video down. Thank you for
 7 the briefing.

8 CHAIRWOMAN DANIELS: Thank you, Board Member
 9 Maxwell.

10 Board Member Howard?

11 MS. HOWARD: Thank you, Chair.

12 I again want to echo the slides on the conditions
 13 of our bridges and pavement I know concerns all of us. The
 14 yellow area gets larger. The red area gets larger, and right
 15 now, we are funded to maintain approximately 1 percent of our
 16 infrastructure per year on average. That's still a daunting
 17 number in the background, and we're all very concerned about it,
 18 so I just wanted to bring that up again.

19 Iqbal, I appreciate a great presentation. It's
 20 got a lot of information with many different angles to look at
 21 that information. I don't have any questions at this time.
 22 I've got the 347 in the forefront, and I'm waiting also for the
 23 presentation on that and some options that we have for that
 24 project as well. So thank you very much. I appreciate it.

25 CHAIRWOMAN DANIELS: Thank you, Board Member

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1 Howard, and that is the next thing for us is to get that 347
 2 presentation, but Board Members Peshlakai, Searle, Elters, do
 3 you want to -- do you have any questions or comments for Iqbal?

4 MR. ELTERS: Thank you, Madam Chair.

5 My only comment is thanks for the
 6 acknowledgement. I want to point out that District 6 is the
 7 entire western third of the state, and it has quite a few
 8 interstates in it. And so if you look at the large number that
 9 is in the program, literally half of it is for system
 10 preservation, and the rest of it is modernization and expansion.
 11 And on the expansion, I-17 gets a large chunk of it. Again,
 12 it's interstate.

13 So the need is around the state, and I honestly
 14 believe the -- Iqbal, you did a great job in walking us through
 15 it. What it does illustrate is what we all know in this room
 16 and beyond, which is the needs far exceed the resources so
 17 grateful to have what we have and -- but recognize that there's
 18 a lot of need around the state as well.

19 Thank you, Chairman.

20 MR. SEARLE: Yeah. I've got a couple of
 21 comments. And first of all, expansion projects, it's
 22 encouraging that we have expansion projects in the five-year
 23 plan. Five years ago, when we sat here and did the same
 24 presentation, there was no projections for any expansion
 25 projects, and so we really have been able to move forward in the

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1 last five years.

2 With that said, I -- one of the trends that's a
 3 little discouraging is the road condition trends, and although
 4 there's a lot of things out of our control, I would encourage
 5 staff to look at the cost of design for pavement rehabilitation
 6 projects. As your resident tightwad, I will tell you, it's very
 7 frustrating that it's going to cost 500,000 or 700,000 dollars
 8 to just implement a rehabilitation project, which a lot of times
 9 all we're doing is resurfacing. So a lot of that is outside
 10 contract work. I would encourage that if we could -- there's --
 11 we don't have a lot of control over the actual construction
 12 costs, but I would think we would have some on the design side
 13 of things.

14 And with that project that I have discussed in
 15 the past, and I would just like to reiterate that the Cochise
 16 overpass project that is scheduled for this current year, I
 17 would ask that it be moved from 2025 to a future year until we
 18 can find the full funding for the James Ranch Road connector
 19 road, which is in the plan for '26 and '27. So until we find
 20 the full funding on the James Ranch Road, I would ask that the
 21 overpass project be moved into a future year. Those are my
 22 comments.

23 CHAIRWOMAN DANIELS: Thank you, Board Member
 24 Searle.

25 Board Member Peshlakai?

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1 MS. PESHAKAI: Thank you, Madam Chair.

2 I just wanted to let folks know -- well, first of

3 all, thank you for the presentation, and thank you to my

4 colleagues and all their great comments, and it's surprising how

5 often -- well, I joined this board a little under a year ago,

6 and I wasn't very familiar with all the roads, but now, having

7 been on the board for about a year, each and every single one of

8 these roads is one of the roads that we travel at least once or

9 twice a year, even if it's across the state from where we are.

10 So we come to understand the needs and the wants of the

11 communities. And like my colleagues did say, it seems like you

12 finish one road, and then it needs to be starting to be repaired

13 again. So we are aware of the needs, and we do all we can to

14 help the communities across our state with the roads.

15 So with that being said, I just want to say thank

16 you to everybody and the presentation. (Speaking Native

17 language.)

18 CHAIRWOMAN DANIELS: Thank you, Board Member

19 Peshlakai.

20 As directed by this board or requested by this

21 board, we would like to follow up on 347 funding options at this

22 time and include that as part of the public hearing. So if we

23 could ask Matt Moul to come forward to present to us.

24 Thank you, Iqbal.

25 MR. MOUL: Thank you.

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1 CHAIRWOMAN DANIELS: Matt is our new planning

2 director for ADOT, so we'll be seeing more of him.

3 MR. MOUL: Oh, it's already up there. Thank you.

4 Good morning, Madam Chair, members of the Board.

5 For the record, my name is Matt Moul. I'm the Division Director

6 for the Multimodal Planning Division.

7 This presentation is in response to requests from

8 the Board for an option to fund the Pinal County segment of

9 State Route 347, to widen it. We have limited options, as I'll

10 explain today. There's one scenario in which the project may be

11 funded without impact to projects focused on pavement

12 rehabilitation, which we were just talking about.

13 MR. ROEHRICH: Matt, one second, please.

14 Jeremy, are we going to be able to show this

15 presentation on the WebEx?

16 (Inaudible.)

17 MR. ROEHRICH: Okay. It just wasn't being

18 shared. I just wanted to make sure that the virtual attendees

19 were able to...

20 CHAIRWOMAN DANIELS: We'll give it a second,

21 Matt --

22 MR. MOUL: Sure.

23 CHAIRWOMAN DANIELS: -- and let the online

24 participants catch up.

25 And as soon as we complete the public hearing,

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1 I'm going to request that we do a quick five-minute break.

2 Okay.

3 CHAIRWOMAN DANIELS: Sorry, Matt.

4 MR. MOUL: It's all good.

5 CHAIRWOMAN DANIELS: Technology. Our friend and

6 our enemy.

7 UNIDENTIFIED SPEAKER: We're just trying to make

8 you more nervous.

9 CHAIRWOMAN DANIELS: Would it be easier if Bryce

10 did it from --

11 MR. ROEHRICH: Well, that's what I was going to

12 say. I'm trying to share my screen, actually.

13 Bryce, can you tell if that 347 Potential Funding

14 Scenario is being projected?

15 VICE CHAIR MAXWELL: And Floyd, this is Ted. We

16 can see it.

17 MS. COFFEY: It's being shared.

18 CHAIRWOMAN DANIELS: We can see it.

19 MR. ROEHRICH: Sorry. People were talking over

20 each other. Bryce?

21 MS. COFFEY: Sorry. Yes. We can see it.

22 CHAIRWOMAN DANIELS: Great.

23 MR. ROEHRICH: Thank you. Well, I'll go ahead,

24 just share it, Jeremy. So go ahead, Matt.

25 MR. MOUL: Okay. Thank you, Floyd.

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1 Madam Chair, members of the Board, I'll continue.

2 As we saw in an earlier presentation on the tentative program,

3 protecting funding for payment projects is a high priority due

4 to -- due to the continued degradation of pavement conditions on

5 many of our roads. This is a brief summary of the projects

6 currently proposed for State Route 347. The discussion today

7 relates to the widening project and funding for the portion that

8 lies within Pinal County.

9 This slide shows some assumptions that we made to

10 develop this scenario. First, the current estimate for the

11 Pinal County section is 136.33 million. We are not including

12 the Maricopa County section, as that is in the MAG region, and

13 90 million has already been programmed for that section in the

14 2031 to 2035 time frame. MAG has indicated these funds will be

15 reprogrammed in an earlier year if the Pinal County section is

16 funded.

17 Next, we included the combined \$50 million

18 commitment from the City of Maricopa and Pinal County. That

19 leaves 86.332 million which would need to be covered by the

20 Greater Arizona portion of the five-year program. We assumed a

21 three-year construction duration from 2027 to 2029, which is the

22 current estimated time frame. We did not consider the

23 shortfalls on two projects funded with legislative

24 appropriations. The Casa Blanca and Riggs Road TI projects.

25 They have currently -- currently have shortfalls of 10.8 and

1 \$41.4 million respectively. These shortfalls will need to be 2 funded with additional appropriations or other funds. 3 Next, we assume there will be no scope changes 4 which potentially increase the cost of \$136 million unless they 5 are funded by other entities. The projects will also need to 6 remain on schedule, since these delays can result in higher 7 costs. 8 With regard to pavement preservation and 9 rehabilitation, as you saw in Iqbal's presentation, this should 10 be and is our top priority. Therefore, we did not want to defer 11 any current -- currently programmed pavement preservation 12 projects to reduce the amount available in here for those 13 rehabilitation projects. 14 Finally, as the Board knows, SR-347, ranked 15 number nine on the 2024 P2P expansion rate project rankings. We 16 want to respect the P2P rankings to the greatest extent 17 possible, and this means retaining the currently programmed 18 projects number one through four in the program. In addition, 19 we look for opportunities to at least begin some type of scoping 20 or design on projects number five through eight. This will 21 ensure the integrity of our process. 22 This is the schedule you've seen in previous 347 23 presentations, and it shows that the 347 widening project will 24 not be bid ready until January of 2027 at the earliest. If 25 everything remains on schedule, we anticipate construction could	65	1 \$110 million project widens a five-mile stretch of State 2 Route 260, east of Star Valley, from a two-lane to four-lane 3 divided highway. By deferring it two years, fiscal capacity can 4 be generated for the Pinal County section of State Route 347, 5 some degree of scoping and design on the eight expansion 6 projects which ranked higher than State Route 347 on the 2024 7 P2P expansion list. 8 Since the first four projects were put in the 9 tentative program, we refined the cost estimates, some of which 10 decreased. In addition, the design concept reports for P2P 11 projects three, six, and seven were completed more than ten 12 years ago. We should update those DCRs before we program final 13 design. The cost to update the DCRs is estimated at \$3 million 14 each, which is significantly lower than the design estimates. 15 The combination of these lower estimates and the 16 capacity freed up by deferring Lion Springs may enable us to 17 begin scoping our design on all of them in fiscal years 2026 and 18 2027. With these changes to the program, construction funding 19 capacity will only exist for project number one, the I-17 20 widening from Sunset Point to State Route 69. Projects number 21 two through eight come with very large construction price tags, 22 which will exceed our expansion funding for probably a decade or 23 more. So we will need to pursue federal discretionary grants 24 for construction. Having them as close to shovel ready as 25 possible will give us the best chance of success with these
1 begin mid to late calendar year 2027. 2 Here is how the \$136.3 million for the Pinal 3 County section breaks out. 1.5 million is needed for design in 4 2026, and 134.8 million is needed for construction in fiscal 5 year 2027 and 2028. The project is expected to have a three- 6 year construction duration spanning in fiscal years 2027 through 7 '29. 8 As we shared with the Board in the past, the 9 five-year program must be fiscally constrained. In addition, 10 there is very limited funding that remains unprogrammed, and 11 these funds need to be available to cover cost increases on 12 already programmed projects. There is very little flexibility 13 to move expansion projects around to accommodate State Route 14 347, because several of them have funding constrained to a given 15 fiscal year, such as legislative appropriations and federal 16 grants. In addition, some of these expansion projects are 17 partially funded or being administered by other entities, such 18 as the State of California, and must remain in years they are 19 currently programmed. Finally, some of the projects deal with 20 critical safety issues, which need to be addressed as soon as 21 possible. 22 This leaves only one option, which is to defer 23 the State Route 260 Lion Springs expansion, currently programmed 24 for construction in fiscal years 2026 through 2028, by two years 25 to construction in fiscal years 2028 through 2030. This	66	1 grants. 2 In order to proceed with the State Route 347 3 widening in Pinal County, the funding must be programmed and 4 available to ADOT, as shown in this table, to ensure the project 5 is fully funded at the time of federal aid authorization in 6 fiscal year 2027. Please note ADOT only has the funding 7 capacity to cover the 86.332 million as shown in fiscal years 8 '27 and '28. The amounts cannot be increased in either year. 9 In 2026 an additional 1.5 million is required to 10 finish design. This would be funded from the City and County 11 funding. \$108 million for construction will be programmed in 12 fiscal year 2027. The five-year program will have 60 million in 13 capacity, and the \$48.5 million balance will need be received by 14 ADOT in fiscal year 2027 before the project can be authorized 15 and advertised for bids. Finally, the remaining 26.3 million 16 would come from the five-year program and be programmed in 17 fiscal year 2028. 18 This is a summary of the actions required to 19 include the widening of State Route 347 in the 2026 through 2030 20 tentative program: Defer Lion Springs. Revised programming for 21 P2P expansion projects one through four. Add expansion projects 22 five through eight to the program for some level of scoping or 23 design. And proceed with the Pinal County section of State 24 Route 347, pending execution of the City and County agreements, 25 which would include a commitment to provide the \$50 million to

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1 ADOT in 2027.

2 This slide shows a comparison of the projects

3 impacted by the deferral of Lion Springs and the agency's

4 recommendation to ensure the integrity of the P2P process. The

5 current programing in the tentative program is shown on the top

6 line for each project, while the change resulting from the 347

7 scenario is shown in pink. First is Lion Springs, which was

8 added into the program several years ago, prior to the

9 implementation of the current P2P ranking process. So you'll

10 notice it has "N/A" for the P2P rank.

11 Deferring this project will result in increased

12 cost due to inflation, and these are current costs. They're not

13 year of expenditure, just so you can note that.

14 The next four projects are numbered one to four

15 on this year's P2P list. Since the tentative program was

16 finalized, we resigned the designed cost estimates, all of which

17 are lower than what is shown on the current tentative program.

18 In addition, the design concept report for number three,

19 widening I-40 from I-17 to Country Club, was completed more than

20 10 years ago. So we need to update that DCR before we program

21 design. The cost to update that DCR is estimated at \$3 million.

22 The combination of these lower estimates and the

23 capacity freed up by deferring Lion Springs enables us to

24 advance the scoping or design on all four projects into 2026.

25 The only one that can be programmed for construction in this

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1 scenario is I-17, Sunset Point to State Route 69. Construction

2 funding for the other three projects will be outside the 2026

3 through 2030 program or will have to come from federal

4 discretionary grants.

5 The next section shows P2P expansion projects

6 five through eight. Number five is a widening on US-60 from

7 Show Low to Vernon. In this scenario, design would begin fiscal

8 year 2026 for just over \$3 million. Project number six is the

9 US-60, State Route 88 to State Route 79 widening and bypass.

10 The DCR for this project is over ten years old. Some of the

11 work in that DCR has already been incorporated into other

12 projects. This scenario updates the DCR for \$3 million in

13 fiscal year 2026. Number seven is another widening on I-40 from

14 Country Club Drive to Winona. The DCR for this project is also

15 over ten years old. This scenario updates this DCR for

16 \$3 million in 2026 as well. Project number eight is widening

17 State Route 64 from Milepost 185 to Milepost 235, which

18 experiences significant tourism traffic to the Grand Canyon.

19 This scenario includes 23.227 million to design this project in

20 fiscal year 2026.

21 Like projects one through four currently in the

22 tentative program, number five through eight come with very

23 large construction price tags, which will probably exceed our

24 available expansion funding for the next decade or more. We

25 will need to pursue federal discretionary grants for

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1 construction for those as well. Having them as close to shovel

2 ready as possible will give us the best chance of success for

3 grant applications.

4 Finally, the State Route 347, widening in Pinal

5 County can be funded for construction in fiscal years 2027 and

6 2028, primarily as a result of the deferral of Lion Springs and

7 the \$50 million being contributed by Pinal County and the City

8 of Maricopa.

9 Thank you. I will take any questions now.

10 CHAIRWOMAN DANIELS: You did great, Matt.

11 MR. MOUL: Thank you.

12 CHAIRWOMAN DANIELS: Board Member Howard, you

13 have been a champion for some alternative ways to fund this.

14 Would you like to comment or do you have any questions for Matt?

15 MS. HOWARD: I do have one quick question on Lion

16 Springs. Matt, did you say the DCR was out of date on that

17 project as well?

18 Madam Chair -- Madam Chair, Board Member Howard,

19 that is -- that comment does not apply to Lion Springs.

20 CHAIRWOMAN DANIELS: It just wasn't ranked in our

21 P2P process because it was part of a previous?

22 MR. MOUL: Madam Chair, that's correct. It was

23 programmed prior to our current P2P ranking process, but it is

24 currently on schedule to be delivered. There is no DCR update

25 required.

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1 MS. HOWARD: And this -- so one more question.

2 And this widening is four miles, and it's the only section of

3 that highway that is not four lanes, correct?

4 MR. MOUL: Madam Chair, Board Member Howard, that

5 is correct.

6 MS. HOWARD: Do we have -- I could probably get

7 this on my own. I'll get this one on my own, just a probable

8 traffic count on that road, estimated usage, but I can -- I can

9 find that this week.

10 CHAIRWOMAN DANIELS: We'll follow up on that.

11 MR. ROEHRICH: Yeah. Madam Chair and Board

12 Member Howard, we'll follow up and send her the information,

13 both the volumes, verify the volumes on 347 as well as 260.

14 MS. HOWARD: Thank you. I appreciate it, Floyd.

15 That's all the questions I have now, Madam Chair.

16 Thank you.

17 CHAIRWOMAN DANIELS: Thank you, Board Member

18 Howard.

19 Any questions for Matt?

20 MR. SEARLE: Just to summarize, you had a lot of

21 information there and a lot of effects on moving Lion Springs,

22 but simply, if we want to put it in a nutshell, if we delay Lion

23 Springs, we can move forward with 347. Is that what I'm

24 hearing?

25 MR. MOUL: Madam Chair, Board Member Searle, that

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1 is a very high level summary of what the presentation was, but
 2 there are most definitely impacts to the other projects that
 3 outranked State Route 347 in P2P.

4 CHAIRWOMAN DANIELS: Basically, items five
 5 through eight on this chart are the ones that are --

6 MR. SEARLE: Yeah, but they're not in District 3.

7 UNIDENTIFIED SPEAKER: Madam Chair and the
 8 members of the Board, it's not just five through eight. It's
 9 also two through four.

10 CHAIRWOMAN DANIELS: Those still have some
 11 funding allocations that are just --

12 UNIDENTIFIED SPEAKER: Correct.

13 CHAIRWOMAN DANIELS: -- shifted around,
 14 whereas --

15 UNIDENTIFIED SPEAKER: -- will not be funded for
 16 any construction beyond project --

17 CHAIRWOMAN DANIELS: And I -- you started out the
 18 presentation, Matt, by talking about the integrity of the P2P
 19 process and a desire to protect that. I think we've had a lot
 20 of conversations in previous meetings, public meetings, where
 21 we've talked about perhaps the need to modernize some of the P2P
 22 criteria and to include and maybe verify the assumptions that we
 23 make as we prepare that P2P process, as well as the data inputs
 24 and where we're getting that data as well.

25 So I -- that's a subs -- that's a secondary

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1 conversation to the one we're having right now that's somewhere
 2 down the road in maybe after July, but I do want to just point
 3 out the fact that this may be an opportunity for us to review
 4 that criteria in the P2P process.

5 All right. Any other questions for Matt? Thank
 6 you for presenting this. I was adamant when I talked to Floyd
 7 earlier in the month that we have this presented in today's
 8 meeting during the public hearing portion, because the people
 9 who maybe are more adamant about Lion Springs or have other
 10 concerns about some of the other projects that may be either
 11 delayed or modified in order to accommodate the 347 funding, I
 12 wanted to make sure they had a chance to respond to this
 13 information before -- and we have a study session coming up on
 14 June 5th, as well as the final hearing and vote for this on --
 15 in our June meeting. So I wanted to make sure that there's
 16 ample time for everyone to be able to review this information.
 17 I expect that ADOT staff is in conversation regularly with Gila
 18 County and other groups that may be directly impacted by some of
 19 these modifications, and so -- by all of these modifications,
 20 and would just ask that we continue to communicate as regularly
 21 as possible with those different jurisdictions to ensure that
 22 everybody understands what and why we're doing this or
 23 considering this, I should say. So if we can help as a board in
 24 any of those formats, please let us know.

25 Any other questions?

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1 MR. ELTERS: Madam Chair, I think this truly
 2 illustrates the painful reality that we're dealing with, and
 3 that is, once again, our needs far exceeds the resources, and
 4 while I think we all have heard and we all agree that 347 is a
 5 need, and it's critical need, without a change in the overall
 6 level of funding for transportation, this illustrates the
 7 painful reality of shuffling projects around and moving them
 8 within the five-year program. It's -- transportation projects
 9 go through a methodical path through design concept reports and
 10 design and utility clearances and right-of-way acquisition and
 11 so on before they get to construction. So move -- you know, the
 12 attempt of moving projects around, even in situations like this,
 13 where the movement does make sense and it's justified, it
 14 doesn't -- it's not easy to do, and it comes at the cost of
 15 other projects that are equally as important for other
 16 constituents in the state. So, you know, I think we're all
 17 struggling with it, and we're doing so for good reason. Thank
 18 you.

19 CHAIRWOMAN DANIELS: Thank you, Board Member
 20 Elters. That was a great synopsis, I think.

21 Thank you, Matt.

22 MR. MOUL: Thank you.

23 CHAIRWOMAN DANIELS: I do believe, at this point
 24 that concludes the public hearing. Is there a motion to adjourn
 25 the public hearing?

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1 MR. ELTERS: So moved.

2 CHAIRWOMAN DANIELS: We have a motion and a --

3 MR. SEARLE: Second.

4 CHAIRWOMAN DANIELS: -- second. Motioned by
 5 Board Member Elters, a second by Board Member Searle. All in
 6 favor, please say aye.

7 BOARD MEMBERS: Aye.

8 UNIDENTIFIED SPEAKER: Thank you.

9 CHAIRWOMAN DANIELS: All right. That motion
 10 carries. Is there any opposition to the adjournment? I didn't
 11 think so.

12 All right. We will take a brief five-minute
 13 recess and come back to the remainder of our agenda items.
 14 Thanks, everyone.

15 (Meeting adjourned.)

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1 STATE OF ARIZONA)
2) ss.
3 COUNTY OF MARICOPA)

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 76 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.

14 DATED at Phoenix, Arizona, this 28th day of November 2025.

15
16
17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876
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22
23
24
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Adjournment

Chair Jenn Daniels adjourned the State Transportation Board Meeting on May 16, 2025.

Meeting adjourned at 11:57a.m. PST.

Not Available for Signature

Jenn Dainels, Chair

State Transportation Board

Not Available for Signature

Jennifer Toth, Director

Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE**

9:00am, May 16, 2025

Call to Order

Chair Jen Daniels called the State Transportation Board Meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roerich

Roll Call by Board Secretary, Karen Eatherly

A quorum of the State Transportation Board was present. **In attendance (In Person and Via WebEx):**

Chair Jenn Daniels, Vice Chairman Ted Maxwell, Board Member Jenny Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai , and Board Member Richard Searle were in attendance.

There were approximately 80 members of the public on-line and approximately 31 attendees in person.

Opening Remarks

Chair Jenn Daniels

Title VI of the Civil Rights Act

Floyd Roerich, read Title VI of the Civil Rights Act of 1964, as amended. Floyd also reminded individuals to fill out survey cards, with the link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board.

Members of the public were requested not to exceed a three minute time period for their comments.

1	ARIZONA STATE TRANSPORTATION BOARD
2	STUDY SESSION
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REPORTER'S TRANSCRIPT OF PROCEEDINGS
VIA TELEPHONIC/WEBEX

June 5, 2025
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD
(Certified Copy)

1	AGENDA ITEMS	3
2	Item 1 - FY 2026-2030 ADOT Tentative Five-Year Transportation Facilities Construction Program	
3	- Kristine Ward, Chief Financial Officer.....	4
4	- Matt Moul, Division Director, Multimodal Planning Division.....	5
5	CALL TO THE AUDIENCE	
6	Telephonic/WebEx Speakers	
7	Nancy Smith, Mayor of Maricopa.....	42
8	Bill Robertson, Maricopa Planning & Zoning Commission.....	43
9	Ron Angerame, Resident of Maricopa.....	45
10	Tena Dugan, Resident of Maricopa.....	47
11	Thomas Goodman, Gila County Public Works.....	48
12	Steve Christensen, Gila County Board of Supervisors.....	50
13	Bob Marsh, City of Maricopa Councilmember.....	51
14	Priscilla Behnke, Be Awesome Co-Founder.....	52
15	Amber Liermann, City of Maricopa Councilmember.....	53
16	Rich Vitiello, Pinal County Supervisor.....	54
17	Teniecka Drake, Maricopa Resident.....	56
18	Sharon Walker, Resident of Maricopa.....	57
19	Brandi Homan, Be Awesome Co-Founder.....	58
20	Vincent Manfredi, City of Maricopa Councilmember.....	60
21	Devin Pitcher, Resident of Maricopa.....	61
22	Katy Proctor, Director of Intergovernmental Affairs, Town of Maricopa.....	63
23	Vice Mayor Henry Wade, City of Maricopa.....	65
24		
25		

1	REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC	2
2	PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD STUDY SESSION,	
3	was reported from electronic media by TERESA A. WATSON,	
4	Registered Merit Reporter and a Certified Reporter in and for	
5	the State of Arizona.	
6		
7	PARTICIPANTS:	
8	Board Members:	
9	Jenn Daniels, Chair	
10	Ted Maxwell, Vice Chair	
11	Jenny Howard, Board Member	
12	Sam Elters, Board Member	
13	Jamecita Peshlakai, Board Member	
14	Richard Searle, Board Member	
15	Alexis Hermosillo, Board Member	
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1	(Beginning of excerpt.)	4
2	CHAIRWOMAN DANIELS: Thank you, Floyd. We've	
3	reordered things a little bit for today's meeting, so we'll go	
4	to Agenda Item 1, and staff will present on the tentative five-	
5	year plan that we are prepared to vote on for June 20th. Lots	
6	of things can still happen, so we want to make sure that we go	
7	to call to the audience after that.	
8	Board members, if you have any questions	
9	throughout the presentation, just hold those for right after the	
10	staff is done presenting. We'll have a time for Q and A from us	
11	as a board. Then we'll go to call to the audience, and then	
12	we'll wrap up with final comments from board members, and that's	
13	where we can provide additional direction to staff in	
14	preparation for our meeting on the 20th. Sounds good?	
15	All right. Without further ado, staff, it's all	
16	you.	
17	MS. WARD: Well, good morning, Board Members, and	
18	welcome, Board Member Hermosillo.	
19	So on February 6th, you -- we conducted a study	
20	session with the Board, and at that board meeting, we -- I	
21	presented the funding that is available for the five-year	
22	program that you're discussing today. Since that time, while	
23	there have been, since that time when those revenues, those	
24	funds -- that funding was outlined for you, while there have	
25	been quite a few economic conditions that have been in flux,	

5
1 namely tariffs and so forth, at this point there is not enough
2 consistent data that would merit changing the forecasts in any
3 way.
4 So what we're doing at this point is the forecast
5 that you were provided and the funding that we forecast
6 available for the program as of February 6th remains consistent
7 and should further changes -- should we need to make changes
8 during the programmatic time period, then we'll do so, but right
9 now, we're full steam ahead with the revenues that were
10 presented to you on February 6th.
11 So the program that Matt is about to present to
12 you is based on those February 6th numbers that we'll present.
13 And with that, I will turn it over to Matt to run through the
14 program.
15 MR. MOUL: You ready, Chuck? Okay.
16 Good morning, Madam Chair, members of the Board.
17 Welcome, Board Member Hermosillo. Nice to see you. For the
18 record, my name is Matt Moul, Multimodal Planning Division
19 Director for ADOT. Today I'll be presenting the changes that
20 have occurred to projects funded by the 50 percent allocation
21 for Greater Arizona since the '26 to 2030 Tentative Five-Year
22 Program was released earlier this year.
23 Next slide, Chuck.
24 So as Kristine explained, no changes have been
25 made to the projected funding levels since Kristine presented

6
1 this information back in February. The program remains fiscally
2 constrained across each fiscal year, but since February, there
3 was an adjustment made to the FY 2026 Greater Arizona regional
4 allocation. We increased that allocation by 2.245 million. The
5 increase will fund an off-system bridge project at Crookton --
6 on Crookton Road at the BNSF railroad. This project is
7 scheduled to be delivered in the first quarter of FY -- fiscal
8 year 2026. This falls within fiscal year 2025 of the federal
9 fiscal year.
10 So that allowed us an opportunity, since there's
11 no available funding remaining in the off-system bridge program
12 for the state fiscal year 2026, increasing the allocation and
13 utilizing federal fiscal year 2025 apportionments was a more
14 reasonable approach than moving the project to fiscal year 2028.
15 Deferring the project to fiscal year 2028 would have increased
16 the cost to the project by approximately 12 percent. It would
17 have been slightly more than 12 percent.
18 Next slide.
19 We take several things into consideration when
20 we're developing the program. First is fiscal constraint, which
21 is required by statute. The next is project budgets. There can
22 be year of expenditure changes, which include -- new projects
23 are generally placed into the third year of the program. The
24 cost differential between programming and construction must be
25 accounted for. So a year of expenditure inflation, currently 6

7
1 percent, is applied to those projects. That percentage can
2 change on a year-to-year basis.
3 UNIDENTIFIED SPEAKER: And they probably can't
4 hear us either.
5 UNIDENTIFIED SPEAKER: Oh, yeah. Okay. Can you
6 all hear us in the room?
7 MR. MOUL: Yes. We can hear you.
8 CHAIRWOMAN DANIELS: Okay. We all lost sound for
9 just a few minutes -- or a few seconds. So if you just want to
10 back up just 20 seconds and (inaudible).
11 MR. MOUL: Sure. To year of expenditure, Madam
12 Chair?
13 CHAIRWOMAN DANIELS: Yes, please.
14 MR. MOUL: Okay. So year of expenditure changes,
15 new projects are generally placed into the third year of the
16 program. So this cost differential between programming and
17 construction has to be accounted for. Year of expenditure
18 inflation is currently projected at 6 percent per year, but that
19 can change from year to year on what we project.
20 The next is the treatment type. Typically, this
21 impacts our pavement and bridge rehabilitation projects. There
22 may be more rapid deterioration, particularly with pavements and
23 bridges, than we anticipated when the project was programmed.
24 Sometimes degradation is extensive enough to change the
25 appropriate preservation or rehabilitation treatment. The depth

8
1 of the milling and replacement may increase for a pavement job
2 or a bridge deck may deteriorate to a point that a surface
3 treatment is no longer applicable and a deck replacement is
4 necessary.
5 Project complexities. So when we program a
6 project, there are assumptions made to program that project. As
7 the project proceeds through project development, those
8 assumptions and project unknowns become more clear. Sometimes
9 this can impact the scope. Those changes have to be mitigated.
10 Most often, those mitigations are going to involve a cost, which
11 may or may not be covered by the project contingency. Some
12 examples are geotech issues, cultural and environmental issue
13 identification and mitigation, right-of-way needs and other
14 items.
15 We take into account project readiness and
16 constructability. There may be conflicts or opportunities to
17 bundle projects in the same area. Validating the proposed
18 treatment is appropriate, project prioritization and other
19 factors which can impact scope, schedule and budget. And then
20 we use a risk-based prioritization. Projects are placed into
21 the final program, considering all of the above factors.
22 Next slide.
23 Next we consider public comments in developing
24 the proposed or tentative program. Nearly 1,700 comments were
25 submitted through the various channels set up to enable the

1 public to share their thoughts, including online surveys, 2 emails, letters and comments made at the board meetings. The 3 box on the right reflects the transportation modes on which the 4 public is commenting. Not surprisingly, highways have been 5 receiving the bulk of the comments, with 1,634 out of the 6 roughly 1,700. 7 Next slide. 8 So major themes in the public comments. This is 9 a summary of comments that were aggregated that had more than 10 ten related to the same issue. 11 State Route 347 led the public comments with 872. 12 They were related to widening State Route 347 between Maricopa 13 and I-10, as well as improving intersections and pavement 14 conditions. 15 Next we have the Loop 303. This had a total of 16 369 comments, requesting addition of noise walls from I-10 to 17 Indian School Road, as well as the interchange improvements at 18 I-17 and at US-60. 19 Interstate 10 received 120 comments related to 20 improvements in widening in Cochise County, Maricopa County, 21 Pima County, and Pinal County. 22 State Route 260 received 41 comments related to 23 completing the construction of Knottingham Lane to Milepost 357. 24 Generally, in the Pinetop-Lakeside area, and the Lion Springs 25 project east of Payson.	9	1 So here are some major themes based on those 2 comments. We identified projects in the proposed final program 3 on those corridors funded by the Greater Arizona 50 percent 4 allocation. Please note some of these projects included -- 5 include funding from outside the program, such as legislative 6 appropriations, grant, regional funding and other sources. 7 Starting at the top, State Route 347, this is a 8 pavement preservation project for 31.12 million from North 9 Lakeview Drive to I-10. This is a rehabilitation project of the 10 existing pavement. It is not related to widening the route. 11 State Route 260, there are three projects 12 totaling 172.15 million. 110 million of that is for Lion 13 Springs. The Knottingham Lane and Linden to Show Low projects 14 will rehabilitate 21 miles of pavement on that route. 15 I-17 reflects four projects totaling slightly 16 over 240 million. There's 190 million spread over four years 17 for Sunset Point to State Route 69. We have 25.6 million for 18 super elevation improvements from East Dugas Road to 19 Milepost 275 in fiscal year 2027. We reflect 12.3 million in 20 fiscal year 2028 and 13.57 million in fiscal year 2030 to design 21 the widening of I-10 northbound and southbound from Milepost 298 22 to 314, respectively. 23 US-60, we have two projects totaling 30 million. 24 Mountain Breeze Memorial Gardens to Reppy Avenue and Wildcat 25 Creek to State Route 180 are both pavement rehabilitation	11
1 I-17 received 31 comments related to widening of 2 the interstate between Phoenix and Flagstaff and from the stack 3 to the split, as well as interchange improvements at the 4 Loop 303. 5 US-60 received 27 comments related to widening, 6 resurfacing and signage improvements from the Loop 303 to 7 Wickenburg, along with requests to widen the route in the east 8 valley from Mesa to Gold Canyon. 9 US-93 received 24 comments related to widening 10 and pavement rehabilitation in the Wickenburg area. 11 State Route 24 in Pinal County received 21 12 comments. Increasing -- these comments were related to 13 increasing the priority of the project, safety of travelers, and 14 to alleviate traffic obstructions. 15 US-95 received ten comments, widening from 16 Imperial Dam Road to Castle Dome Mine Road. 17 I-11 received ten comments, which both support 18 and oppose the new route. 19 There were an additional 26 routes not shown here 20 with less than ten comments. The routes and comments are 21 available in a file provided to the Board for your review. We 22 have also shared all the comments with MAG to help inform their 23 efforts in programming the area that falls within the MAG county 24 region. 25 Next slide.	10	1 projects scheduled for fiscal year 2027 and 2028, respectively. 2 US-93, we have four projects in fiscal year 2026. 3 Cholla Canyon Ranch to East Oldeup Hillside, Milepost 175.5 to 4 Milepost 177 northbound, and Milepost 176 to Milepost 176.5 5 southbound, as well as Placeritas Creek to Date Creek are all 6 programmed in fiscal year 2026, for a total of 59.5 million. We 7 have 58.9 million for Vista Royale. Also in 2026, funded from 8 sources other than the 50 percent Greater Arizona allocation, 9 these are legislative appropriations, local and regional funds, 10 federal grants or earmarks, private and other funding. Last for 11 US-93, in fiscal year 2027 and 2028 is Big Jim wash, which will 12 widen the route to a four-lane divided highway, and I-40 to 13 Blake Ranch Road pavement rehab in fiscal year 2028. 14 Last on the list, on US-95 there are two projects 15 totaling \$40 million. The largest of the two is Imperial Dam 16 and Aberdeen Road for intersection improvements, while the 17 Parker Dam project will provide rockfall mitigation. Imperial 18 Dam and Aberdeen Road is also using legislative appropriations 19 for that project. 20 Next slide. 21 This is our only illustrative project. Although 22 funding availability is the key factor for these -- this 23 project, there are other considerations, project readiness, 24 clearances, constructability, and et cetera. As a result, we 25 cannot guarantee this project could be programmed, even if	12

1 funding became available. 2 State Route 347 remains from the previous 3 illustrative list. The change since the tentative program we 4 have is the contribution of \$50 million of local funds from the 5 City of Maricopa and Pinal County, with the funding contribution 6 from these local agencies, an additional 86.33 million is still 7 required for this project. 8 Other than State Route 347, three projects we've 9 removed from the illustrative list, State Route 24, Meridian to 10 Ironwood. MAG has programmed this project in 2030. On US-95, 11 we have the widening from Wellton Mohawk Canal to Imperial Dam 12 Road, and US-95 from Imperial Dam Road to Aberdeen. The 13 intersection improvements are included in the program. However, 14 the widening of US-95 is not. 15 Next slide. 16 So we reviewed the projects in the tentative 17 program with the Board at the February study session and the May 18 public meeting. There have been substantial changes from the 19 tentative to the final. This slide describes the seven types of 20 changes that were made based on the programming consideration 21 (audio interruption). 22 Projects were advanced if funding becomes 23 available in an earlier year to accommodate them based on their 24 priority. For example, there are a number of pavement 25 rehabilitation jobs that were originally programmed for design	13	1 corrections to project information, type of funding or budget 2 limits. 3 Next slide. 4 This slide summarizes the changes from the 5 tentative to final program and shows the number of projects in 6 each category. We advanced 19 projects. These are primarily 7 rehabilitation projects focused on maintaining the condition of 8 our road. We had ten cost increases. There are eight new 9 projects, which were added due to funding availability. Most of 10 these are pavement preservation projects, and this came from 11 those same projects we talked about earlier. Decreased cost, 12 five projects updated the cost estimates, year -- and had either 13 year of expenditure reductions or a combination of both. We 14 deleted one project, and there are five projects which have been 15 deferred from earlier years. They need additional time to 16 become shovel and advertisement ready. 17 Next slide. 18 In the -- in the changes to the tentative program 19 for advanced projects, there were numerous projects that had an 20 opportunity to advance to FY 2025 as the funding became 21 available and the projects were shovel ready to begin design. 22 They're construction projects. I-17, Sunset Point to State 23 Route 69. That's a pavement rehabilitation project in Yavapai 24 County. We have US-60 from Tuba City to Milepost 335 in 25 Coconino County. US-93, Sanctuary Road to I-40 in Mohave
1 in fiscal year 2026. Based on a significant amount of funding 2 available in 2025 from project closeouts and bid savings, we 3 were able to advance the design phase for several of these 4 projects into fiscal year 2025. So they are no longer included 5 in this program. 6 Projects may be deferred to a later year if they 7 are not ready to proceed, cost increase or higher priorities are 8 identified. 9 Some projects may have been deleted after review 10 of all programmed projects. Some projects may be removed. 11 Usually this is due to inadvertent inclusion or we discover a 12 duplication in project scope. 13 There may be increases. Estimates can increase 14 based on the year of expenditure, increases in unit and material 15 cost or change in scope. 16 New projects can be added to the program based on 17 priority and available funding. A significant -- significant 18 increase in new projects materialized from the tentative and 19 final programs primarily related to those pavement preservation 20 and rehabilitation projects that we moved into fiscal year 2025. 21 Projects can be reduced due to decreases in year 22 of expenditure dollars if a phase is moved to an earlier year, 23 scope is reduced or other changes. 24 There are other changes, such as technical 25 corrections. They're administrative in nature, and include	14	1 County. And then we have those additional design projects that 2 are listed there. That was, again, due to that available 3 funding in 2025. 4 Next slide. 5 In addition to the projects that were advanced to 6 fiscal year 2025, there are two pavement rehab projects that 7 advanced within the '26 to '30 program. State Route 260, from 8 Nottingham Lane to Milepost 357 in Navajo County advanced from 9 fiscal year 2027 to fiscal year 2026. And that, again, is by 10 that funding capacity that was generated from shifting projects 11 from fiscal year 2026 into 2025. We also have I-40 from I-17 to 12 Country Club, which condensed funding from two years to a single 13 year in fiscal year 2026. 14 The top table on this slide shows the projects 15 which were deferred from fiscal year 2025 under fiscal year 2026 16 or beyond. They were not ready and need additional time for 17 initial project phases to be completed. US-191 and US-160 was 18 pending a right of entry permit and cultural consultation from 19 the Navajo Nation. US-73 from Kinishba Road to South Middle 20 Street in Canyon Day has experienced a delay in the design 21 process due to the need to convert solar-powered lighting to 22 electric power. 23 There are bridge projects in Yavapai County for 24 Big Bug Creek and Crookton Road at the BNSF railroad, which were 25 also deferred from our fiscal year '25 to our fiscal year 2026.

17 The bottom table on this slide shows different projects that were preferred within the program. State Route 85, Elota Avenue to Milepost 60. Construction was advanced in the tentative program from fiscal year 2027 to fiscal year 2026. This needs to remain in fiscal year 2027 due to air quality conformity in Pima County. There was a lapse which currently prevents this project from being delivered. We are ready to advance construction and deliver this project once that lapse is corrected. There was one project that was removed from the program. This is the land port of entry facility in Cochise County. It was inadvertently added and was a duplication from scope included in another project. Next slide. The cost estimates for the following projects were increased for various reasons. I-10, Milepost 387 to the New Mexico border. This has assumed the limits of a related project from San Simon to Milepost 387, and is now programmed as San Simon to the New Mexico border. The combination of the projects increase the construction budget from 13.1 million to 47.1 million for the additional length of the project. The I-40 widening from Milepost 195 to Milepost 201 has an increased design budget from 12.5 million to 35.9 million fiscal year in 2029. Us-60 Connected Vehicle Pilot Project has an increase from \$150,000 to \$250,000 in fiscal year	19 was reduced from 190 million to 176.5 million, and is currently programmed over three years, 2028 through 2030. The design of I-17 northbound widening for Milepost 298 to Milepost 314 was reduced from 26.6 million to 12.3 million in fiscal year 2028. The design of I-17 southbound widening from Milepost 298 to Milepost 314 was reduced from 17.9 million to 13.6 million in fiscal year 2030. Construction of US-60, Mountain Breeze Memorial Gardens to Reppy Avenue was reduced from 16.6 million to 12.6 million in fiscal year 2027. There were no changes to project names, descriptions, technical corrections and/or other changes which do not impact scope, schedule or budget. Next slide. Now we'll take a closer look at the financial changes of the program. As a reminder, Greater Arizona receives 50 percent of the available funding, which totals \$4.47 billion in the 2026 to 2030 final program, proposed. These funds are programmed by the Board and are primarily dedicated to the 13 counties outside of Maricopa and Pima Counties. The uses of the funds cover two systems. The first is projects on the state highway system and ADOT subprograms. The second is competitively award projects on local and other systems from the subprograms such as the Highway Safety Improvement Program, transportation alternatives and others.
18 2026, both due to updated cost estimates. The other seven projects listed above are pavement rehab construction projects that have lesser increases, between 750,000 and \$5 million due to year of expenditure escalations or development of more accurate funding estimates since the original projects were programmed. Next slide. The following projects were added to the program after the publication of the tentative program. All eight projects listed here were -- are new pavement rehabilitation projects that were programmed for design in fiscal year 2025 and construction in fiscal year 2028. I-10, Milepost 143.5 to Milepost 150. That's from the stack to the split. I-10, North Gold Gulch Road to West Buckeye Apache Road. I-40, Lake Havasu TI to Boulevard Wash. I-40, the Seligman TI to Milepost 142. I-8 Paloma Road to the junction of State Route 85, the Loop 202, State Route 51 to Priest. State Route 98 south of Page and US-60 Wildcat Creek. Next slide. These projects had a reduction in the funding amount -- funding amounts due to updated cost estimates and escalation to account for year of expenditure. The design of I-17, Sunset Point to State Route 69 junction was reduced from 15 million to 13.3 million in fiscal year 2027. The construction of I-17, Sunset Point to State Route 69 junction	20 Please note the prioritization of construction projects required by state statute will be developed as part of the finalization of the five-year program. This will be included as part of the improvement program. Next slide. This slide compares the Greater Arizona section of the tentative program to the proposed final program in each of the recommended investment categories of preservation, modernization and expansion for all five years of the program. There's quite a bit of information included on this, so I'm going to break it down over the next following few slides. Next slide. The overall available funding in Greater Arizona increased to 986.73 million from 984.486 million. This increase is that which was identified in the overall funding discussed previously on presentation. In fiscal year 2026, the total amount of program projects increased by 15.1 million, from 852.586 million to 867.695 million. The pavement preservation category increased in both fiscal years 2026 and 2027, primarily because we were available, we were able to advance those projects into fiscal year 2025 as we discussed earlier. We will remain well above the 466 million annual preservation goal in both of those years. Modernization saw decreases in fiscal years 2026 and 2027 due to project movements

1 and also the reclassification of several subprograms. Expansion 2 experienced slightly more variation than the other two 3 categories. In fiscal year 2026, we saw a \$29.8 million 4 increase from the tentative. This is due to additional 5 expansion funding becoming available, and several payment 6 preservation and rehabilitation projects were advanced from 7 fiscal year 2026 to 2025. 8 Next slide. 9 In fiscal years 2028, 2029 and '30, in 10 preservation, there is an increase in program funds from what 11 was originally presented in the tentative. The increase in each 12 year ensures we remain over the current investment goal in 13 preservation of 466 million for those three fiscal years. 14 Modernization saw decreases in fiscal years 2028 15 through 2030 due to project movements and reclassification of 16 several subprograms. Expansion experienced slightly more 17 variation than the other two categories. The reductions in 2028 18 and 2029 are a result of decreases in estimated design costs for 19 the new P2P expansion projects we reviewed earlier. 20 The tables here demonstrate the overall change in 21 the funding by year in each board district from the tentative to 22 the proposed final. The individual lists of projects by board 23 district have also been updated to help you more easily review 24 the projects in your region. 25 Please note these lists are just those projects	21	1 several rant meeting (sic) -- grant metering, fiber and other 2 intelligent transportation system projects on US-60 and I-10. 3 We reflect \$10.6 million for four safety projects, two in 4 Phoenix and one project each in Maricopa County and Chandler. 5 For the expansion category, there's one project, 6 the I-10 widening from Gila River Bridge to Gas Line Road for 7 26 million. Another 111 million was appropriated for this 8 project by the Legislature. The rest of the expansion projects 9 in Maricopa County are programmed by MAG. 10 In District 2, we have 16 projects programmed, 11 for a total of 47.09 million. There are three preservation 12 projects programmed at a total of 32.85 million. These include 13 a \$21.5 million 18-mile pavement rehab project on State Route 85 14 from Elota Avenue to Milepost 60, two off-system bridge projects 15 in Pima County, Florida Canyon Wash and Medium Wash Canyon at 16 7.2 million and 4 million, respectively. 17 The modernization projects total 4 point -- 18 14.2 million and include 11 safety projects in city of Tucson, 19 totaling 13.3 million, two safety projects in Pima County for 20 870,000. The expansion projects for District 2 are shown in the 21 Pima County section of the program. 22 In District 3, we have 21 total projects 23 programmed for 220.4 million. This includes 14 preservation 24 projects for 145.8 million, such as an eight-mile pavement rehab 25 project of 6.35 million on I-19B from the US-New Mexico border
1 from the 50 percent funding program in Greater Arizona and do 2 not include subprogram funding, MAG impacts programs, and are 3 not included in the list for District 1 and District 2. You can 4 refer to the Maricopa and Pima County sections of the final 5 program to see those projects. 6 The next several slides provide a summary of the 7 funding -- next slide. (Inaudible) -- provide a summary of the 8 funding of projects in each board district. Please note that 9 the totals on the tables for each district represent projects 10 active within that fiscal year, so for projects that carry over 11 multiple fiscal years, you will see a count for the project in 12 each fiscal year. The column to the right includes a sum. So 13 one project may generate additional count in the total project. 14 So if you look at the total across the bottom, it's a little 15 more clear. 16 Starting with District 1, there are 17 projects 17 for a total of 173.5 million. In preservation, there are five 18 projects, including three new pavement rehab projects totaling 19 101 million, which were not in the tentative program, two of 20 which are on I-10. One is on I-8. The eastbound Gillespie 21 Canal Bridge replacement project on I-8 for 2029 is at 22 \$20 million. 23 In modernization, there are numerous projects. 24 There's an \$8 million parking -- truck parking project at the 25 Burnt Well Rest Area on I-10 in 2026. There's \$4.6 million for	22	1 to Mariposa, five bridge rehab projects totaling \$4.3 million, 2 including the Babocomari Creek Bridge, Ruby Road Bridge, Western 3 Avenue TI, Stronghold Bridge Number 95, the Rattlesnake and 4 Niger Canyon Bridge projects, and the replacement of the San 5 Pedro River Bridge. 6 There are three pavement preservation projects 7 totaling 19.4 million, including Johnson Road to West Willcox TI 8 on I-10, Patagonia Lake Road to Patagonia on State Route 82, and 9 the San Pedro River on SR -- to SR-80 on State Route 90. 10 There are five modernization projects, including 11 11.8 million for improvements at the San Simon Port of Entry. 12 Two expansion projects are both related to the new Douglas Port 13 of Entry, including 4 point -- 42.5 million for the facility, 14 and \$20 million earmarked for construction of the new connector 15 road between the US border and State Route 60. Unfortunately, 16 we were not selected for a federal grant and continue to work on 17 identifying the additional required funding. 18 Next slide. 19 In District 4, we have 20 projects programmed for 20 a total of 208.4 million. There are nine preservation projects 21 for 76 million. They include one pavement rehabilitation 22 project on US-60 in Gila County, three miles from Mountain 23 Breeze Memorial Gardens to Reppy Avenue for 16.6 million. On 24 US-70, there are two projects. A five-mile 20.7 million 25 rehabilitation project from Cottonwood Wash to Reay Lane, and a

25

1 second five-mile project for 17.75 million from Reay Lane to
2 Eighth Street.

3 Next slide.

4 Moving to District 5. We have 48 projects
5 programmed for a total of \$657.6 million. 581.6 million of this
6 comes in the form of 34 preservation projects, which include
7 four pavement rehab projects on I-40 totaling 176 million, such
8 as Denison to the Navajo County line, McCarrell to Querino and
9 Riordan Bridge to I-17. These projects will improve a total of
10 38 miles of I-40.

11 There are 13 bridge rehab or rehabilitation,
12 sorry, replacement projects in District 5, the largest of which
13 are regarding railroad overpass replacement on I-40 for
14 50 million, and the Window Rock and Lupton TI overpasses, for
15 which we received a federal grant for roughly 27.5 million,
16 which is not reflected in the slide. The project totals
17 48.6 million. The East Holbrook TI overpass rehab is programmed
18 for 33 million. And finally, the Five-Mile Wash Bridge rehab on
19 180 will cost 22.5 million.

20 There are 11 modernization projects, which
21 include \$12 million for truck parking at the Meteor Crater Rest
22 Area on I-40, 6 million for scales at the Page and Sanders ports
23 of entry, 5.7 million for Intelligent Transportation System
24 projects on State Route 260 and I-40. There are three
25 significant design projects totaling 62 million, all related to

26

1 the north and southbound expansion of I-17 from Milepost 298 to
2 314, and I-40 from I-17 to Country Club Drive.

3 Next slide.

4 Last but not least, we have District 6. There
5 are 54 projects programmed for a total of 899.4 million. The
6 projects in District 6 reflect the construction of the widenings
7 of I-17 and US-93, the Colorado River Bridge and several
8 pavement rehabilitation projects in La Paz, Mohave, Yavapai and
9 Yuma Counties. 404.5 million of this comes in the form of 19
10 preservation projects, which include two pavement projects on
11 I-40 totaling 85 million, such as the Markham Wash to Seligman
12 TI and east of Seligman to Ash Fork. These projects will
13 rehabilitate 28 miles of Interstate 40.

14 On I-10, a pavement rehab project from the
15 California border to Dome Rock Road is programmed for
16 43.8 million. There's also one pavement project on US-93, I-40
17 to Blake Ranch Road, for 60.8 million which will improve 20 --
18 23 miles of this route.

19 There are five bridge rehabilitation or
20 replacement projects in District 6, the largest of which are the
21 Colorado River Bridge rehab on I-40 for \$66 million, followed by
22 the Santa Maria River Bridge on 96 for 17 million.

23 There are 26 modernization projects in
24 District 6. We have \$18.6 million for scales, inspection pits
25 and traffic projects at the Topock and Yuma ports of entry,

27

1 \$20.4 million for safety projects around Routes 8, 89, 89A, 93,
2 and 95 for signs and other safety improvements. There are also
3 13 local safety projects, including signals, bike and
4 pedestrian, intersection improvements and other projects,
5 including \$23.2 million in San Luis, Somerton, Yuma, Lake,
6 Havasu City, and the counties of Mojave, Yavapai and Yuma.

7 The expansion projects are primarily the
8 widenings on I-17, US-93, including a \$176.5 million project on
9 I-17, from Sunset Point to State Route 69 in 2029 and 2030. Big
10 Jim and Vista Royale on 93 total \$178.1 million.

11 That concludes the summary of changes to the --
12 from the tentative to the proposed final program for the Greater
13 Arizona 50 percent allocation. Thank you for bearing with me.
14 I will gladly take any questions at this time.

15 CHAIRWOMAN DANIELS: Thank you, Matt.

16 Any questions from the board members? I'm going
17 to start -- Jenny, do you want to start?

18 MS. HOWARD: If I could, Chair Daniels. I just
19 have a couple. My first one is back on the illustrative project
20 slide. I don't know, it was probably the third or fourth slide
21 of the presentation, on the 347. And Matt, thank you so much
22 for this very detailed presentation. I really appreciate it,
23 but you mentioned -- with regards to the \$86.3 million in
24 shortage on the funding, you mentioned the fact that if it was
25 funded, it still may not be constructible. Could you elaborate

28

1 on that?

2 MR. MOUL: Madam Chair, Board Member Howard, that
3 is a standard disclaimer for the illustrative list that we think
4 we can have it ready, but since it would be added during the --
5 basically during the program year, that we just want the Board
6 to be aware there is a possibility it may not be possible to
7 deliver it early in that fiscal year.

8 MS. HOWARD: Okay. So it's more resource driven
9 and right-of-away or any issues like that?

10 MR. ROEHRICH: Well, Madam Chair, Mrs. Howard, it
11 also is -- kind of depends upon when the design gets in there.
12 What do they find out as they're getting it prepared? Since it
13 hasn't started yet, they're not sure what they don't know.

14 MS. HOWARD: Okay. Got it. Thank you so much.

15 I think that's it. The other one, I think, is
16 just a misunderstanding. On the Highway 70 project resurfacing
17 from Reppy to 8th Street, you mentioned it got moved up, and I
18 believe it did. I'm hoping to see that to approve in June, but
19 then you also mentioned it again within the numbers for the '26
20 through '30 program, and so I think it was just still on the
21 list when you were recapping on the totals for District 4,
22 mentioned that it was still in 2026, so -- but I'm sure it was
23 just a...

24 MR. MOUL: Madam Chair, Board Member Howard, you
25 are correct. I misspoke and did not delete that from my

29

1 speaking point, so I apologize.

2 MS. HOWARD: That's all right. That's what I

3 thought. No worries. I'm just checking, because I really want

4 to see that project. Thank you so much. I appreciate that.

5 Great job. Thank you.

6 CHAIRWOMAN DANIELS: Thanks, Jenny.

7 Board Member Elters, any questions?

8 MR. ELTERS: Good morning. Yes, I do have a

9 couple of questions. Can you hear me okay?

10 MR. ROEHRICH: Yes, sir. We absolutely can.

11 MR. ELTERS: Okay. Thank you.

12 The two questions that I have are pertaining to

13 the cost increases on projects. So if you can go over that

14 slide, the cost increases slide. And two projects really caught

15 my eye on this slide. One was I-10, and the other one was I-40.

16 The I-10 in Cochise, the cost went up more than triple, and --

17 MR. SEARLE: Sam, don't be -- don't be bagging on

18 my project.

19 MR. ELTERS: Just clarification. I wondered

20 whether I should speak up or stay quiet, but I do have a

21 question. So that project more than tripled. The footnote does

22 say that it was merged with another project. So the project

23 that it was merged with, was that already in the program, and

24 the two were combined just for efficiency? That's one of my

25 questions.

30

1 The other is, I-40 similarly in Coconino, and

2 it's also more than tripled in cost, and understanding what you

3 said, which is the cost increases relate to inflation and, you

4 know, current cost -- reflecting current costs. It just seems

5 like the tripling of those project costs are fairly excessive.

6 So those are my questions.

7 MR. MOUL: Madam Chair, Board Member Elters, I'll

8 respond to I-10 first. The original estimate that was

9 identified in the program was not adequate to construct the

10 original limits on I-10, and we saw an opportunity, as described

11 in one of the other slides, to bundle those two projects and

12 realize economy of scale by delivering the entire limits with

13 one project.

14 So if we did keep them separate, it would have

15 been less than the 47.1 million for the entire length, but

16 splitting those two projects apart would have cost us more than

17 that. So we would have been less than the 47.1, but we would

18 have gotten a shorter project for that. We would have had to

19 deliver the rest of that need in a subsequent fiscal year, and

20 the total would have cost us much more than this 47.1.

21 Did that adequately answer your first question,

22 Board Member Elters?

23 MR. ELTERS: Yes. It does, Matt. Thank you.

24 MR. MOUL: Okay. Second, I'll respond to the

25 I-40 widening. Quite frankly, \$12.5 million is not enough to

31

1 design the widening of that route, and the estimate was adjusted

2 based on the scope of that design.

3 MR. ELTERS: Fair enough. Thank you. Thank you,

4 Matt, and thank you, Madam Chair.

5 CHAIRWOMAN DANIELS: Thank you.

6 Board Member Searle.

7 MR. SEARLE: Ah, good morning, everyone. Yes, I

8 do have a couple of questions. And first of all, regardless of

9 Sam's question, I do appreciate the I-10 project (inaudible) and

10 the new one (inaudible), and I just -- it speaks to the

11 condition of I-10 coming through Pima and Cochise County. So

12 first of all, glad to see that done.

13 The one clarification that I would like is on

14 that Douglas Land Port of Entry inspection project, on the

15 separate report that I was given on District 3 projects, on

16 the -- I just want clarification. Is this for the inspection at

17 the new port or at the existing Raul Castro port? And the

18 reason I ask is because the map you have with the project is the

19 Raul Castro Port in Douglas.

20 MR. MOUL: Madam Chair, Board Member Searle, it

21 is related to the new port of entry. We probably used the

22 geographic information for the current port inadvertently.

23 MR. ROEHRICH: Well, you don't have a location

24 for the new port because it isn't constructed.

25 MR. MOUL: Yeah. We haven't built it yet, so

32

1 nobody has stuck a GPS on the front door.

2 MR. SEARLE: Okay. Since we are talking about

3 the new port and not the existing port, I'm questioning our

4 priorities, because you've got that budgeted for 2027 for the

5 44 million, and one of the concerns that I've heard from staff

6 on this whole project is, you know, building a port and not

7 having a road to devote to it.

8 So I'm questioning the timing of the project, and

9 I'm also questioning the prioritization. It seems like we

10 should probably get the improvements on Highway 80 done and the

11 road built to the port before we start building an inspection

12 station would be my concern with the timing and the funding in

13 this.

14 MR. ROEHRICH: So Madam Chair, Board Member

15 Searle, the reason why the scale and those infrastructures are

16 in the program in the year they are, that's to coincide with the

17 schedule that GSA has set for the construction of the new port.

18 Our coordination with them has been for us to be co-located with

19 them, we needed to have the funding for our part of that

20 facility they're going to construct available in the year that

21 they're -- that they anticipate constructing it at this time,

22 which is why it's in '27. So that's why it's separated from

23 the -- from the road project. We've aligned our schedule with

24 GSA's schedule so they can be built together, with us providing

25 our funding to GSA on their schedule. And I wanted to reiterate

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1 that. That's the schedule right now. Not anticipating will
2 there be adjustments based upon other coordination going
3 forward, but that's why it's in the program in the year that it
4 is.

5 MR. SEARLE: Well, understood. But still, we
6 need a road to get there, and I know that -- I know staff's
7 concerns about the road continuing into Mexico and that
8 development, but I think it's -- if we've got to prioritize
9 funding and we've got the inspection facility prioritized above
10 the construction of the road, I question the wisdom of that,
11 Floyd. And I know we're talking about a year or two down the
12 road here, and things can change, but it makes more sense to
13 build us a road than to put an inspection station in and not
14 have a road. And that's my only comment on that one.

15 And not that this is my district, but I will try
16 to help Ms. Howard out a little bit on 347. We've got
17 50 million bucks coming from Maricopa and Pinal County. Is
18 there any possibility of starting the widening with that type of
19 funding, even if it doesn't do the whole project? Even if we
20 could get \$50 million worth of widening done on a sooner -- on a
21 quicker basis and take advantage of those funds that are
22 available?

23 MR. BYRES: So the \$15 million that is coming --
24 or that has already been approved by the City and the County,
25 the only place where we could use that funding at this point in

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1 time would be in the design of the project, because we don't --
2 we don't have anything to actually spend -- we've got to --
3 we've got to design it to be able to build it. So that would be
4 the only thing that we could do is basically -- and I don't know
5 that 50 million is going to be -- it should be sufficient to do
6 the widening project, but the only -- that's the only thing we
7 could do is put it into the project for design.

8 MR. SEARLE: Well, anything that would speed up
9 this project would probably be appreciated by the community.
10 Thank you, Board Member Searle. Do you have any additional
11 questions? We'll save any additional discussion, I think, on,
12 like, the comments and sort of where we want to provide
13 additional direction for after we hear from the public, if
14 that's all right.

15 Board Member Peshlakai?

16 MS. PESHAKAI: (Inaudible) Madam Chair, and
17 hello to everybody and my colleagues and board members, and
18 thank you for the presentation that was given. It's a lot of
19 information and a lot of great information.

20 My only question is on the projects that were
21 proposed and not funded, I heard one. I don't know how many
22 others there are, and so it might be a little early, but I'd
23 like to have us kept abreast of the information on why it was
24 not funded, and does it still need funding or is the lead -- has
25 the lead gone away? Because the sooner it continued to support

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1 and back funding and advocate for -- lobby for funding for
2 these, then the prices will continue to increase, which is a big
3 worry. So that is my only question, Madam Chair. A lot of
4 great questions from all the other board members. Thank you.

5 MR. MOUL: Madam Chair, Board Member Peshlakai,
6 the project that was deleted was a duplication in the program.
7 So that was simply an administrative change to remove the
8 duplication.

9 MS. PESHAKAI: Thank you.

10 CHAIRWOMAN DANIELS: And Board Member Hermosillo,
11 this is quite a first meeting, and I would imagine it's quite
12 overwhelming, and so I open it up to you, but it's all yours.

13 MS. HERMOSILLO: Chair, thanks so much. Now I'm
14 quite used to this type of technical information and all these
15 types of different studies, so I really appreciate the
16 information that was shared, and the presentation was great. I
17 have no questions at this time, but I am looking forward to,
18 again, working with all of you and making sure that we get these
19 projects moving.

20 CHAIRWOMAN DANIELS: Thank you.

21 And I just have a couple questions as well,
22 staff. I'm making sure my math maths, if you will. May it be
23 possible for us to get -- since there have been so many changes
24 from the initial tentative five-year plan to today, can we get
25 an updated page 7, which has the summary of all of the county

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1 information as well as all of the additional programs? It's
2 page 7 of the printed document, and I think if we have an
3 updated one of those to be able to make some of those mapping
4 comparisons, that would be really helpful for me.

5 MR. MOUL: Madam Chair, we'll get that to you.

6 CHAIRWOMAN DANIELS: Thank you. I looked online
7 to try to see if there was anything on the dashboard, but
8 everything looks like it's still matching our existing or the
9 printed versions.

10 By my math, there was about 241 million -- it's a
11 rough number, but \$241 million that were advanced from the
12 program for '26 to '30 into fiscal year 2025. Does that mean
13 that you redistributed that 241 million into the 2026 program?

14 MR. MOUL: Madam Chair, to my knowledge, we
15 advanced \$105 million for fiscal year 2026 into fiscal year
16 2025, through PRV, PPAC and the Board, and that was allocated to
17 primarily design pavement rehabilitation projects, in the
18 current fiscal year that we're in now, fiscal year 2025, and
19 then fiscal year 2026 was adjusted, as was discussed in one of
20 the slides.

21 CHAIRWOMAN DANIELS: Okay. So when you're
22 looking at this slide that you have showing right now, and
23 that's -- those are the numbers that I was trying to add up, but
24 what you're saying is that's not a total. That's not the right
25 dollar amount. Only some of those dollars were advanced into

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1 2025. Is that what you're saying? Because this slide right
2 here adds up to roughly 241 million.

3 MR. ROEHRICH: Would there have been some funding
4 already in the program, and then you would have had some to add
5 to it, so that would be a difference?

6 CHAIRWOMAN DANIELS: I'm sorry. Repeat that,
7 Floyd. I don't think I was --

8 MR. ROEHRICH: Well, so Madam Chair, I'm just
9 asking Matt and Greg to consider, would some of those projects
10 already have some partial funding in the program for '25, and
11 then when you brought that 105 forward to add to it, that would
12 have been the difference Matt's thinking of as opposed to all
13 that funding came forward in 2025.

14 MR. BYRES: Yeah. There could -- there could
15 very well have been some split. A lot of those totals that are
16 on this slide may be total project dollars, where, in fact,
17 there was already some -- in other words, when it was moved back
18 and forth, we're not moving that entire chunk of money. We're
19 only moving a portion.

20 MR. ROEHRICH: You're adding portions into it --

21 MR. BYRES: Correct.

22 MR. ROEHRICH: -- to get to that total amount.
23 But can we verify that for Mrs. Daniels so we can --
24 Ms. Daniels, we'll have the team go through that and double-
25 check that, because, as Kristine always said, the math is not a

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1 math (phonetic), matchy matchy.

2 CHAIRWOMAN DANIELS: It's an important comment.
3 (Inaudible) I would agree with that. It is a little difficult
4 to follow in this summary document, as well as throughout the
5 tentative plan. We are always discussing it based on county.
6 That's how it's outlined here, but when you guys are presenting
7 to us, you're presenting to us by district. I realize that's
8 for expediency.

9 We don't necessarily want to go through each, but
10 I think having some sort of document within the five-year plan
11 that pulls all of those -- all of that information together so
12 we have that through comparison, I think that would -- that
13 would help -- that would help me, because I'm sitting here
14 trying to be like, okay, how does -- you know, what's being
15 moved forward, what isn't. I'd like to, I think, have a little
16 bit better understanding of that.

17 We had a discussion at our last board meeting in
18 Bullhead City about a potential shift in how we might fund, or
19 excuse me, how we might prioritize the five-year plan. Have you
20 had any -- and I know there's a couple of public comments, I
21 think, about this, but what feedback has staff received from the
22 public on that particular discussion?

23 MR. ROEHRICH: So Madam, Madam Chair, I think
24 what you'll see is, is the comments in here that some of the
25 locals, like the people up on the rim area, on 260 who

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1 anticipate the -- their project being in there, if it gets
2 deferred out, will speak to that. So I think the general
3 comment has been preserve the projects if it's your preference,
4 as well as you said that 347, a lot of advocates continue to ask
5 for that as well. So we're seeing advocacy for both
6 improvements.

7 CHAIRWOMAN DANIELS: Maybe I'll be a little bit
8 more specific with my question. What type of staff
9 conversations have occurred with members of Gila County and
10 others, based on the conversation that we had at the last
11 meeting?

12 UNIDENTIFIED SPEAKER: Ms. -- Chair Daniels,
13 Board Members, there's not been any direct communication
14 associated with any --

15 MR. ROEHRICH: So I know --

16 UNIDENTIFIED SPEAKER -- proposed changes, not
17 knowing what the changes -- you know, that's the discussion
18 here. We had Gila County members at the last board meeting that
19 saw the presentation, but there has not been any -- they did not
20 call or follow up with any discussion.

21 CHAIRWOMAN DANIELS: Okay. And then I just want
22 to go back to the question that Board Member Searle asked on the
23 design component for 347. It's my understanding that's already
24 funded. Can someone please clarify? The \$50 million would go
25 towards construction, not design? Design's already funded.

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1 MR. BYRES: Yeah. We're short 1.5 million for
2 design. You're absolutely right, Chairman. So the only thing
3 that that 50 million could go to is a portion of construction or
4 further development as far as any additional right-of-way needs,
5 any utility relocations, anything like that that would be
6 necessary prior to the actual widening construction.

7 CHAIRWOMAN DANIELS: Thank you, Greg. I just
8 wanted to make sure we're all on the same page there.

9 Any other additional questions from the board
10 members before we go to call the audience?

11 Okay. So for next -- for our meeting on
12 June 20th, I just wanted to summarize what I heard as far as
13 follow-up from staff with the Board. The questions that Board
14 Member Searle had about the potential of progressing, utilizing
15 some of those construction dollars, some clarification around --
16 go back to my notes here -- the county versus district funding,
17 a new summary of funding document for the Board and for the
18 public's view as well, understanding more about the -- where the
19 advanced projects funding is really going throughout that 2025
20 and 2026.

21 Board Members, did I miss any additional
22 questions that you had that we wanted some clarification on
23 ahead of the 20th or on the 20th?

24 MR. ELTERS: No, Madam Chair.

25 UNIDENTIFIED SPEAKER: You covered it well.

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1 UNIDENTIFIED SPEAKER: Chair Daniels, can --

2 CHAIRWOMAN DANIELS: Yeah.

3 UNIDENTIFIED SPEAKER: May I ask a clarifying

4 question on the first item that you asked about?

5 CHAIRWOMAN DANIELS: On the clarification for the

6 districts and the counties?

7 UNIDENTIFIED SPEAKER: No. Or if I can ask Board

8 Member Searle what additional information is needed so that I

9 can better understand how to respond?

10 CHAIRWOMAN DANIELS: Board Member Searle, I'm

11 happy to summarize what I think you said, but you're a great

12 speaker, so...

13 MR. SEARLE: I doubt that, but anyhow...

14 Referring to the 347?

15 UNIDENTIFIED SPEAKER: Yes, sir.

16 MR. SEARLE: My comment was, if there's

17 \$50 million available, instead of waiting until it's fully

18 funded, why don't we start work on the expansion? Whether

19 it's -- if 50 months -- 50 million will do five miles, let's do

20 five miles. Get it started. That's where I'm at.

21 UNIDENTIFIED SPEAKER: Thank you. That's

22 helpful.

23 CHAIRWOMAN DANIELS: Okay. We have, I think, 16

24 individuals who wish to speak today. We did post that we would

25 like to do a two-minute time limit on this, and I'm going to

42

1 jump around a little bit just to make sure that we are ready to

2 roll here. So we will start with --

3 MR. ROEHRICH: Madam Chair, your audio cut out.

4 (Inaudible conversation.)

5 MAYOR SMITH: Board members, let me first remind

6 you, the top 10 projects on the P2P list are very compressed

7 with a minimal difference in score. In fact, the delta between

8 State Route 347 number 9 and the number 1 project is only 8.27

9 points out of 100. Only 8.27 points. We've shared our concerns

10 and detailed the gaps when it comes to the technical scoring

11 process, and I pray that the Board insist on updating this

12 process in the future. I think we all agree that State

13 Route 347 widening is very important. That is why you see the

14 level of public involvement via letters, meetings, comments and

15 testimony. Over 120,000 letters from our residents have been

16 sent to all Arizona elected officials and ADOT, including you,

17 the Board. If public input is to be taken seriously, you must

18 take this into consideration.

19 Pinal County and the City of Maricopa have

20 stepped up to offer a significant local contribution to this

21 project. Please remember the State Transportation Board has

22 policies to provide guidance for when projects should receive

23 priority. This is clearly not contemplated in the P2P process,

24 which is why it's up to you, the Board, to be empowered to

25 consider these factors.

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1 Local financial commitment and public involvement

2 are important to the process as well. We have provided every

3 opportunity for you to hear why this project is so vital to our

4 community. We have suggested and worked hard with ADOT to take

5 advantage of all the low hanging fruit that could possibly help

6 drivers on this road. It has helped, but we are at a point

7 where we need this road widening project prioritized. It is the

8 number one project in our district. It should be funded in the

9 five-year plan.

10 All of the speakers from Maricopa have messages

11 to help remind you of the many important factors that must be a

12 part of your decision. We've done this together, this work

13 together, you and I and the team that continues to speak to you

14 and all the residents. All that is left is for you to make 347

15 a priority in this five-year program. Thank you for all of your

16 work.

17 CHAIRWOMAN DANIELS: Thank you, Mayor Smith.

18 We'll move to Bill Robertson, and on deck is Ron

19 Angerame.

20 MS. COFFEY: Mr. Robertson, you are now unmuted.

21 You may speak.

22 MR. ROBERTSON: Hello? Can you hear me okay?

23 CHAIRWOMAN DANIELS: We can. Proceed.

24 MR. ROBERTSON: Okay. Okay. Great. Thank you.

25 My name is Bill Robertson. I'm a resident of the city of

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1 Maricopa. I also serve on the City Planning and Zoning

2 Commission. I would like to talk to you today about the local

3 funding aspect of this program.

4 SR-347 widening project sits outside the city of

5 Maricopa jurisdiction, but we are not strangers to partnership

6 with ADOT other road projects previously. We have utilized the

7 abandonment statute to facilitate the turnback of over 30 lanes

8 of state highway within the city's jurisdiction, where now the

9 city has maintenance and operation responsibility. This reduces

10 the cost to ADOT, and that's part of our partnership philosophy.

11 We split the cost with ADOT on the northernmost segment of 347

12 within the city limits before executing the last turnback for

13 major construction at two intersections.

14 The Maricopa City Council and the Pinal County

15 Board of Supervisors have teamed up to offer local contributions

16 of up to \$50 million towards the widening of 347. This is

17 representative of our desire, our need for this project to be

18 completed. This represents almost 40 percent of the total

19 project cost of the (indiscernible) and a significant investment

20 in this road. These funds will be provided in one lump sum with

21 the agreement that has been codified with the execution of the

22 intergovernmental agreement already in place between ADOT and

23 the City of Maricopa.

24 So the needle is moving. It's not -- now is not

25 the time to stop the needle from moving. Maricopa has stepped

45

1 up. Please do the same by including SR-347 in this five-year
2 plan. Thank you for all your hard work and your contributions,
3 and we appreciate the time. Thank you very much.

4 CHAIRWOMAN DANIELS: Thank you, Bill.

5 Ron. And Ron, at some point I'm actually going
6 to get your name right. I think it's Angerame. I apologize.
7 We'll have Tena Dugan on deck.

8 MS. COFFEY: Mr. Angerame, I have requested to
9 unmute your line. You are now unmuted. You may speak.

10 MR. ANGERAME: Hello.

11 MS. COFFEY: Hello, Ron. Oh, you muted yourself
12 again. I'm going to request to unmute you one more time.

13 MR. ANGERAME: How about now?

14 MS. COFFEY: You are now unmuted.

15 MR. ANGERAME: Okay. Wonderful. Thank you. And
16 with regard to my name, I know it's a tough one. Thank you.
17 And thank you, ADOT Board of Directors for allowing us the
18 opportunity to continue to talk again about the importance of
19 State Route 347.

20 I think it's no mystery that Maricopa -- that the
21 Maricopa community has been more than involved in helping make
22 this decision, more than any other community. We've showed up
23 consistently in your meetings. We've provided detailed accident
24 data, heartbreaking stories of families impacted, untimely
25 deaths, effects on the quality of life and the examples of

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1 everyday danger this road possesses.

2 A large number of us have spent thousands of
3 dollars of our own money and time away from home simply to tell
4 you face to face how important this is to the community. Trust
5 me when I say we all have better ways to spend our time and
6 money. However, we see the impact that this road has on our
7 families, workers, commuters, and recognize this is by far the
8 biggest challenge of our community. That is why the comments to
9 your surveys are dramatically higher than any other city.
10 Thousands of Pinal County citizens generated over 120,000 emails
11 to stress the importance of this change.

12 A city council meeting was held to announce a tax
13 to pay for contributions of this project, and there was not one
14 single person who spoke with a dissenting view.

15 As we've spoken about before, the P2P process
16 takes some of this into account. While P2P provides some useful
17 metrics, it has to be tempered with all of the facts. I believe
18 the purpose of these public meetings is to collect information
19 to help the Board make the best possible decision, not just
20 rubber stamp the P2P. If that was the case, why bother having
21 public meetings? These meetings exist to inform and guide your
22 decision with real context.

23 You have asked us to provide the data, attend the
24 ADOT meetings, share the stories and help find the money. We
25 have done all that you have asked. Please make the right call

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1 and include a fully-funded State Route 347 in your five-year
2 plan. Thank you.

3 CHAIRWOMAN DANIELS: Thank you, Ron.
4 Tena, you're up now, Tena Dugan, and then we will
5 move to Thomas Goodman on deck.

6 MS. COFFEY: Ms. Dugan, you are now unmuted. You
7 may speak.

8 MS. DUGAN: Good morning. Can you hear me?

9 MR. ROEHRICH: Yes, ma'am. We can

10 MS. DUGAN: Perfect. Thank you so much for the
11 opportunity to once again address you.

12 I'd like to talk again, as has everyone you've
13 heard from so far, about the importance of putting the 347 on
14 the five-year plan. The State Transportation Board has policies
15 in place that encourage this kind of local investment and
16 partnership. Policy 26 provides guidance regarding
17 prioritization of projects with local funding. Policy 18
18 encourages creative funding such as City of Maricopa and Pinal
19 County have provided with their new sales tax.

20 The State Transportation Board has clearly put
21 thought into the importance of having local investment in these
22 projects, and you have a precedent of prioritizing projects that
23 achieve that partnership. The local contribution for this
24 project is significant, probably the highest ADOT has ever seen
25 on a state facility. Between the City of Maricopa and Pinal

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1 County, we will be contributing almost 40 percent of the project
2 cost. These kinds of partnerships can be used in other projects
3 across the state, but only if they are demonstrated to be
4 fruitful. The State Transportation Board gets the opportunity
5 to set the tone and use this as an example for true partnership
6 within the policy expectations.

7 I thank you for the time that you've given to
8 considering putting the 347 on, and I implore you add the 347 to
9 the five-year plan. Thank you again for all of your hard work.

10 CHAIRWOMAN DANIELS: Thank you, Tena.

11 We will move to Thomas Goodman. Thomas, and on
12 deck will be Supervisor Steve Christensen.

13 MS. COFFEY: Mr. Goodman, you are now unmuted.

14 MR. GOODMAN: -- for this opportunity to speak
15 today. I will limit my comments to two minutes.

16 I'm here to urge you to keep, I repeat, keep the
17 SR-260 Lion Springs construction project scheduled and funded
18 for fiscal years '26, '27 and '28 as approved in the five-year
19 construction program for \$110 million.

20 ADOT initiated a study in the early 1990s to
21 evaluate growing traffic volumes, safety considerations and
22 overall improvements to approximately 40 miles of SR-260 between
23 Payson and Heber-Overgaard. The final recommendation of the
24 design transit report included widening SR-260 from two to four
25 lanes.

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1 The environmental impact statement was completed
2 in September (inaudible). The Lion Springs section is the last
3 of the six projects between Payson and the Mogollon Rim that
4 remain to be completed. The project major elements include
5 adding a traveling lane in each direction, constructing three
6 wildlife crossovers, constructing a frontage road, improving
7 drainage and sediment control, and replacing an extended
8 guardrail as needed.

9 This stretch of SR-260 is one of the most
10 outdated and dangerous in our state highway system. It remains
11 a narrow, winding, two-lane highway with sharp vertical and
12 horizontal curves, no shoulders and steep grades.

13 Every year we see a troubling number of crashes,
14 on/off road incidents, head-on collisions, and wildlife crashes
15 involving elk and other large animals. These are not just
16 statistics but a serious public safety (inaudible). It impacts
17 families, first responders and rural communities. Delaying this
18 project would delay critical safety improvements that our
19 citizens deserve. Let's finish what we started and keep SR-260
20 Lion Spring contract for construction. Thank you for your time
21 and commitment.

22 CHAIRWOMAN DANIELS: Thank you, Thomas.
23 Moving to Supervisor Steve Christensen, and we'll
24 have Bob Marsh, Councilmember Marsh on deck.

25 MS. COFFEY: Mr. Christensen, you are now

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1 unmuted.

2 MR. CHRISTENSEN: Good morning, Madam Chair and
3 Board Members. I'm Steve Christensen. I'm a member of the
4 Board of Supervisors here in Gila County, and the last speaker,
5 Tom, he's one of our employees, one of our best, and I can add
6 maybe a few things to his words.

7 The Lion Springs improvement project on
8 Highway 260, about five miles long, and it is expensive, but
9 it's been delayed before, and I'm really advocating that it
10 stays on schedule. It's very important, and it is pretty
11 significantly dangerous. We go from four lanes all around this
12 particular five-mile stretch that remains two lanes, creates
13 huge bottlenecks and gets windy. There's a big ravine. We have
14 had deaths there. So please keep it on schedule, and I petition
15 for that.

16 So I wanted to bring up another thing that's
17 really not part of your five-year plan, I don't think, but if
18 you're traveling north into Payson, which is where I'm located,
19 and you want to go east on Highway 260, there's only one turn
20 lane to accomplish that, and so we're funneling two lanes into
21 one, and on heavy weekends, that literally stacks up for miles.
22 And I'm not exaggerating. Miles of people lined up ready to
23 make that turn. If you could look at that intersection, see if
24 there's a way to improve the flow there, it would be -- it would
25 be appreciated.

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1 And I really thank you so much for the time to
2 speak, and you guys have a lot to do, a lot of projects, so
3 please keep this one going, though, for us. Thank you.

4 CHAIRWOMAN DANIELS: Thank you, Supervisor
5 Christensen, and we look forward to being in Payson on the 20th.
6 Councilmember Marsh, you're up, and we will have
7 Priscilla Behnke on deck.

8 MS. COFFEY: You are now unmuted. You may speak.

9 MR. MARSH: -- for this opportunity to speak to
10 the Board. My name is Bob Marsh. I'm a Maricopa City Council
11 member, and I'm 81 years old. I'm also vice chair of Pinal
12 County Board of Adjustments and Appeals and a board member of
13 the Pinal County Water Augmentation Authority. I'm a retired
14 Microsoft executive with 25 years working with Bill Gates.

15 My SR-347 story is until Costco and Trader Joe's
16 come to Maricopa, I must drive SR-347 twice a month in my
17 Smartcar, and, yes, I've had several close calls on that drive.
18 So I can affirm that my life is in your hands, and there are
19 more than 14,000 other seniors with similar issues with the 347.
20 I beg you to prioritize the necessary projects to widen 347
21 ASAP. And if you have any contacts with Costco and Trader
22 Joe's, please urge them to open stores in Maricopa. Thank you.

23 CHAIRWOMAN DANIELS: Thank you.
24 We'll move to Priscilla Behnke, and on deck will
25 be Councilmember Amber Liermann, City of Maricopa. Priscilla.

52

1 MS. COFFEY: Looking through the list to make
2 sure.

3 Priscilla, you are now unmuted.

4 MS. BEHNKE: Good morning. Can you hear me?
5 CHAIRWOMAN DANIELS: We can.

6 MR. ROEHRICH: Yes, ma'am. We can.

7 MS. BEHNKE: Thank you.

8 Good morning, Board. My name is Priscilla
9 Behnke, and I'm a mother and a nonprofit founder here in the
10 city of Maricopa. I work every day with youth and families
11 trying to build stronger futures, but we keep running into our
12 same obstacle: The State Route 347.

13 347 is more than just a traffic issue. It's a
14 critical lifeline. Families are negatively affected every day.
15 If their lives are not upended by the death of a loved one on
16 the road, they aren't -- or aren't stressed with the
17 complications accompanying any accidents, their family is eroded
18 over time from the loss of family meals together, the time for
19 parental support and education and extracurricular activity.
20 Those things matter. They're being missed by our families, not
21 sometimes, but every workday.

22 Maricopa residents have participated in surveys,
23 studies, the town halls, public comment, overwhelmingly. Then
24 we went above and beyond and empowered our representatives to
25 provide funding to the tune of \$50 million. What we need now is

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1 for you to match our urgency and put SR-347 in the five-year
2 construction plan. Will you listen to this community, or will
3 you continue to reside over an antiquated scoring system? This
4 is the moment to move forward for the families who are waiting
5 and for the future we're trying to build. Thank you.

6 CHAIRWOMAN DANIELS: Thank you, Priscilla.
7 Councilmember Liermann, you are up, and we will
8 have Supervisor Rich Vitiello on deck.

9 MS. COFFEY: I don't see a hand raised, so I'm
10 going through the list. As a reminder, please press the raised
11 hand signal on the bottom, as well if you're a call-in user, you
12 can press star three.

13 And that was Amber Liermann, right? Correct?
14 CHAIRWOMAN DANIELS: Correct.

15 MS. COFFEY: Okay. I do see her on there. I
16 have requested to unmute your line. You are now unmuted.

17 CHAIRWOMAN DANIELS: Councilmember Liermann, are
18 you there?

19 MR. ROEHRICH: Yes, ma'am. We can hear you.
20 MS. LIERMANN: Can you hear me?
21 -- Maricopa for 21 years. I serve as a high
22 school counselor. I have talked to grandparents, parents --
23 hold on.

24 MR. ROEHRICH: Ms. Liermann, are you there?
25 MS. LIERMANN: I have talked to grandparents,

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1 parents and many teen first-time drivers. This vote is a
2 lifesaving vote. I have lost a tenth grade female student,
3 (inaudible), a first grade male student, and this year, one of
4 my students lost their father, a father of six children, the
5 youngest an 18-month-old son.

6 What happens on the 347 affects our community and
7 our way of life. A missed birthday party, doctor's appointment,
8 flights and family dinners. A unique fact about 347 is that
9 there is no light. It is a dark 13-mile drive. There are cell
10 phone dead zones, and tow trucks could cancel on their drivers
11 and they're (inaudible).

12 These facts impact our community, our
13 inexperienced drivers and our vulnerable drivers. Please save
14 the lives of our community members and prioritize 347. Thank
15 you for your hard work and your time.

16 CHAIRWOMAN DANIELS: Thank you, Councilmember
17 Liermann.
18 Supervisor Rich Vitiello, and on deck will be
19 Teniecka Drake. (Inaudible.)

20 MS. COFFEY: I'm not seeing them raise their
21 hand. We do have a call-in user, so I'm assuming that that
22 would be (inaudible). I have requested to unmute you line. If
23 you're call-in -- perfect. You are now unmuted. Can you please
24 confirm that --
25 MR. VITIELLO: Good morning, Madam Chair and

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1 Board Members. This is Supervisor Rich Vitiello for Pinal
2 County. I've been a board member for Pinal County now since the
3 first of the year, and I have to tell you, over the last 15
4 years, since the (indiscernible) project, 90 percent of my
5 conversations with my constituents in my area are all about the
6 347. You've heard, all the comments. You've gotten all the
7 letters. You see the funding that we put up.

8 I'd like to solve this problem by just simply
9 saying ADOT has decided to put us on the five-year plan, so
10 guess what? We can move on to some other things to talk about
11 in the future. All your projects are super important, and
12 everybody who takes the time all over this state to call in, to
13 write letters, to come to your board meetings, which I'll be
14 coming the 20th of this month, please continue to work hard, as
15 you do every day, and struggle with which projects need to be
16 put on top. I know it's a difficult situation, but 347, as you
17 can see, has so many priorities. 80,000 people in the city. 40
18 to 50,000 of them drive out of here every single day.

19 Ted, next year, or two to three years to now,
20 when I run again for election, I'm going to get you out on the
21 347 to witness what I witness two days a week through the --
22 throughout the whole, entire election season and tell you and
23 see what we have to put up with day in and day out.

24 So again, thank you for all the hard work that
25 you all put in. I do appreciate it. God bless you, and

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1 seriously, look at the 347 as one of your top projects that need
2 to be funded fully. Thank you very much.

3 CHAIRWOMAN DANIELS: Thank you, Supervisor.
4 Our next speaker will be Teniecka Drake, with
5 Sharon Walker on deck, please

6 MS. COFFEY: You are now unmuted. You may speak.
7 MS. DRAKE: Okay. Wonderful.

8 Thank you, Board, for allowing me to have this
9 time. My name is Teniecka Drake. I'm a resident of Maricopa,
10 and I want to share just a vision statement that ADOT has, and
11 it states: To safely connect people and empower our economy.

12 One of the things that is concerning for the
13 SR-347 is that the costs will escalate over time if that project
14 that we are having to delay will wait, and inevitably, what ends
15 up happening is there's a loss of economic development
16 opportunities. What services, what providers, what businesses
17 will be lost for this community? That just adds salt to the
18 wound as we sit and we wait and wait and wait. How many more
19 lives will be lost? How many more opportunities of lost
20 dinners, as was mentioned by previous Maricopa residents?

21 I ask you and encourage you to include the SR-347
22 widening project onto the five-year plan. Thank you for all you
23 do, and I appreciate the opportunity.

24 CHAIRWOMAN DANIELS: Thank you, Teniecka.
25 We'll have Sharon Walker up next, with Brandi

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1 Homan on deck.

2 MS. COFFEY: You are now unmuted. You may speak.

3 MS. WALKER: Good morning, Chair Daniels and

4 Board Members. Thank you for the opportunity yet again to speak

5 about the importance of including State Route 347 in the five-

6 year plan.

7 As somebody who's fairly new to the state of

8 Arizona, less than four years, roughly, there are two highways

9 that I drive on a consistent basis (indiscernible) that give me

10 complete (indiscernible) when I drive there. One of those is

11 I-10 specifically at the Broadway Curve. So I would like to

12 congratulate you on getting that project done. The first time I

13 drove through there, it was -- it was a lot to take in, and I

14 had driven major highways throughout the country. I grew up in

15 Chicago, and one of the major highways there is the Dan Ryan,

16 and they call it the "Busy Dan," because it's pretty dangerous.

17 It's a multi-lane highway. So seeing that construction

18 completed on the Broadway Curve is amazing. I do appreciate

19 that.

20 I would like to also in the future, sometime in

21 the very, very near future, be able to celebrate a win on the

22 improvements on State Route 347. We come here before you, our

23 city leaders, our citizens, to advise you of the importance and

24 the urgency of moving this project forward.

25 We put our money literally where our mouths are.

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1 I think Ron was the one that mentioned earlier that the City

2 passed unanimously that half cent tax to help fund this project.

3 People don't like taxes, but that was unopposed. That shows you

4 the commitment that the citizens of Maricopa have to getting

5 this done.

6 People have stated that lives are lost. It's

7 inconvenient to go to your job. You don't know if you're going

8 to make it on time to doctor's appointments. There's a variety

9 of things on a personal level we can talk about, but really we

10 feel that if you delay this project, it is really going to

11 hamstring the growth and the importance of the City of Maricopa,

12 which is hugely popular and growing every day. It's popular to

13 the state -- it's, rather, important to the state of Arizona and

14 important to Pinal County.

15 That's my time, so please include the 347

16 (indiscernible) project in your project plan. Thank you.

17 CHAIRWOMAN DANIELS: Thank you, Sharon.

18 We'll move to Brandi Homan, and following Brandi

19 will be Councilmember Vincent Manfredi

20 MS. COFFEY: Brandi, I have requested to unmute

21 your line. You are now unmuted.

22 MS. HOMAN: Okay. Can you hear me?

23 CHAIRWOMAN DANIELS: We can.

24 MS. HOMAN: Good morning. My name is Brandi

25 Homan, and (indiscernible) -- oh.

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1 CHAIRWOMAN DANIELS: Oh, it looks like it got

2 taken care of. You had an echo right at the beginning. Okay.

3 Please proceed.

4 MS. HOMAN: Okay. Good morning. My name is

5 Brandi Homan, and I speak to you today as a local resident, a

6 mother and someone who deeply cares about the safety of our

7 community. When we talk about SR-347, we're not just talking

8 about frustration. We're talking about families whose lives are

9 being put at risk every single day. Just last week, we lost

10 another life on the road. Over the past 10 years, there have

11 been 2,524 accidents on the section of SR-347 we are asking you

12 to prioritize. 43 of them were fatal. That's compared to 145

13 accidents and three fatalities on the Lion Springs section,

14 which is being considered for the five-year plan.

15 And here's what's especially concerning: In 2024

16 ADOT adopted the Arizona Active Transportation Safety Action

17 Plan, which recommended giving more weight to safety when

18 deciding which projects to move forward. Yet if you look at the

19 P2P scoring tool, the SR-347 has the highest number of fatal

20 crashes and serious injuries by far, and one of the lowest

21 scores. If safety counted for more like it does in

22 modernization projects, SR-347 would likely be at the top of the

23 list. So the question is: Why isn't it?

24 We're asking you to fix it today, prioritize

25 SR-347 and add it to the five-year plan, not just because the

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1 data demands it, but because families are counting on it. Thank

2 you.

3 CHAIRWOMAN DANIELS: Thank you.

4 We will move to Councilmember Manfredi, and on

5 deck will be Devin Pitcher.

6 MS. COFFEY: You are now unmuted.

7 MR. MANFREDI: Thank you so much to the Board for

8 allowing me to speak today. We've done this over and over

9 again, coming and asking for help, but we don't come just asking

10 for help. As everybody spoke about, we come with our -- with a

11 bag full of money. We come with the ability to help fund some

12 of the project. A lot of projects don't do that.

13 When I look at it, you know, the people of

14 Maricopa are fully behind this project. We want to get this

15 project done. We're looking for ways to do it. One of the

16 worst things about coming last and talking at these things or

17 coming close to last is that everything's been said. It's

18 safety. It's economic development. It's the ability for us to

19 (inaudible) feel safe driving down the road, and currently, it's

20 not that.

21 As Brandi just mentioned, we lost another person

22 from the Gila River Community on our road, 347, just a week ago.

23 So we need to figure out ways that we can get this done. If

24 it's partially getting it done today, that's fine, but when we

25 look at it, funding is coming from us, from Prop 479, a lot of

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1 different ways, from the Legislature. We're not asking ADOT to
 2 fully fund this project. We're asking ADOT to finish off the
 3 funding that we've already compiled together.

4 Thank you so much, and I hope everybody has a
 5 great weekend.

6 CHAIRWOMAN DANIELS: Thank you, Councilmember
 7 Manfredi.

8 Devin Pitcher, you are up with, last but not
 9 least, Katy Proctor on deck.

10 MS. COFFEY: You are now unmuted.

11 CHAIRWOMAN DANIELS: Devin? Devin, we're unable
 12 to hear your comment.

13 MS. COFFEY: And their line is unmuted.

14 Mr. Pitcher, if you are having difficulty, too (inaudible) --

15 CHAIRWOMAN DANIELS: Switched over to something
 16 else.

17 MS. COFFEY: If you are having difficulty, you
 18 can also please call my phone number, the email I sent you with
 19 the instructions and we can try to get this resolved, and maybe
 20 come back to you.

21 MR. PITCHER: Can you hear me?

22 CHAIRWOMAN DANIELS: We can now. Yes. Thank
 23 you, Devin. Proceed.

24 MR. PITCHER: Okay. Cool. Sorry about that.

25 Yes. My name is Devin Pitcher. I'm a resident

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1 of Maricopa. I just wanted to share a little bit of information
 2 about, you know, the growth of our city.

3 Pinal County is the fastest growing county in
 4 Arizona, and Maricopa is one of the fastest growing cities.

5 Recent Census numbers show that Maricopa (inaudible) over 76,000
 6 residents now. We expect to hit 100,000 within the next five
 7 years. Our surrounding communities are seeing the same
 8 explosive growth patterns.

9 Unfortunately, the share of program funds that
 10 are going to Pinal County in the proposed five-year plan don't
 11 reflect that. It's not clear how the current P2P considers
 12 actual traffic volume or the impact of volume during those peak
 13 hours. These are very important considerations.

14 Over 50,000 vehicles are traveling on 347 right
 15 now every single day. That is by far the highest average
 16 traffic load of any other project ranked above the 347 on the
 17 P2P list. And while interstates receive a higher functional
 18 classification score in the P2P process, the 347, which is
 19 classified as a rural principal arterial, has a higher daily
 20 traffic volume than the interstates ranked above our project.

21 Today the city of Maricopa is relying on the same
 22 capacity as the 347 had 30 years ago, despite the fact that our
 23 city has grown to over 75,000 people. As we've previously
 24 discussed, housing is the primary driver of this growth.

25 Affordable, safe communities are in great demand, and the city

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1 of Maricopa boasts some of the best. Unfortunately, you can't
 2 control capacity on the 347. The impact of growth on
 3 infrastructure is undeniable, and smart future planning must
 4 take this into consideration. We cannot wait for facilities to
 5 fail before we incorporate growth into the equation.

6 Thanks for your time, and please include a fully
 7 funded plan for the 347.

8 CHAIRWOMAN DANIELS: Thank you, Devin.

9 Katy Proctor, you're up next, and it does look
 10 like we've had one other individual. So Mr. Henry Ware -- Henry
 11 Wade. Excuse me. Mr. Henry Wade, you're on deck. Katy.

12 MS. COFFEY: You are now unmuted.

13 MS. PROCTOR: Can you hear me?

14 CHAIRWOMAN DANIELS: Yes.

15 MS. PROCTOR: Okay. Good morning, Board Members.

16 Thank you for giving me the opportunity today. My name is Katy
 17 Proctor. I'm here on behalf of the City of Maricopa, and I
 18 appreciate the opportunity to advocate for the 347 widening
 19 project.

20 The need in Arizona is great, and there are many
 21 worthy projects, and as noted by Mayor Smith, there is
 22 significant score compression due to that need. With only eight
 23 points separating the top nine projects, there's very little
 24 difference between the outcomes, and we really believe we have
 25 demonstrated to you that the 347 project is worthy of a higher

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1 consideration.

2 Not only are -- do we meet the P2P metrics within
 3 those categories of safety, and we have a higher daily traffic
 4 count, the higher regional growth. This project is the number
 5 one district priority in our region.

6 As Mayor Smith noted, the P2P does not consider
 7 two important factors, the voice of the public or the local
 8 contribution that has been committed, and this is where the
 9 Board comes in. The Board has the discretion to consider those
 10 critical pieces, and we have clearly demonstrated both.

11 We just found out today that the 347 received
 12 over 50 percent of the comments in this year's program cycle,
 13 and we know you've received thousands of emails from our region.

14 Our residents have participated in public meetings and have
 15 advocated at numerous board meetings as well. And the City of
 16 Maricopa, in conjunction with Pinal County, has committed over
 17 \$50 million towards this project, which represents a local
 18 contribution of almost 40 percent of the total project cost.

19 That's not insignificant. Our portion of that actually
 20 represents over half of our annual city budget. And we have
 21 executed the IGA with ADOT for those funds.

22 I do wish to note while we have provided these
 23 funds, they are intended to be a match to state funds and not
 24 the only monies allocated towards construction, and that was
 25 outlined in the alternative last month in the board meeting, and

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1 it was also included in the executed IGA as well.

2 This project is not a wish, Board Members. It is

3 a need. This road is dangerous, and the data bears that out

4 clearly. In fact, as was mentioned, just last week we

5 experienced another fatality in this project area, the Pinal

6 portion of 347. We know you have a difficult decision, but I

7 believe we have provided everything necessary for you to

8 reprioritize 347 and make sure it's included in this five-year

9 program.

10 We have the safety, we have the district

11 prioritization, we have traffic count, and we have

12 overwhelmingly demonstrated the public's intent, and we have

13 committed an historic contribution towards this need.

14 Someday, the 347 won't be the thing that people

15 think about when they first hear city of Maricopa, and someday

16 we're going to have the opportunity to have a safe road that

17 supports our region and economic development. Please help us

18 get there today. Include the 347 widening project in this

19 year's five-year program. Thank you.

20 CHAIRWOMAN DANIELS: Thank you, Katy.

21 Mr. Henry Wade.

22 MS. COFFEY: You are now unmuted.

23 VICE MAYOR WADE: Can you hear me?

24 CHAIRWOMAN DANIELS: We can. Please proceed.

25 VICE MAYOR WADE: Oh, very good. Good morning.

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1 Thank you very much for allowing me to speak, and I appreciate

2 the opportunity to join my fellow councilmembers as well.

3 I'm Vice Mayor Wade, and I am -- I'd like to talk

4 to you a little bit about fear. I worked in the Phoenix

5 metropolitan area as a -- as a housing counselor for 13 years,

6 and for 13 years, I traveled up and down the 347 twice a day.

7 Very often when I would have conversations with constituents,

8 they would say that you, meaning us as the city council, didn't

9 understand the needs. Well, I certainly understand the needs,

10 because I was impacted by traveling that road every day. Again,

11 fear overwhelms you on Sunday night when you realize that you

12 have to get out on that road on Monday morning and try to make

13 it through another day of traffic on the 347.

14 And our community has stood up -- is standing up

15 in our advocacy for support of the community. I think someone

16 mentioned earlier during the presentation about advocacy. Well,

17 we're advocacy on steroids when we're the number one commenter

18 or representative -- number one in representing our cities and

19 community of Maricopa. At 870 versus 300, it seems to me that

20 we've come to the table quite often and have come prepared to

21 either advocate for the program or put our dollars where our

22 mouths are.

23 And so I ask -- I come to you today to beg you to

24 make 347 a priority. I have noticed through the actions of the

25 board members and other members of the transportation community

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1 that they do believe that this as a priority, and they do

2 support our efforts, and they do support our tax.

3 And thank you very much for the opportunity to

4 present myself today. Thank you very much.

5 CHAIRWOMAN DANIELS: Thank you, Vice Mayor Wade.

6 That concludes the list that I have. Are there

7 any additional individuals who wish to speak?

8 Bryce, if you could look just to see one last

9 check that we don't have any additional hands.

10 MS. COFFEY: No additional hands, and that was

11 all of the requests that we -- I saw initially.

12 CHAIRWOMAN DANIELS: Bryce, thanks for all your

13 help. You really make that a really smooth process, and I don't

14 think we sing your praises enough in our board meetings.

15 MS. COFFEY: Thank you.

16 CHAIRWOMAN DANIELS: Thank you. We really

17 appreciate it. And I just want to thank everybody for

18 respecting that two-minute time limit as well. That helps us as

19 we continue to deliberate on this really important plan.

20 All right. This turns it over to the board

21 members for last comments, desires to hear, see, do. So we'll

22 turn it over to each of you. And just for expediency, I'll just

23 go as I see your face on the screen.

24 So Board Member Hermosillo, do you wish to have

25 any additional questions answered or make any comments?

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1 MS. HERMOSILLO: No, I do not. Thanks again.

2 CHAIRWOMAN DANIELS: Thank you.

3 Jenny Howard, you're the next face I see on my

4 screen. Board Member Howard.

5 MS. HOWARD: Thank you, Chair Daniels.

6 With regards to the June meeting, I'd like to

7 possibly request some information as part of our meeting and

8 consideration of the five-year program and approval. I know

9 we've had several presentations from staff on the 347, both

10 funding, shortfalls, and if at all possible, could they present

11 a summary again, maybe combining some of these presentations

12 that they've already done that show both the 347 and the Lion

13 Springs project, the scenario with regards to a possible change

14 in the plan with possibly delaying the Lion Springs project and

15 moving the 347 forward? I know there's a lot to it, but I sure

16 would like to see the big picture, and I think the Board would

17 like to see that big picture (inaudible) from a fiscal

18 perspective, from a scheduling perspective, by year, and just

19 the implications. That would be wonderful. If anybody would

20 like to add things, well, if I'm missing something. Thank you.

21 CHAIRWOMAN DANIELS: Making sure staff -- does

22 that give you enough information for the 20th? I see --

23 UNIDENTIFIED SPEAKER: Yes. Yes.

24 MR. ROEHRICH: Yes, Madam Chair.

25 CHAIRWOMAN DANIELS: Thank you.

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1 Board Member Searle?

2 MR. SEARLE: I don't really have anything else,

3 Jenn. Appreciate it. I look forward to our meeting in Payson.

4 CHAIRWOMAN DANIELS: Thank you.

5 Board Member Peshlakai? I see your face next.

6 MS. PESHLAKAI: Thank you, Madam Chair and

7 members of the Board, and also all the folks that have spoken.

8 I just wanted to mention that yesterday I went on

9 a project tour of the Highway 89 flood mitigation projects in --

10 just east of the (inaudible) in Flagstaff, and they're doing a

11 phenomenal job. And so I just want to mention that I

12 recommended that for our State Transportation Board meeting in

13 July that they offer us a tour. I thought everybody would

14 appreciate that. So just letting you know.

15 CHAIRWOMAN DANIELS: Thank you.

16 MS. PESHLAKAI: Good meeting.

17 CHAIRWOMAN DANIELS: Thank you, Board Member

18 Peshlakai.

19 Board Member Elters?

20 MR. ELTERS: Thank you, Madam Chair.

21 Just a couple of thoughts as I listen to the

22 speakers and agonize over our options and the challenges that we

23 face as a board, and while every comment is real, warranted, and

24 has merit, I believe so does the process, the P2P process, and

25 the projects that are in it. Many of those have waited over the

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1 years, and they're part of an overall program for corridors that

2 have their own challenges and needs.

3 And my comments I hope do not imply that I don't

4 understand the urgency or the concerns we're hearing from the

5 speakers. My comments are really intended to hope that the

6 passion with which we are all being reminded of the need and

7 were addressed is the same passion that we speak of with all our

8 decision makers.

9 At the end of the day, I cannot help but reflect

10 on years of transportation in Arizona and to point out that the

11 resources that the department and the Board are working to

12 allocate or are working with are resources based on a revenue

13 stream that dates back more than 30 years ago.

14 Our revenue stream for the Highway User Revenue

15 Fund is based on a 1992 decision and formula. So it -- it

16 really pains me to hear the stories, to understand the urgency

17 and to -- to agonize with those that have and continue to

18 experience the challenges on 347 and have lost family members

19 that have changed their life. I cannot overstate the -- the

20 understanding of that, but I -- I find myself stuttering and,

21 you know, understanding the -- the challenges that we're faced

22 with, and the fact that the needs far, far exceeds those

23 resources that are now outdated.

24 And I really do -- I do encourage everyone that

25 has spoken from the heart and with passion to us, to the board

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1 members and to the department, to speak with the same passion to

2 the decision makers that decide what the revenue stream is to

3 meet the growing needs of our state transportation system.

4 I'm going to stop here. Thank you, Madam Chair,

5 for the opportunity to just weigh in.

6 CHAIRWOMAN DANIELS: Thank you, Board Member

7 Elters, and I'll just wrap up my comments as well.

8 I want to emphasize the fluidity of the five-year

9 plan. I was reminded earlier this week that we do not have a

10 state budget yet, that likely we will not have a state budget

11 until after our board meeting where we finalize the five-year

12 plan.

13 There is a way to fit all of these projects into

14 a five-year plan, and it would require the modernization of our

15 tax structure. So I'm glad you brought that up, Sam. I've

16 been -- I feel like an advocate for an upgrade to our tax

17 structure as it relates to vehicles and types of vehicles for

18 years now, and I think that is an important component of the

19 conversation, and I would love to activate all of the

20 individuals who spoke today and who have spoken for years now at

21 board meetings, advocating for their project, that perhaps we

22 should direct our attention to advocating at the Legislature for

23 individuals to come up with a new, additional plan. That is a

24 legislative act that would need to be in lockstep with the

25 Governor and the decisions that get made at our State Capitol,

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1 and I know that every board member on our team is willing to

2 engage in that conversation for a positive outcome. So perhaps

3 that's a project for after June 20th.

4 I again want to thank everybody for participating

5 and echo Board Member Howard's comments about moving forward

6 with sharing with all of us the alternatives that are possible

7 and commit to all the members, both who -- all the people who

8 spoke today that we hear you and are grateful for your continued

9 participation and for your added voice to this conversation.

10 It's an important component of what we do. It's no small task.

11 Thank you, staff, for everything that you guys

12 have done.

13 Any final words, Director Toth, for all of us?

14 DIRECTOR TOTH: Thank you. It's always good to

15 hear, you know, from the public as well as the Board and

16 understand that we're here to provide information and -- for the

17 decision in June.

18 CHAIRWOMAN DANIELS: And thanks to everyone, not

19 just at that table and in that room, but throughout the

20 department who've gotten us to this point. So thank you all.

21 All right. With that, I do believe that our

22 meeting today is adjourned, just shy of three hours. So thank

23 you all for -- or excuse me -- it's just shy of two hours. So

24 thank you all for your -- for your help today.

25 (Meeting adjourned.)

1 STATE OF ARIZONA)
2) ss.
3 COUNTY OF MARICOPA)

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 72 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.

14 DATED at Phoenix, Arizona, this 8th day of December 2025.

15
16
17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876
21
22
23
24
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Adjournment

Chair Jenn Daniels adjourned the State Transportation Board Meeting on May 16, 2025.

Meeting adjourned at 11:57a.m. PST.

Not Available for Signature

Jenn Dainels, Chair
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation

December 19, 2025

RES. NO. 2025-12-A-048
PROJECT: 095 LA 158 F0706 / 095-C(229)T
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: South of Parker Dam
ROUTE NO.: State Route 95
DISTRICT: Southwest
COUNTY: La Paz
PARCEL: 15-0357

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Quartzsite - Parker - Topock Highway, State Route 95, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

This project involves improvements of the existing right of way. A temporary construction easement outside the existing right of way is needed to be utilized for rockfall hazard mitigation, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to acquire and establish the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, QUARTZSITE - PARKER - TOPOCK HIGHWAY, South of Parker Dam, Project 095 LA 158 F0706 01C / 095-C(229)T".

December 19, 2025

RES. NO. 2025-12-A-048
PROJECT: 095 LA 158 F0706 / 095-C(229)T
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: South of Parker Dam
ROUTE NO.: State Route 95
DISTRICT: Southwest
COUNTY: La Paz
PARCEL: 15-0357

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of State Route 95.

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 §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 19, 2025

RES. NO. 2025-12-A-048
PROJECT: 095 LA 158 F0706 / 095-C(229)T
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: South of Parker Dam
ROUTE NO.: State Route 95
DISTRICT: Southwest
COUNTY: La Paz
PARCEL: 15-0357

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 19, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of the Quartzsite - Parker - Topock Highway, State Route 95, as set forth in the above referenced project.

This project involves improvements of the existing right of way. A temporary construction easement outside the existing right of way is needed to be utilized for rockfall hazard mitigation, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to acquire and establish the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, QUARTZSITE - PARKER - TOPOCK HIGHWAY, South of Parker Dam, Project 095 LA 158 F0706 01C / 095-C(229)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for the rehabilitation of existing roadway; and

December 19, 2025

RES. NO. 2025-12-A-048
PROJECT: 095 LA 158 F0706 / 095-C(229)T
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: South of Parker Dam
ROUTE NO.: State Route 95
DISTRICT: Southwest
COUNTY: La Paz
PARCEL: 15-0357

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 Deputy Director is adopted and made a part of this resolution; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes §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 Deputy Director compensate the necessary parties for the temporary construction easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

December 19, 2025

RES. NO. 2025-12-A-048
PROJECT: 095 LA 158 F0706 / 095-C(229)T
HIGHWAY: QUARTZSITE - PARKER - TOPOCK
SECTION: South of Parker Dam
ROUTE NO.: State Route 95
DISTRICT: Southwest
COUNTY: La Paz
PARCEL: 15-0357

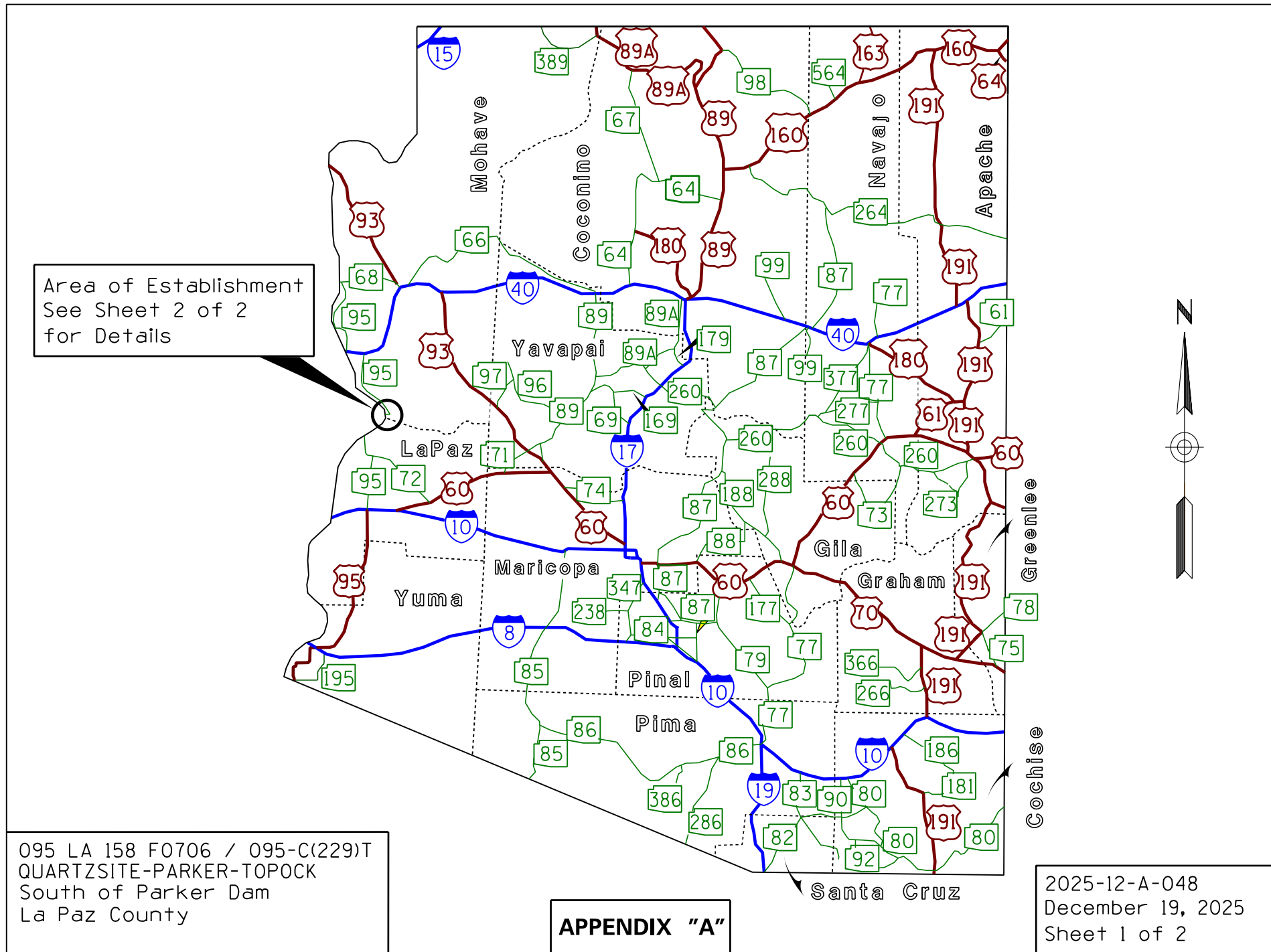
CERTIFICATION

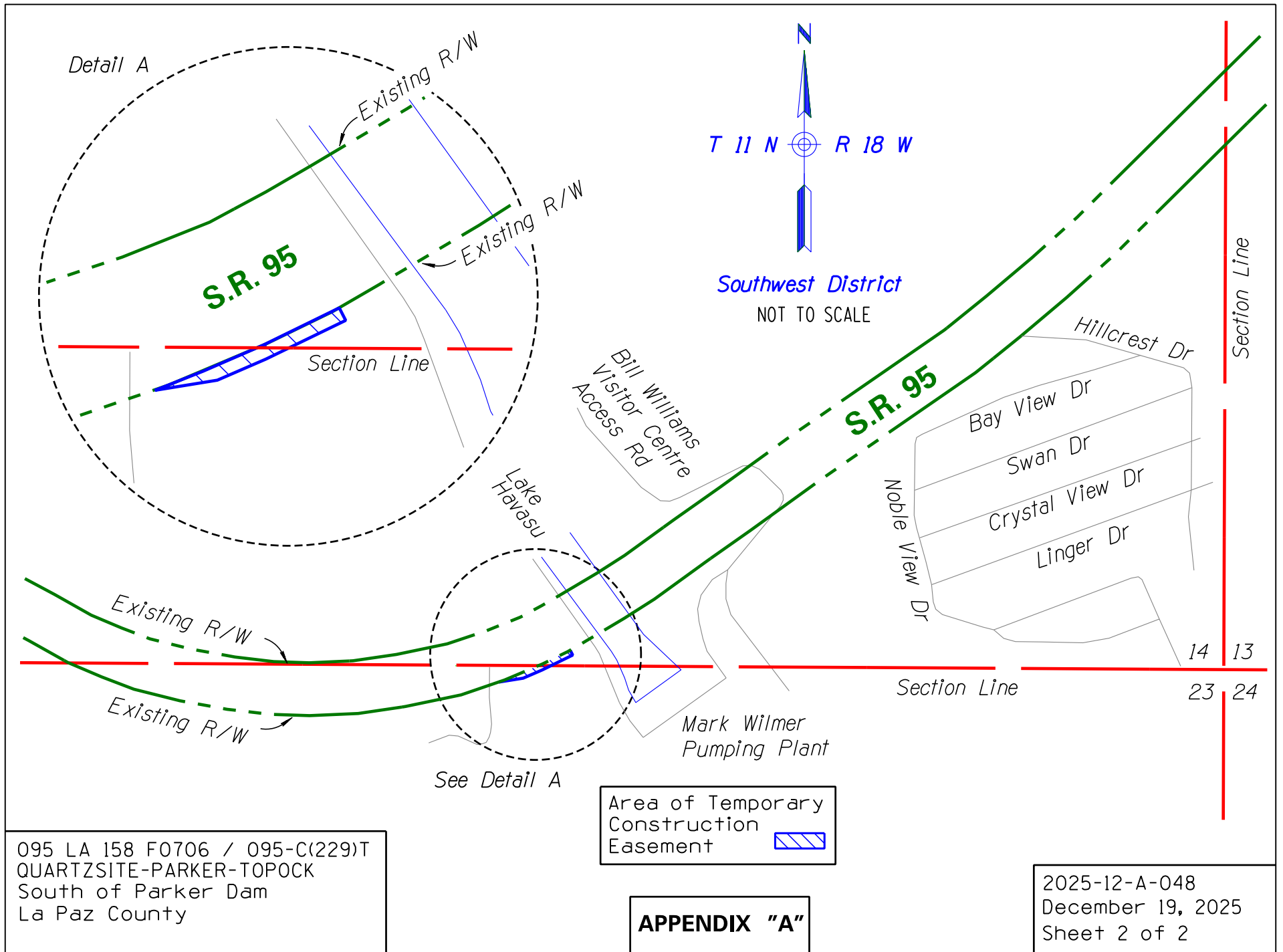
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 19, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 19, 2025.

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal





December 19, 2025

RES. NO. 2025-12-A-049
PROJECT: 260 NA 346 F0702 / 260-C(215)T
HIGHWAY: SHOW LOW - MCNARY - EAGER
SECTION: Knottingham Lane - MP 357
ROUTE NO.: State Route 260
DISTRICT: Northeast
COUNTY: Navajo
PARCELS: Multiple

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Show Low - McNary - Eager Highway, State Route 260, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for sidewalk improvements and ADA ramps, necessary to enhance the convenience and safety of the traveling public.

Accordingly, it is now necessary to acquire and establish the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated March of 2025, SHOW LOW - MCNARY - EAGER HIGHWAY, Knottingham Ln. - MP 357, Project 260 NA 346 F0702 01C / 260-C(215)T".

December 19, 2025

RES. NO. 2025-12-A-049
PROJECT: 260 NA 346 F0702 / 260-C(215)T
HIGHWAY: SHOW LOW - MCNARY - EAGER
SECTION: Knottingham Lane - MP 357
ROUTE NO.: State Route 260
DISTRICT: Northeast
COUNTY: Navajo
PARCELS: Multiple

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of State Route 260.

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 §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 19, 2025

RES. NO. 2025-12-A-049
PROJECT: 260 NA 346 F0702 / 260-C(215)T
HIGHWAY: SHOW LOW - MCNARY - EAGER
SECTION: Knottingham Lane - MP 357
ROUTE NO.: State Route 260
DISTRICT: Northeast
COUNTY: Navajo
PARCELS: Multiple

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 19, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of the Show Low - McNary - Eager Highway, State Route 260, as set forth in the above referenced project.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for sidewalk improvements and ADA ramps, necessary to enhance the convenience and safety of the traveling public.

Accordingly, it is now necessary to acquire and establish the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated March of 2025, SHOW LOW - MCNARY - EAGER HIGHWAY, Knottingham Ln. - MP 357, Project 260 NA 346 F0702 01C / 260-C(215)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for sidewalk improvements and ADA ramps; and

December 19, 2025

RES. NO. 2025-12-A-049
PROJECT: 260 NA 346 F0702 / 260-C(215)T
HIGHWAY: SHOW LOW - MCNARY - EAGER
SECTION: Knottingham Lane - MP 357
ROUTE NO.: State Route 260
DISTRICT: Northeast
COUNTY: Navajo
PARCELS: Multiple

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 Deputy Director is adopted and made a part of this resolution; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes §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 Deputy Director compensate the necessary parties for the temporary construction easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

December 19, 2025

RES. NO. 2025-12-A-049
PROJECT: 260 NA 346 F0702 / 260-C(215)T
HIGHWAY: SHOW LOW - MCNARY - EAGER
SECTION: Knottingham Lane - MP 357
ROUTE NO.: State Route 260
DISTRICT: Northeast
COUNTY: Navajo
PARCELS: Multiple

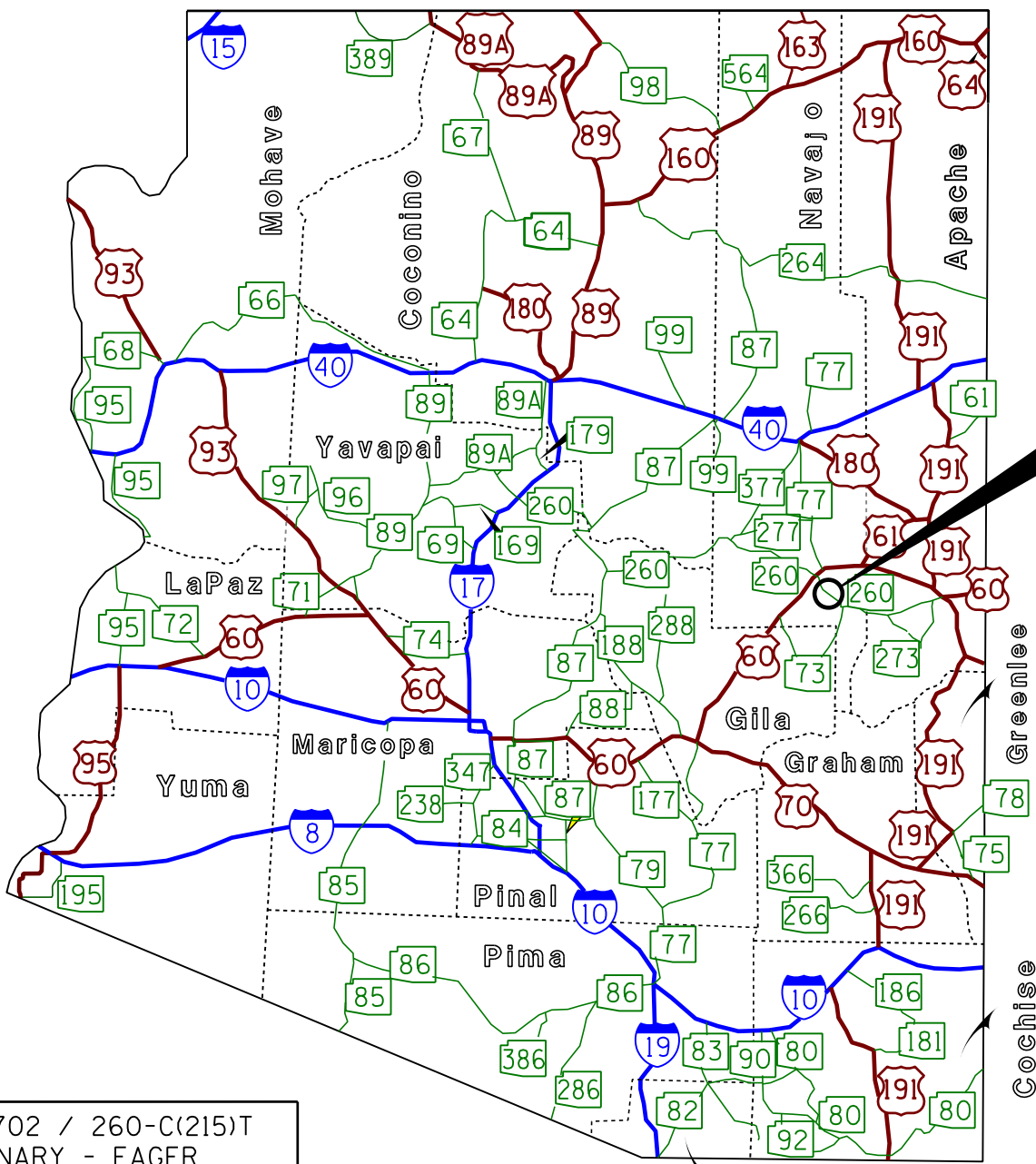
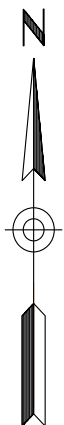
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 19, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 19, 2025.

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

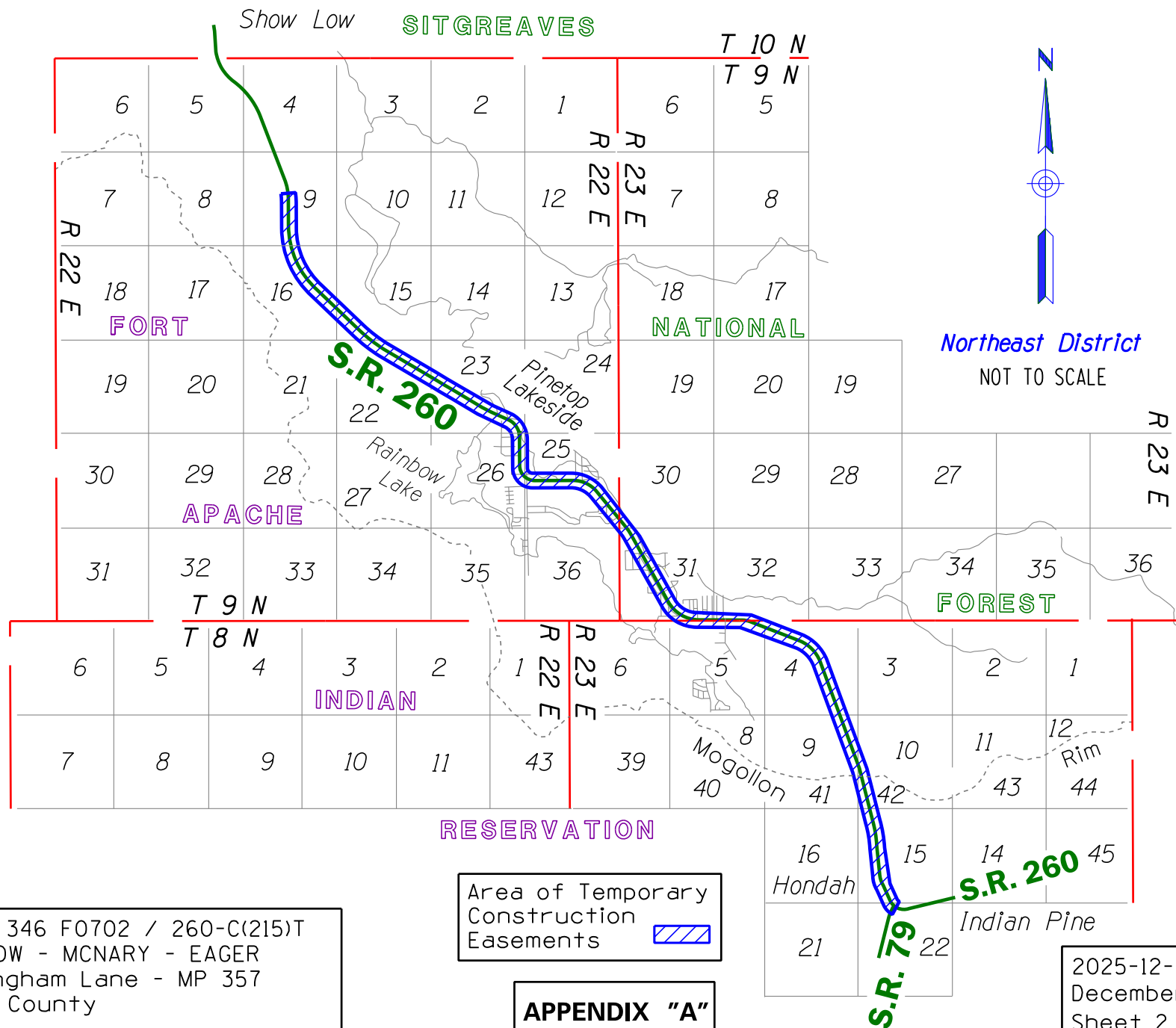


Area of Establishment
See Sheet 2 of 2
for Details

260 NA 346 F0702 / 260-C(215)T
SHOW LOW - MCNARY - EAGER
Knottingham Lane - MP 357
Navajo County

APPENDIX "A"

2025-12-A-049
December 19, 2025
Sheet 1 of 2



260 NA 346 F0702 / 260-C(215)T
 SHOW LOW - MCNARY - EAGER
 Knottingham Lane - MP 357
 Navajo County

Area of Temporary
 Construction
 Easements

APPENDIX "A"

2025-12-A-049
 December 19, 2025
 Sheet 2 of 2

December 19, 2025

RES. NO. 2025-12-A-050
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan (S. 38th St. -
E. Illini St.)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-13057

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the Phoenix - Casa Grande Highway, Interstate Route 10, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to accommodate design change and facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the travelling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

December 19, 2025

RES. NO. 2025-12-A-050
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan (S. 38th St. -
E. Illini St.)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-13057

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PHOENIX - CASA GRANDE HIGHWAY, I-17 Split - S.R. 202L Santan, Project 010 MA 151 F0072 / 010-C(220)T".

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

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, as an estate in fee, or such other interest as is required, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property 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.

December 19, 2025

RES. NO. 2025-12-A-050
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan (S. 38th St. -
E. Illini St.)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-13057

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

Respectfully submitted,

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 19, 2025

RES. NO. 2025-12-A-050
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan (S. 38th St. -
E. Illini St.)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-13057

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 19, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the acquisition and establishment of new right of way as a state route and state highway for the improvement of the Phoenix - Casa Grande Highway, Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the travelling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PHOENIX - CASA GRANDE HIGHWAY, I-17 Split - S.R. 202L Santan, Project 010 MA 151 F0072 / 010-C(220)T".

December 19, 2025

RES. NO. 2025-12-A-050
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan (S. 38th St. -
E. Illini St.)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-13057

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

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

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

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

December 19, 2025

RES. NO. 2025-12-A-050
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan (S. 38th St. -
E. Illini St.)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-13057

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

RESOLVED that written notice has been provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 28-7043, and to the affected governmental jurisdictions whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Deputy 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 Deputy Director is authorized to initiate condemnation proceedings.

December 19, 2025

RES. NO. 2025-12-A-050
PROJECT: 010 MA 151 F0072 / 010-C(220)T
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: I-17 Split - S.R. 202L Santan (S. 38th St. -
E. Illini St.)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-13057

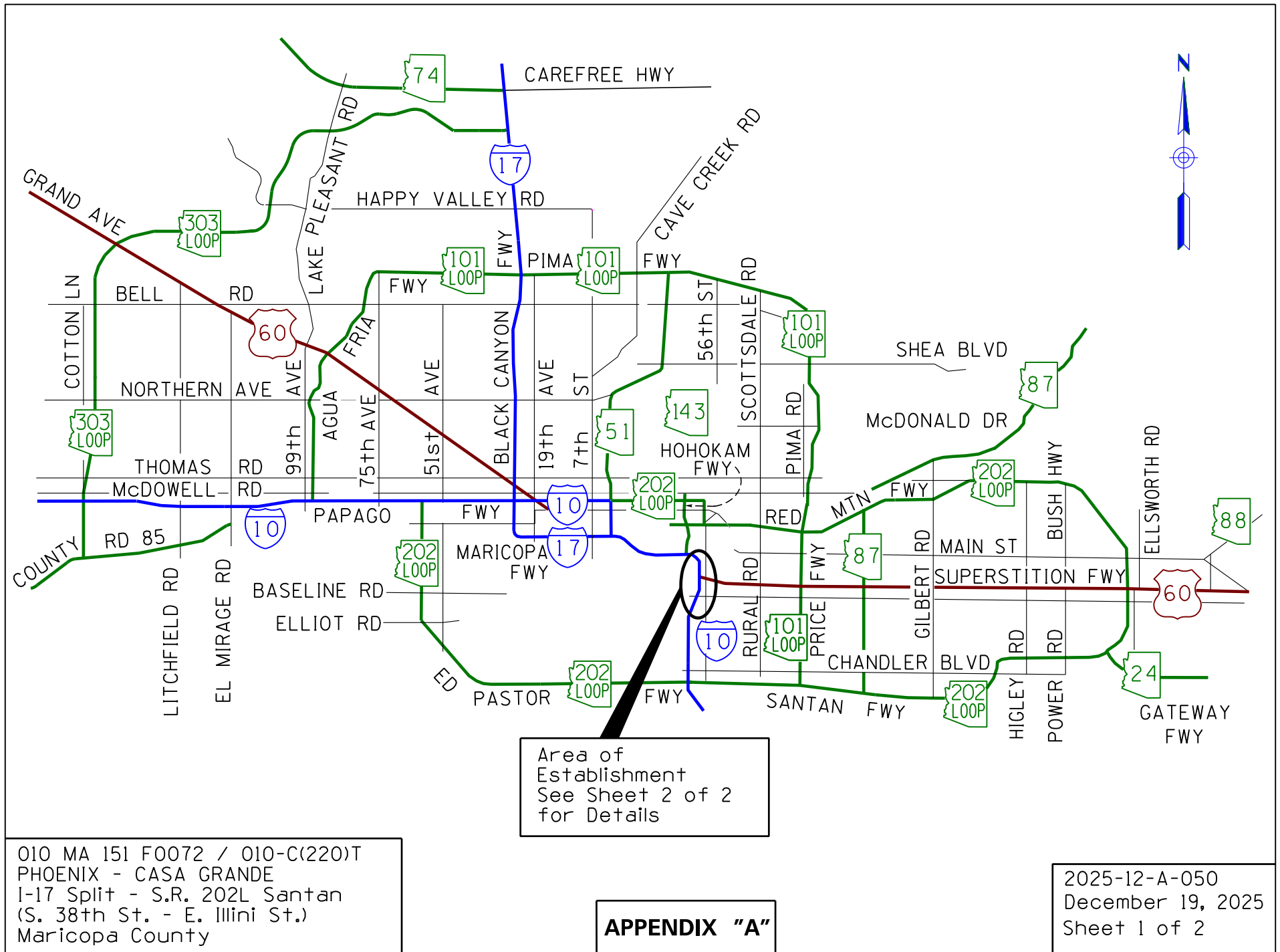
CERTIFICATION

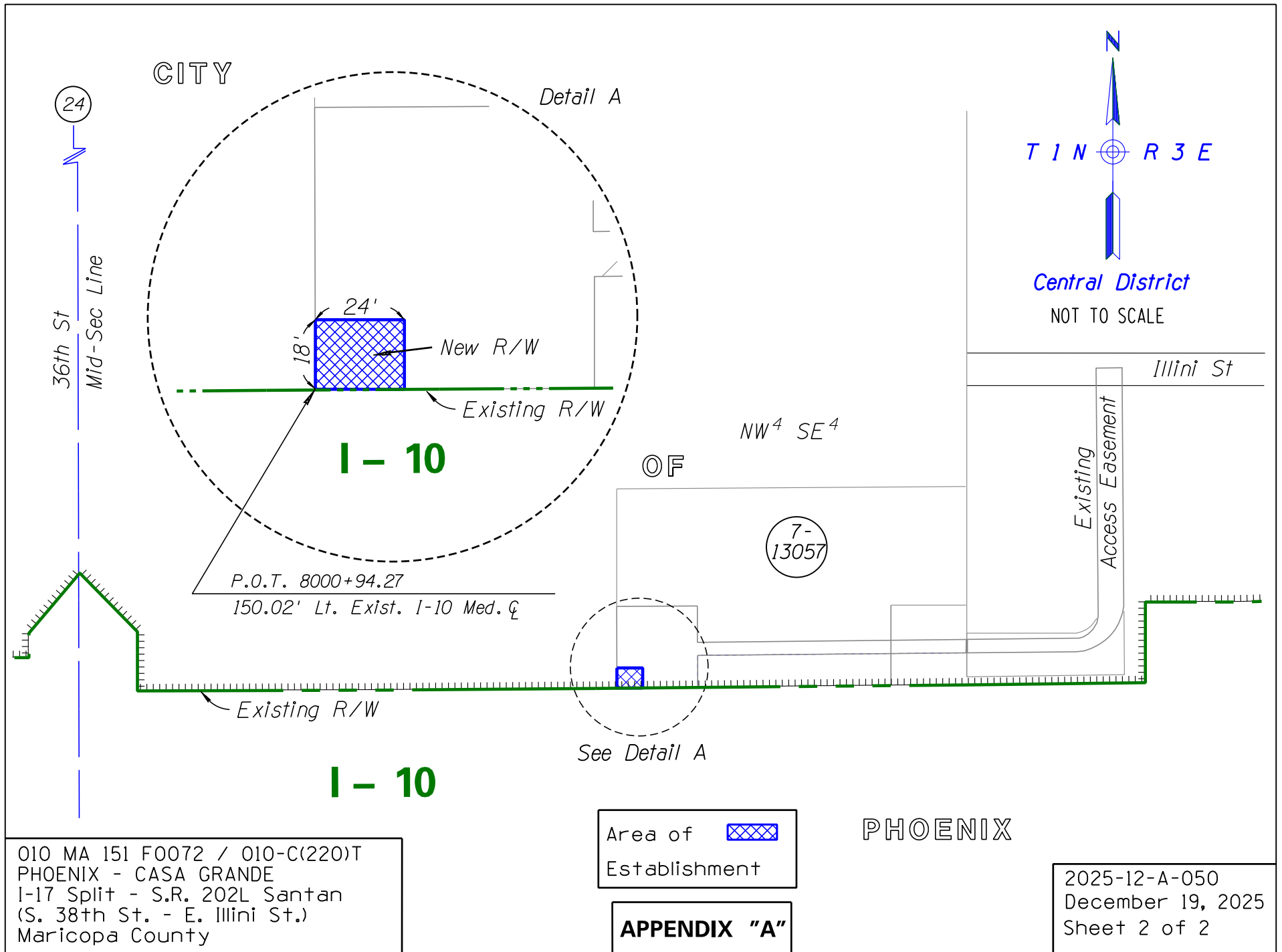
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 19, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 19, 2025.

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal





December 19, 2025

RES. NO. 2025-12-A-051
PROJECT: 347 MA 186 F0476
HIGHWAY: MARICOPA ROAD
SECTION: Riggs Road T.I.
ROUTE NO.: State Route 347
DISTRICT: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of Maricopa Road, State Route 347, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to be utilized for the reconfiguration and construction of roadway improvements necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans dated May of 2025, MARICOPA ROAD, Riggs Road Traffic Interchange, Project 347 MA 186 F0476".

December 19, 2025

RES. NO. 2025-12-A-051
PROJECT: 347 MA 186 F0476
HIGHWAY: MARICOPA ROAD
SECTION: Riggs Road T.I.
ROUTE NO.: State Route 347
DISTRICT: Central
COUNTY: Maricopa

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

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

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

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 19, 2025

RES. NO. 2025-12-A-051
PROJECT: 347 MA 186 F0176
HIGHWAY: MARICOPA ROAD
SECTION: Riggs Road T.I.
ROUTE NO.: State Route 347
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 19, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the acquisition and establishment of new right of way for the improvement of Maricopa Road, State Route 347, as set forth in the above referenced project.

New right of way is now needed to be utilized for the reconfiguration and construction of roadway improvements necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route 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, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans dated May of 2025, MARICOPA ROAD, Riggs Road Traffic Interchange, Project 347 MA 186 F0476".

December 19, 2025

RES. NO. 2025-12-A-051
PROJECT: 347 MA 186 F0476
HIGHWAY: MARICOPA ROAD
SECTION: Riggs Road T.I.
ROUTE NO.: State Route 347
DISTRICT: Central
COUNTY: Maricopa

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

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

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

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, 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 indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

December 19, 2025

RES. NO. 2025-12-A-051
PROJECT: 347 MA 186 F0476
HIGHWAY: MARICOPA ROAD
SECTION: Riggs Road T.I.
ROUTE NO.: State Route 347
DISTRICT: Central
COUNTY: Maricopa

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes §§ 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, haul roads, material for construction, 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 Deputy Director secure an appraisal of the property to be acquired and that necessary parties be compensated.

December 19, 2025

RES. NO. 2025-12-A-051
PROJECT: 347 MA 186 F0476
HIGHWAY: MARICOPA ROAD
SECTION: Riggs Road T.I.
ROUTE NO.: State Route 347
DISTRICT: Central
COUNTY: Maricopa

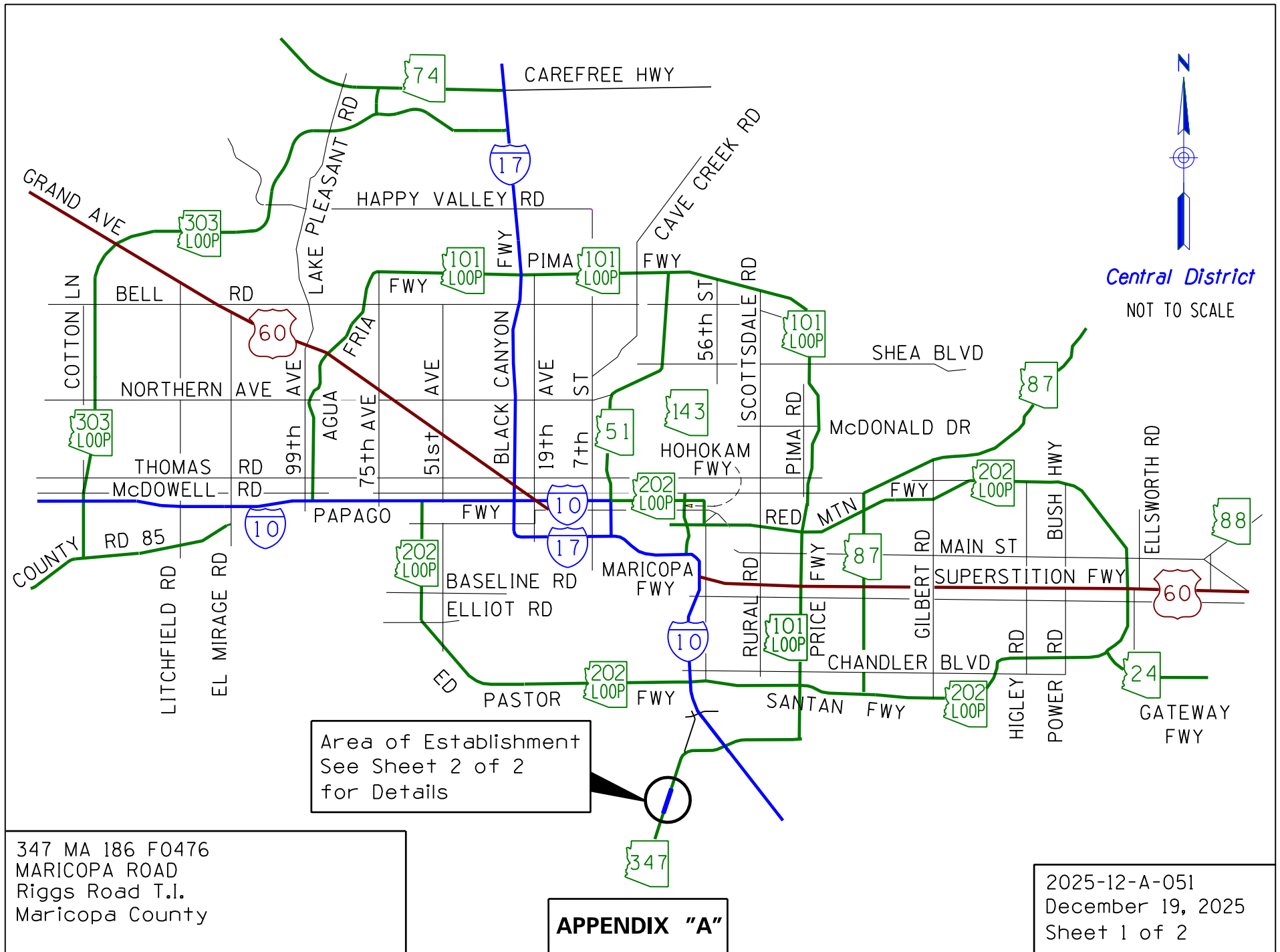
CERTIFICATION

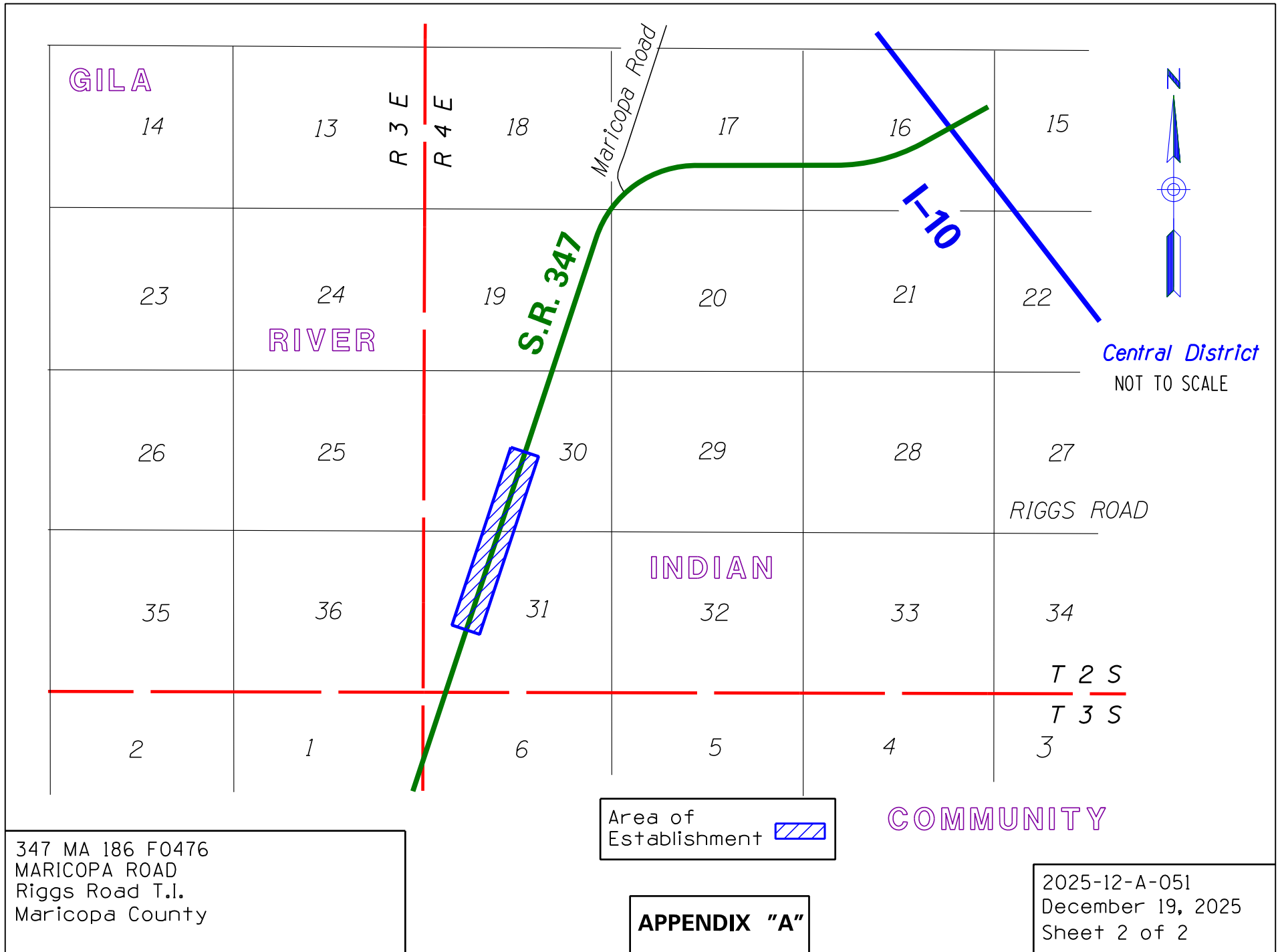
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 19, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 19, 2025.

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal





December 19, 2025

RES. NO. 2025-12-A-052
PROJECT: F.I. 53
HIGHWAY: GILA BEND - BUCKEYE
SECTION: Old Unconstructed U.S. Route 80
ROUTE NO.: U.S. Route 80
DISTRICT: Southwest
COUNTY: Maricopa
DISPOSAL: D-SW-008

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the vacation and extinguishment of certain highway easement right of way originally acquired for use within the above referenced project.

The right of way to be vacated and extinguished was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

Said highway easement rights of way that are no longer required in the State Transportation System, nor will it necessarily be used for public highway purposes.

Accordingly, I recommend that all of the State's interest in and to said right of way easement be removed from the State Transportation System by vacation and extinguishment thereof, in accordance with Arizona Revised Statutes §28-7214.

This resolution is considered the only document necessary to vacate and extinguish said highway easement right of way; and no other instrument of conveyance is legally required.

The highway easement right of way to be vacated and extinguished was acquired by the instrument recorded August 18, 1952, in Docket 976, Page 375, records of Maricopa County, Arizona.

December 19, 2025

RES. NO. 2025-12-A-052
PROJECT: F.I. 53
HIGHWAY: GILA BEND - BUCKEYE
SECTION: Old Unconstructed U.S. Route 80
ROUTE NO.: U.S. Route 80
DISTRICT: Southwest
COUNTY: Maricopa
DISPOSAL: D-SW-008

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes §28-7210, shall continue as they existed prior to the vacation and extinguishment of the highway easement right of way.

The vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213.

This resolution is considered the only document necessary to vacate and extinguish said highway easement right of way; and no other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes §§28-7046 and 28-7214, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P.E., Deputy Director
for Transportation/State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 19, 2025

RES. NO. 2025-12-A-052
PROJECT: F.I. 53
HIGHWAY: GILA BEND - BUCKEYE
SECTION: Old Unconstructed U.S. Route 80
ROUTE NO.: U.S. Route 80
DISTRICT: Southwest
COUNTY: Maricopa
DISPOSAL: D-SW-008

RESOLUTION OF EXTINGUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 19, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§28-7046, 28-7210, and 28-7214, recommending removal of certain highway easement rights of way from the State Transportation System by the vacation and extinguishment thereof.

Said highway easement rights of way that are no longer required in the State Transportation System, nor will it necessarily be used for public highway purposes.

Accordingly, I recommend that all of the State's interest in and to said right of way easement be removed from the State Transportation System by vacation and extinguishment thereof, in accordance with Arizona Revised Statutes §28-7214.

This resolution is considered the only document necessary to vacate and extinguish said highway easements right of way; and no other instrument of conveyance is legally required.

The highway easements right of way to be vacated and extinguished was acquired by instrument recorded August 18, 1952, Docket 976, Page 375, records of Maricopa County, Arizona.

WHEREAS said highway easements rights of way is no longer needed for State transportation purposes nor will it necessarily be used for public highway purposes; and

December 19, 2025

RES. NO. 2025-12-A-052
PROJECT: F.I. 53
HIGHWAY: GILA BEND - BUCKEYE
SECTION: Old Unconstructed U.S. Route 80
ROUTE NO.: U.S. Route 80
DISTRICT: Southwest
COUNTY: Maricopa
DISPOSAL: D-SW-008

WHEREAS this resolution is considered the only document necessary to vacate and extinguish said highway easement right of way; and no other instrument of conveyance is legally required; and

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

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

RESOLVED that the vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the only document necessary to vacate and extinguish said highway easement right of way; and no other instrument of conveyance is legally required; be it further

RESOLVED that the highway easement right of way is removed by vacation and extinguishment from the State Transportation System.

December 19, 2025

RES. NO. 2025-12-A-052
PROJECT: F.I. 53
HIGHWAY: GILA BEND - BUCKEYE
SECTION: Old Unconstructed U.S. Route 80
ROUTE NO.: U.S. Route 80
DISTRICT: Southwest
COUNTY: Maricopa
DISPOSAL: D-SW-008

CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 19, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 19, 2025.

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

December 19, 2025

RES. NO. 2025-12-A-053
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the Ehrenberg - Phoenix Highway, Interstate Route 10, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBURG - PHOENIX HIGHWAY, Jackrabbit Trail T.I., Project 010 MA 122 F0486 01C / 010-B(222)T".

December 19, 2025

RES. NO. 2025-12-A-053
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, as an estate in fee, or such other interest as is required, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property 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.

December 19, 2025

RES. NO. 2025-12-A-053
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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

Respectfully submitted,

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

December 19, 2025

RES. NO. 2025-12-A-053
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on December 19, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the acquisition and establishment of new right of way as a state route and state highway for the improvement of the Ehrenberg - Phoenix Highway, Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed to facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBURG - PHOENIX HIGHWAY, Jackrabbit Trail T.I., Project 010 MA 122 F0486 01C / 010-B(222)T".

December 19, 2025

RES. NO. 2025-12-A-053
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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

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

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

RESOLVED that the recommendation of the Deputy 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

December 19, 2025

RES. NO. 2025-12-A-053
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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

RESOLVED that written notice has been provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 28-7043, and to the affected governmental jurisdictions whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Deputy 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 Deputy Director is authorized to initiate condemnation proceedings.

December 19, 2025

RES. NO. 2025-12-A-053
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

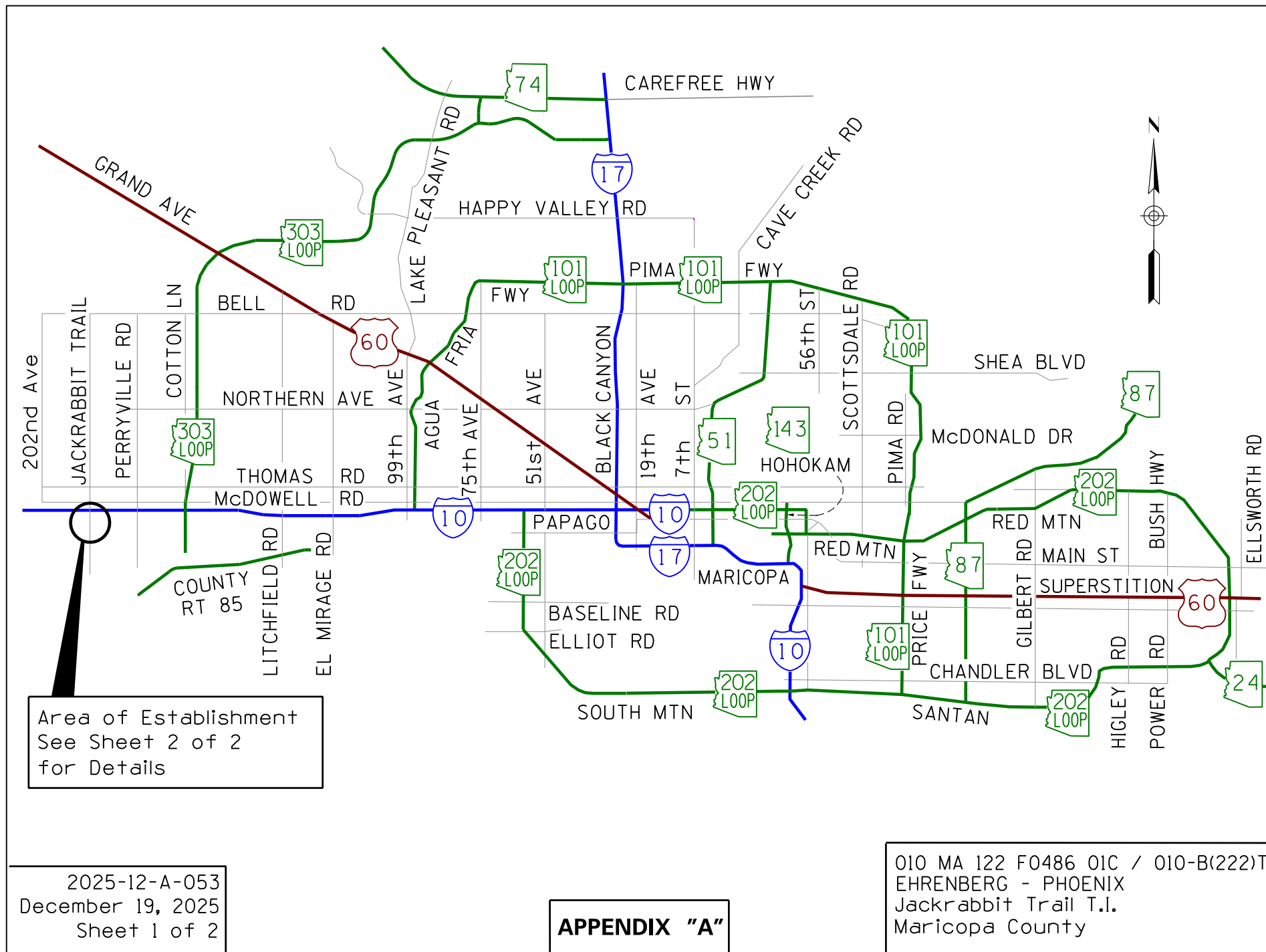
CERTIFICATION

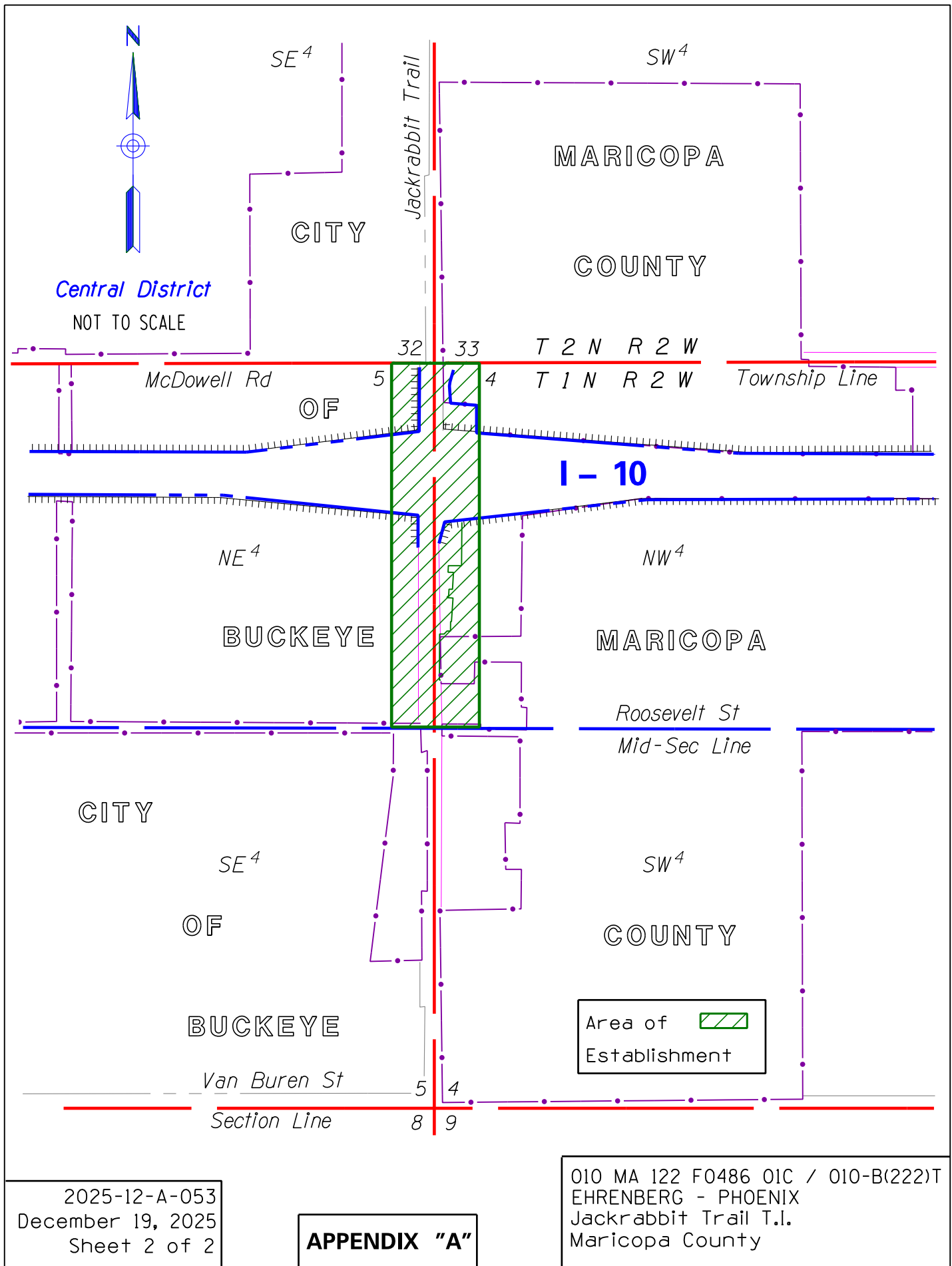
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 19, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 19, 2025.

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal





Inception to Date	Cumulative AZ SMART Fund Report					
Funding Category	ADOT	Muni < 10K	Muni 10K+	County < 100K	County 100K+	Total
Revenue						
Legislative Appropriations	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	\$62,500,000
Interest Earnings	\$1,322,673	\$1,311,158	\$1,287,311	\$1,320,788	\$1,308,434	\$6,550,364
Total Revenues	\$13,822,673	\$13,811,158	\$13,787,311	\$13,820,788	\$13,808,434	\$69,050,364
Approvals						
Grant Development		\$4,600		\$50,000		\$54,600
Match Awards	\$5,371,724	\$31,212	\$17,305,153	\$3,346,000	\$4,502,642	\$30,556,731
Design & Engineering	\$3,750,000	\$11,314,078	\$7,638,707	\$6,260,283	\$6,670,000	\$35,633,068
1% Program Administration	\$100,000					\$100,000
Match Released	(1,250,000)	0	(6,277,008)	0	0	(7,527,008)
Design Recovered	0	(807,500)	(1,546,772)	(1,204,452)	0	(3,558,724)
Net Approvals	\$7,971,724	\$10,542,390	\$17,120,080	\$8,451,831	\$11,172,642	\$55,258,667
Redistribution						
Net Redistributions/Adjustments /1	(2,786,846)	(1,508,486)	6,271,872	(2,304,851)	328,311	0
Current Available for Award	\$3,064,103	\$1,760,282	\$2,939,103	\$3,064,106	\$2,964,103	\$13,791,697
Pending Requests						
Grant Development		\$0		\$0		\$0
Match Awards	\$0	\$0	\$1,986,400	\$0	\$2,750,000	\$4,736,400
Design & Other Eng Svcs (DOES)	\$0	\$688,143	\$0	\$1,608,223	\$0	\$2,296,366
Total Pending Requests	\$0	\$688,143	\$1,986,400	\$1,608,223	\$2,750,000	\$7,032,766
After Approval of Pending Requests	\$3,064,103	\$1,072,139	\$952,703	\$1,455,883	\$214,103	\$6,758,931
Notes:						
1/ Includes all redistributions approved by the Board plus interest earned in January and July but received in the month following Board approval.						

Withdrawn
12/05/2025

Applicant	Request Type	Requested Amount	Project Title
City of Williams	DOES	\$688,143	Sidewalk and Pedestrian Improvements on Rodeo Road. This project will start at N Humbolt Street and end at Quarter Horse Road within county/city Right-of-Way on Rodeo Road.
Town of Miami	DOES	\$1,877,685	Town of Miami Roadway Improvement Project - Design Phase
Municipalities Under 10K Total		\$688,143	

Coolidge	Match	\$1,043,800	City of Coolidge Systemic Intersection and Corridor Safety Enhancements
City of Eloy	Match	\$942,600	City of Eloy Systemic Intersection Safety Enhancements, W Frontier St (SR 84) & Battaglia Rd and SR 87 & Battaglia Rd
Municipalities over 10K Total		\$1,986,400	

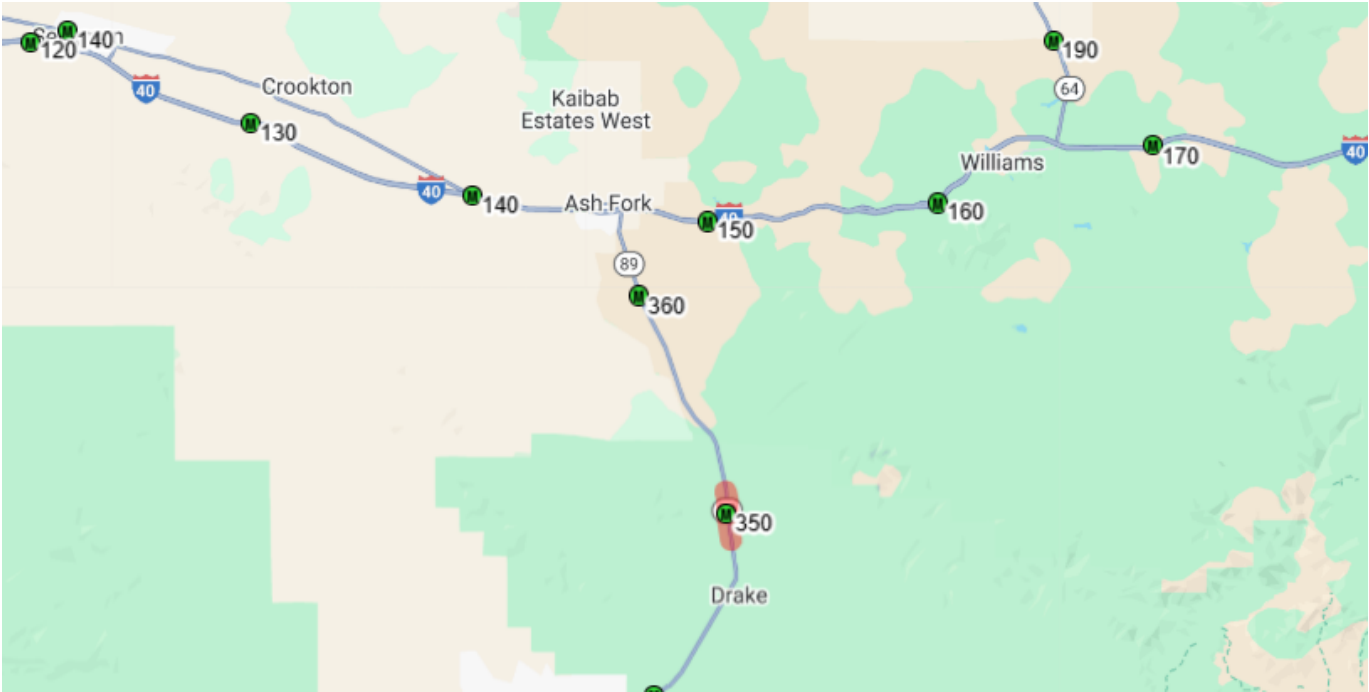
Cochise County	Match	\$2,750,000	Davis Rd, Central Highway to US 191
Counties over 100K Total		\$2,750,000	

New
Application
Recieved
12/05/2025

La Paz County	DOES	\$1,608,223	Vicksburg Road Design and Reconstruction Project (La Paz County)
Counties Under 100K Total		\$1,608,223	

PPAC - PROJECT MODIFICATIONS AND NEW PROJECTS

	Route & MP:	89 @ MP 353.4
*ITEM 7a	Project Name:	N OF PAULDEN - S OF I-40, NB
	Type of Work:	PASSING LANE
	County:	Yavapai
	District:	Northwest
	Schedule:	FY 20 26
	Project:	F063401C TIP#: 103635
	Project Manager:	Frank Fry
	Program Amount:	\$4,275,000
	New Program Amount:	\$4,560,000
	Requested Action:	Increase Budget. Change Schedule.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/4/2025

2. Teleconference: No

3. Form Date / 5. Form By:

11/6/2025

Frank Fry

4. Project Manager / Presenter:

Frank Fry @ (520) 838-3411

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

N OF PAULDEN - S OF I-40, NB

7. Type of Work:

PASSING LANE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JH1Q	Northwest	89	Yavapai	353.4	F063401C ?	1.2	089-B(223)T

16. Program Budget: \$4,275

17. Program Item #: 103635

18. Current Approved Program Budget:

\$4,275

18a. (+/-) Program Budget Request:

\$285

18b Total Program Budget After Request:

\$4,560

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
103635	\$4,031	.	94.3 Percent Fed HSIP
103635	\$244	.	5.7 Percent State

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74826	\$285	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 26
 22. CURRENT BID READY: 12/5/2025
 23. CURRENT ADV DATE: 12/16/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
 22A. REQUEST BID READY:
 23A. REQUEST ADV DATE: 1/23/2026

20. JPA #'s: SIGNED: NO ADV: NO

[PROJECT FUNDING VERIFIED BY PM](#)

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE IV

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Budget.
 Change Schedule.

26. JUSTIFICATION OF REQUEST

This HSIP project will construct a 1.2 Mile Long NB Passing Lane on SR 89 north of Paulden. HSIP funds cannot be used to resurface the existing, adjacent travel lanes; however, providing a mill and SMA surface course placement is a cost-effective approach to extend the pavement life as the existing pavement is cracking and rutting. Changing schedule from Qtr 2 to Qtr 3.

ICAP is included in the request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCHEDULE
 CHANGE IN BUDGET

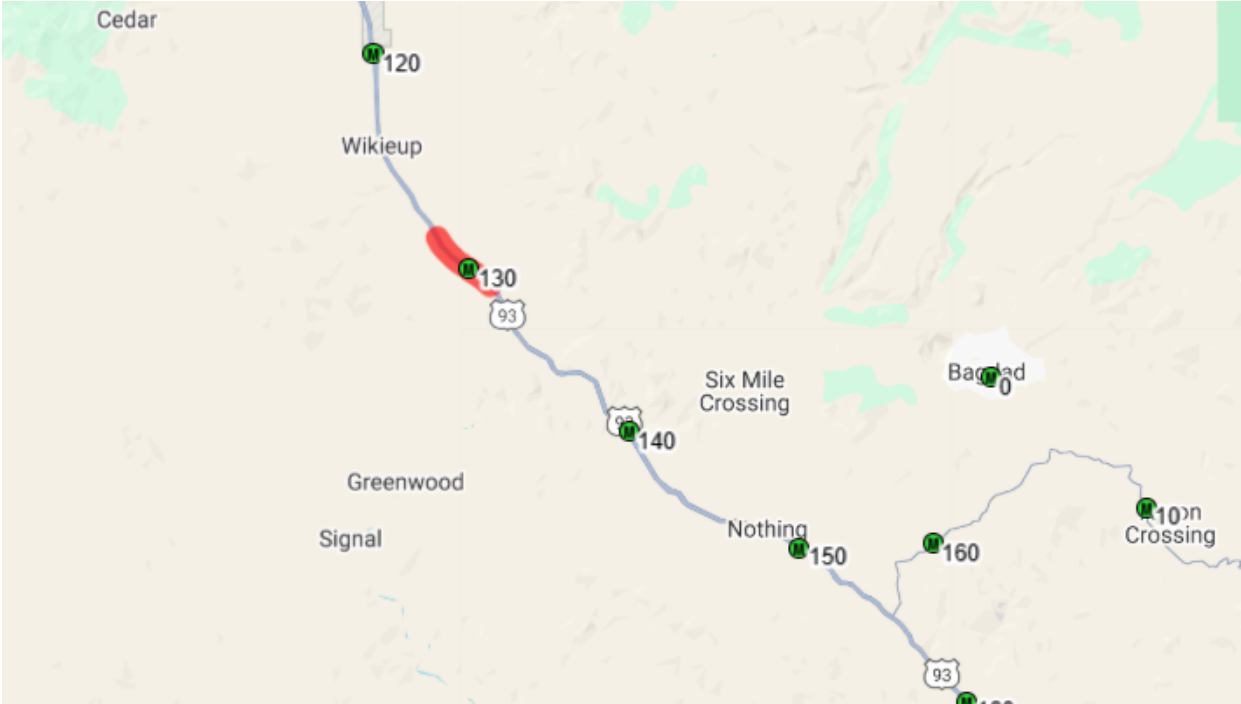
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 12/3/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS AND NEW PROJECTS

*ITEM 7b	Route & MP:	93 @ MP 128
	Project Name:	CHOLLA CANYON RANCH ROAD - EAST OLDEUP HILLSIDE
	Type of Work:	PAVEMENT REHABILITATION
	County:	Mohave
	District:	Northwest
	Schedule:	
	Project:	F076001C TIP#: 104405
	Project Manager:	Bharat Kandel
	Program Amount:	\$14,548,000
New Program Amount:		\$17,548,000
Requested Action:		Increase Budget. Change Beginning Milepost.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/4/2025

2. Teleconference: No

3. Form Date / 5. Form By:

11/6/2025

Bharat Kandel

4. Project Manager / Presenter:

Bharat Kandel @ (602) 712-8736

205 S 17th Ave, , EM01 - 4983 PROJECT MANAGEMENT

6. Project Name:

CHOLLA CANYON RANCH ROAD - EAST OLDEUP HILLSIDE

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
PW1Q	Northwest	93	Mohave	128	F076001C ?	3	093-B(227)T

16. Program Budget: \$14,548

17. Program Item #: 104405

18. Current Approved Program Budget:

\$14,548

18a. (+/-) Program Budget Request:

\$3,000

18b Total Program Budget After Request:

\$17,548

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
104405	\$14,548		

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72326	\$3,000		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE V
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Budget.

Change Beginning Milepost.

26. JUSTIFICATION OF REQUEST

The subgrade on SB US93 between approximate MP 129.4 and MP 129.7 has been identified as being unstable. During the design of the project, following the engineering investigations, the design team recommended reconstructing the roadway within the area of unstable subgrade using High Survivability Separation Geotextile Fabric, Geogrid Base Reinforcement, Aggregate Base, thicker asphaltic pavement, and drainage improvements.

The request also includes a change of beginning milepost from MP 128.0 to MP 127.67, to avoid a gap in pavement treatment between this and a recently completed pavement rehabilitation project. The additional construction cost to rehab the pavement in this gap, is included in this request.

ICAP is included in the request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

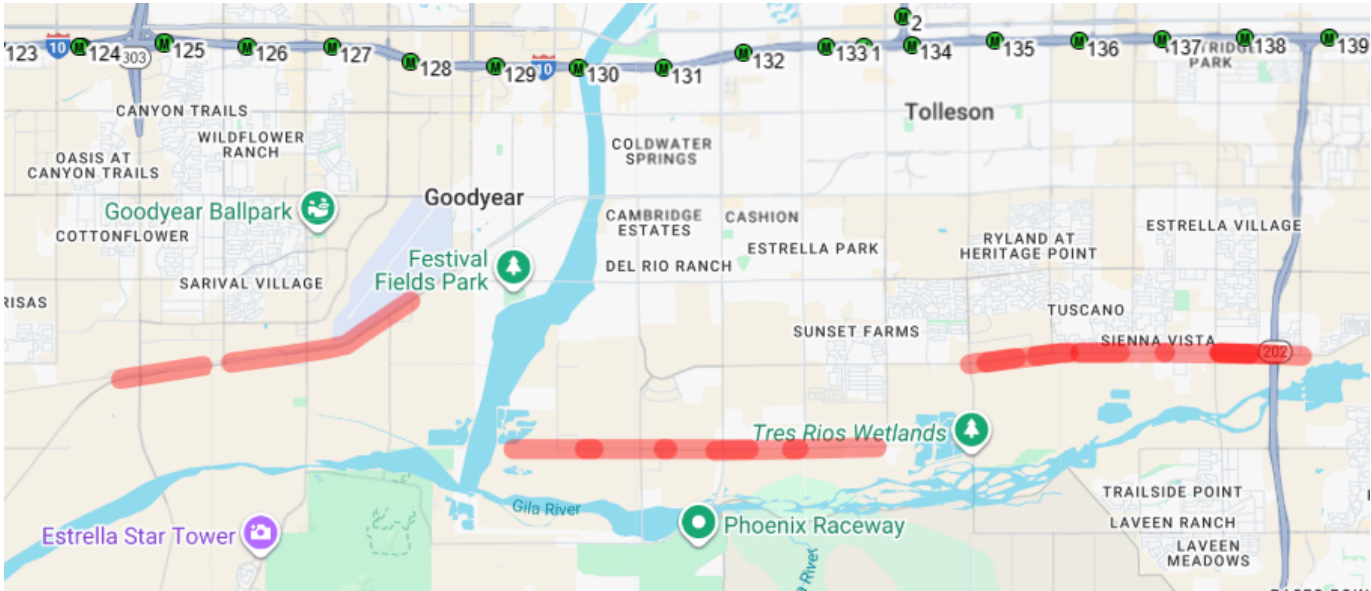
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 12/3/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS AND NEW PROJECTS

*ITEM 7c	Route & MP:	30 @ MP 57.0
	Project Name:	SR 30, TRES RIOS
	Type of Work:	RIGHT OF WAY ACQUISITION
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	H687601R TIP#: 8892
	Project Manager:	Troy Sieglitz
Program Amount:		\$662,655,000
New Program Amount:		\$886,655,000
Requested Action:		Increase Budget.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/18/2025

2. Teleconference: No

3. Form Date / 5. Form By:

11/20/2025

Troy Sieglitz

4. Project Manager / Presenter:

Troy Sieglitz @ (602) 712-2211

1611 W Jackson St, , -

6. Project Name:

SR 30, TRES RIOS

7. Type of Work:

RIGHT OF WAY ACQUISITION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JG1H	Central	30	Maricopa	57.0	H687601R	13.8	

16. Program Budget: \$662,655

17. Program Item #: 8892

18. Current Approved Program Budget:

\$662,655

18a. (+/-) Program Budget Request:

\$224,000

18b Total Program Budget After Request:

\$886,655

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49926	\$155,598 .		RARF
49826	\$68,402 .		NHPP

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
40208	\$15,000	.	.
49918	\$60,000	.	.
8892	\$56,944	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
8892	\$10,000	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
OTHR10	\$100	.	.
8892	\$66,944	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
8892	\$52,100	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
49822	\$27,976	.	.
49922	\$60,381	.	.
8892	\$32,532	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
49823	\$42,451	.	.
49923	\$4,108	.	.
49923	(\$3,000)	.	.
8892	\$1,768	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	5.7pct RARF Match
8892	\$36,239	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	100pct RARF
8892	\$29,252	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	NHPP
49824	\$15,264	.	NHPP
49924	\$3,907	.	100pct RARF
49924	\$923	.	5.7pct RARF Match
3660- 24R	\$1,490	.	100pct RARF
8892	\$70,568	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	NHPP
8892	\$4,266	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	5.7pct RARF MATCH (\$4,265,505)
8892	\$16,042	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	100pct RARF (16,402,300)
49925	\$56,400	.	RARF
49825	\$1,000	.	NHPP

CURRENT SCHEDULE:21. CURRENT FISCAL YEAR:22. CURRENT BID READY:23. CURRENT ADV DATE:**CHANGE REQUEST\NEW SCHEDULE:**21A. REQUEST FISCAL YEAR:22A. REQUEST BID READY:23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Increase Budget.

26. JUSTIFICATION OF REQUEST

The environmental decision document (Environmental Assessment) was approved on 11/06/2019 with a Finding of No Significant Impact (FONSI) allowing for right-of-way acquisition to move forward for the SR 30, Tres Rios Freeway. Right-of-Way acquisition and funding is programmed over several years. This request will add FY 2026 funding for continued right-of-way acquisitions.

Funding for right-of-way and utilities was approved in the MAG TIP.

DOT 26-519R

Right-of-Way: \$211,122K

ICAP: \$12,878K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/3/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS AND NEW PROJECTS

	Route & MP:	999 @ MP
*ITEM 7d	Project Name:	Sedona, Show Low, Flagstaff
	Type of Work:	Upgrade Traffic Cabinet
	County:	Statewide
	District:	
	Schedule:	
	Project:	F089501X
	Project Manager:	Brad Burgess
	Program Amount:	\$0
	New Program Amount:	\$340,000
	Requested Action:	Establish New Project.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/4/2025

2. Teleconference: No

3. Form Date / 5. Form By:

11/6/2025

Brad Burgess

4. Project Manager / Presenter:

Brad Burgess @ (602) 712-7399

1801 W JEFFERSON ST, 171, 107A - 6000 PDO TECH DIVISION DIRECTOR

6. Project Name:

Sedona, Show Low, Flagstaff

7. Type of Work:

Upgrade Traffic Cabinet

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
 - Flagstaff 999 Statewide F089501X ?

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$340

18b Total Program Budget After Request:

\$340

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78826	\$340	.	Traffic Cabinet Upgrade

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 26

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish New Project.

26. JUSTIFICATION OF REQUEST

This project will replace outdated TS-1 signal cabinets with TS-2 signal cabinets at four intersections on SR 89A in Sedona, two intersections on SR 89A in Flagstaff, and two intersections on US 60 in Show Low. Seven Mio-vision video detection systems will also be installed in Sedona.

The project will be carried out by ADOT forces.

Sedona Intersections

SR 89A & Andante Dr, SR 89A & Coffeepot, SR 89A & Airport Rd, SR 89A & Upper Red Rock Loop

Flagstaff Intersections

SR 89A & Riordan, SR 89A & Plaza

Show Low Intersections

US 60 & McNeil, US 60 & SR 77

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

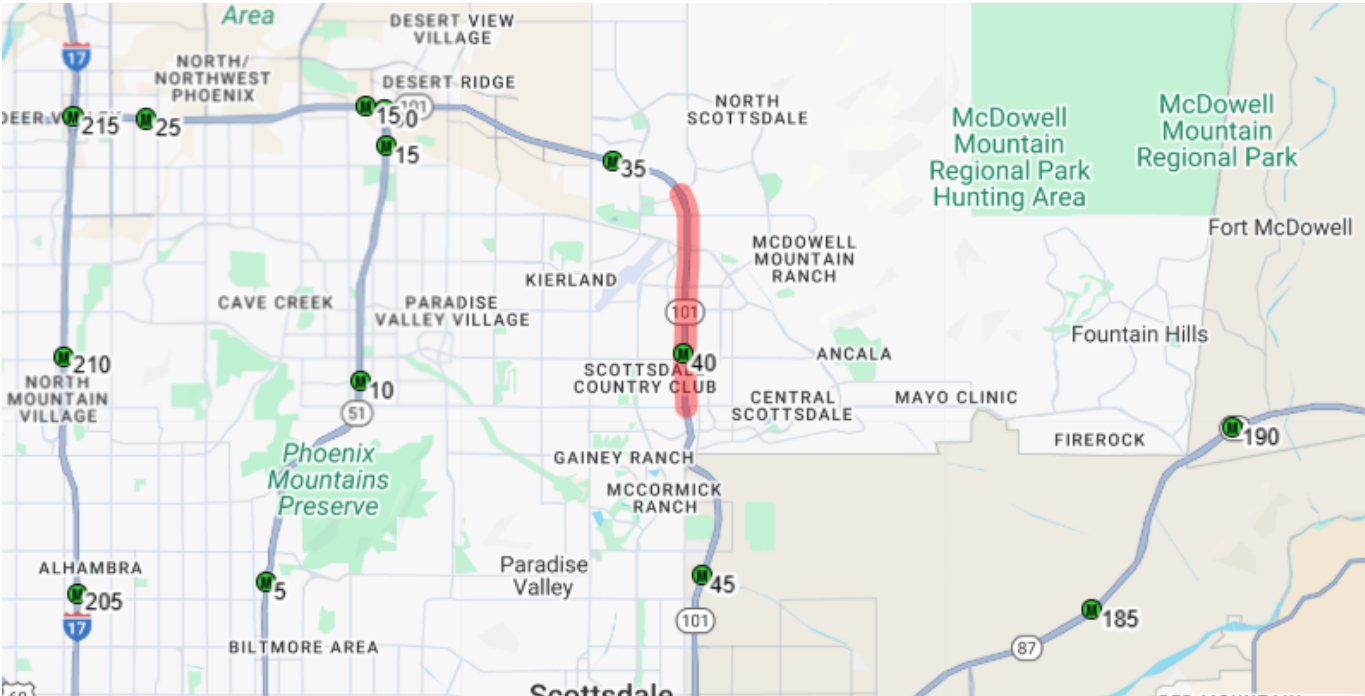
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 12/3/2025



PPAC - PROJECT MODIFICATIONS AND NEW PROJECTS

	Route & MP:	101L @ MP 36
*ITEM 7e	Project Name:	PRINCESS DR - SHEA BLVD
	Type of Work:	DIAMOND GRIND
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	F077001C TIP#: 104836
	Project Manager:	Berwyn Wilbrink
	Program Amount:	\$0
	New Program Amount:	\$14,800,000
	Requested Action:	Establish New Project.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/18/2025

2. Teleconference: No

3. Form Date / 5. Form By:

11/20/2025

Berwyn Wilbrink

4. Project Manager / Presenter:

Berwyn Wilbrink @

- 4983 PROJECT MANAGEMENT

6. Project Name:

PRINCESS DR - SHEA BLVD

7. Type of Work:

DIAMOND GRIND

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
RD1Q	Central	101L	Maricopa	36	F077001C ?	13	

16. Program Budget: \$0

17. Program Item #: 104836

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$14,800

18b Total Program Budget After Request:

\$14,800

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49926	\$14,800		MAG RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE: NO

24g. U&RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NO

24h. C&S CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

25. DESCRIPTION OF REQUEST

Establish New Project.

26. JUSTIFICATION OF REQUEST

Construct pavement surface treatment following the construction of the widening improvements. This is an extension of MAG's Diamond Grind Pilot Program.

MAG TIP ID: DOT25-038 (TIP Segment ID 72670).

ICAP is included in this request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/3/2025**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS AND NEW PROJECTS

*ITEM 7f	Route & MP:	999 @ MP
	Project Name:	Statewide Stormwater Protection Report - FY26
	Type of Work:	Regulatory Compliance
	County:	Statewide
	District:	
	Schedule:	
	Project:	M729301X TIP#: 104944
	Project Manager:	Eileen Dunn
	Program Amount:	\$0
	New Program Amount:	\$430,000
	Requested Action:	Establish a New Project.

ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/25/2025

2. Teleconference: No

3. Form Date / 5. Form By:

11/26/2025

Eileen Dunn

4. Project Manager / Presenter:

Eileen Dunn @

,, - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

Statewide Stormwater Protection Report - FY26

7. Type of Work:

Regulatory Compliance

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
 - 999 Statewide M729301X ?

16. Program Budget: \$0

17. Program Item #: 104944

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$430

18b Total Program Budget After Request:

\$430

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
79526	\$430		Environmental Planning Statewide Stormwater Compliance

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish a New Project.

26. JUSTIFICATION OF REQUEST

This project establishes the means to monitor compliance with the ADOT Statewide Municipal Separate Storm Sewer System Permit (MS4) and other water quality regulations. Tasks to be conducted include statewide system water quality monitoring, mapping, guidance document drafting and updates, and public outreach.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 12/3/2025

PRB APPROVED

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Douglas Municipal
SPONSOR: City of Douglas
CATEGORY: GA Rural
PROJECT NUMBER: TBD
STATE AIRPORT ENGINEER: Carmen Rose
AIP NUMBER: N/A
DATE: December 5, 2025

☒ New Projects
☐ Changed Project(s)

*ITEM 7g

*ITEM 7h

eSTIP ID	Current Program Description	Fiscal Year	State Share	Sponsor Share	Federal Share	Total Amount	State Priority Number
	Perimeter Fencing	2026	\$97,757.70			\$97,757.70	
	Preservation of Historic Douglas Municipal Airport Runway	2026	\$534,037	\$534,037	\$750,000	\$1,818,074	N/A
eSTIP ID	Revised Program Description	Fiscal Year	State Share	Sponsor Share	Federal Share	Total Amount	State Priority Number
							N/A
Justification:							
- This is a new State project added because funds were reimbursed to the state by a developer from a previous fencing project at the airport. The funds are being awarded to The City in order to install all of the fencing needed to secure the airport. (SL) - Sponsor requesting a State Match for a Federal Grant (Preservation of Historic Douglas Municipal Airport Runway). This is a new project not currently listed on FY 2026 CIP. (FSL)							

Aeronautics Recommends for PPAC action

Aeronautics State Engineer Approval:

DocuSigned by:
Matthew Munden

Matthew Munden

Date: 11/21/2025

FMS Review and Approval:

Signed by:
Leti Pineda-Daley

Leti Pineda-Daley

Date: 11/21/2025

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Phoenix Goodyear

☐ New Project

SPONSOR: City of Phoenix

☒ Changed Project(s)

CATEGORY: Reliever

PROJECT NUMBER:

STATE AIRPORT ENGINEER: Carmen Rose

AIP NUMBER:

DATE: December 3, 2025

	eSTIP ID	Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
*ITEM 7i	105466	1-inch AC Overlay at TWA4GY-10	2026	\$151,200	\$16,800		\$168,000	N/A
*ITEM 7j	104567	1-inch AC Overlay at TWA5GY-10	2026	\$153,000	\$17,000		\$170,000	N/A
*ITEM 7k	104568	1-inch AC Overlay at TWA6GY-10	2026	\$151,101	\$16,789		\$167,890	N/A
*ITEM 7l	104569	1-inch AC Overlay at TWA7GY-10	2026	\$152,969	\$16,996		\$169,965	N/A
*ITEM 7m	104570	1-inch AC Overlay at TWA8GY-10	2026	\$139,190	\$15,465		\$154,655	N/A
	eSTIP ID	Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
	105466	1-inch AC Mill & Overlay at TWA4GY-10	2026	\$151,200	\$16,800		\$168,000	N/A
	104567	1-inch AC Mill & Overlay at TWA5GY-10	2026	\$153,000	\$17,000		\$170,000	N/A
	104568	1-inch AC Mill & Overlay at TWA6GY-10	2026	\$151,101	\$16,789		\$167,890	N/A
	104569	1-inch AC Mill & Overlay at TWA7GY-10	2026	\$152,969	\$16,996		\$169,965	N/A
	104570	1-inch AC Mill & Overlay at TWA8GY-10	2026	\$139,190	\$15,465		\$154,655	N/A
Justification:								
The projects require description revision from overlay to mill and overlay. PPAC action is to update the project descriptions to 1-inch AC Mill & Overlay (APMS)								

Aeronautics Recommends for PPAC action

Aeronautics State Engineer Approval:

Signed by:

Matthew Munden

Signature

Matthew Munden

Date:

11/21/2025

FMS Review and Approval:

Signed by:

Leti Pineda-Daley

Signature

Leti Pineda-Daley

Date:

11/21/2025

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CONTRACTS

Contracts: (Action as Noted)

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

*ITEM9a : BOARD DISTRICT NO.: 3

BIDS OPENED: NOVEMBER 14, 2025

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

SECTION: JCT SB I-10 – MP 356.49

COUNTY: COCHISE

ROUTE NO.: I-10

PROJECT : TRACS: 010-F(234)T; 010 CH 345 F064301C

FUNDING: 94.34% FED 5.66% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 21,154,661.64

STATE ESTIMATE: \$ 26,923,450.00

\$ UNDER ESTIMATE: \$ 5,768,788.36

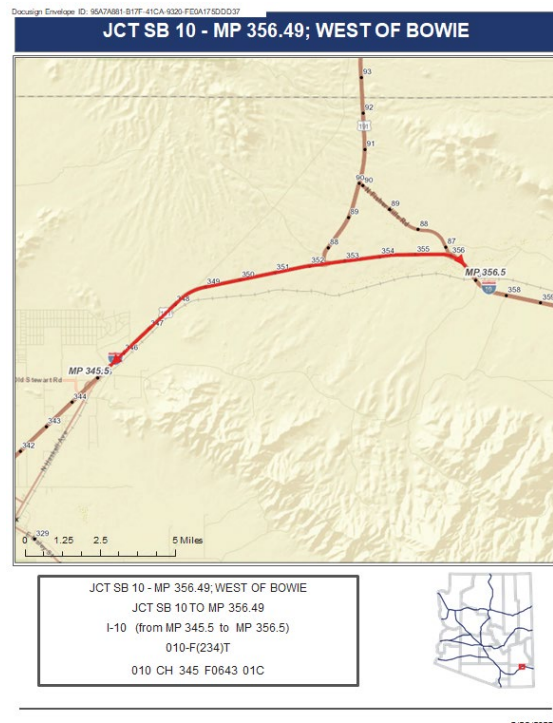
% UNDER ESTIMATE: 21.4%

PROJECT DBE GOAL: 3.84%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 3

RECOMMENDATION: AWARD



CONTRACTS

*ITEM 9b : BOARD DISTRICT NO.: 3

BIDS OPENED: NOVEMBER 07, 2025

HIGHWAY: NOGALES – TUCSON HIGHWAY (I-19)

SECTION: WESTERN AVENUE TIOP

COUNTY: SANTA CRUZ

ROUTE NO.: I-19

PROJECT : TRACS: 019-A(245)T; 019 SC 001 F070901C

FUNDING: 94.34% FED 5.66% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 3,957,733.00

STATE ESTIMATE: \$ 3,386,060.00

\$ OVER ESTIMATE: \$ 571,673.00

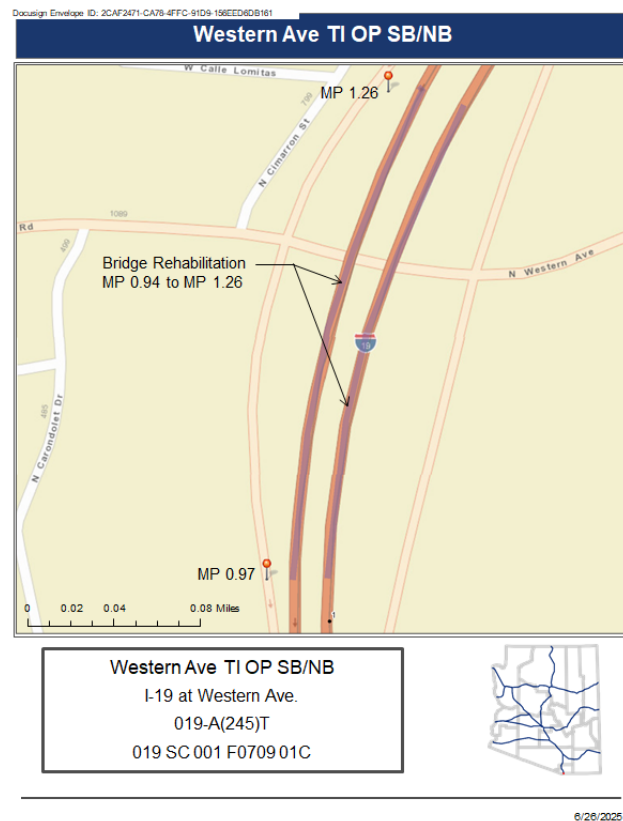
% OVER ESTIMATE: 16.9%

PROJECT DBE GOAL: 3.68%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 1

RECOMMENDATION: AWARD



*ITEM 9c : BOARD DISTRICT NO.: 1

BIDS OPENED: NOVEMBER 21, 2025

HIGHWAY: PIESTEWA FREEWAY (SR 51)

SECTION: I-10 TO SHEA BLVD

COUNTY: MARICOPA

ROUTE NO.: SR 51

PROJECT : TRACS: 051-A-NFA; 051 MA 000 F085801C

FUNDING: 100% RARF

LOW BIDDER: EMERY SAPP & SONS, INC.

LOW BID AMOUNT: \$ 17,845,579.59

STATE ESTIMATE: \$ 23,728,852.95

\$ UNDER ESTIMATE: \$ 5,883,273.36

% UNDER ESTIMATE: 24.8%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 2

RECOMMENDATION: AWARD



9/11/2025

*ITEM 9d: BOARD DISTRICT NO.: 4

BIDS OPENED: NOVEMBER 14, 2025

HIGHWAY: GLOBE-LORDSBURG HIGHWAY (US-70)
SAN CARLOS APACHE TRIBE

SECTION: MP256.5 TO OLD SAN CARLOS RD
WHITE MOUNTAIN AVENUE (BIA10); BIA 170 -5,000 FEET NORTH

COUNTY: GILA

ROUTE NO.: US-70
0000

PROJECT : TRACS: 070-A(227)T; 070 GI 256 F069901C
ISC-0(203)T; 0000 GI ISC T031301C

FUNDING: 100% FED

LOW BIDDER: SHOW LOW CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 3,601,968.28

STATE ESTIMATE: \$ 3,148,066.20

\$ OVER ESTIMATE: \$ 453,902.08

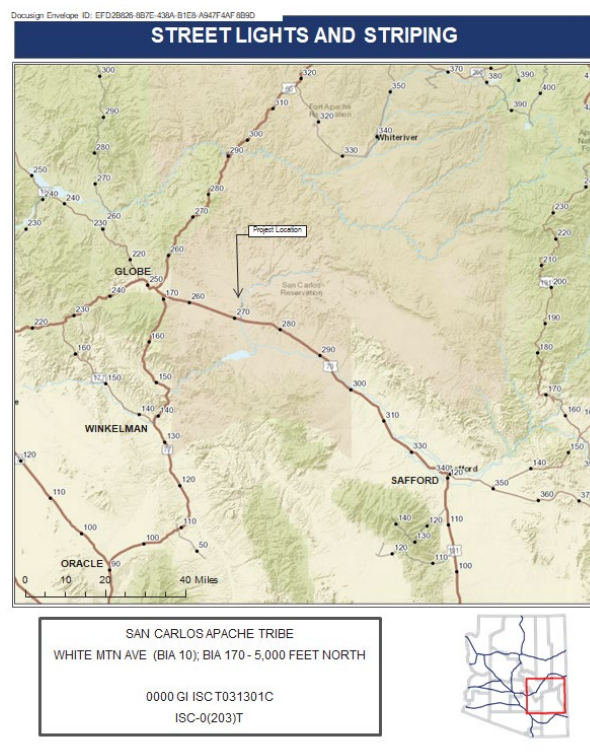
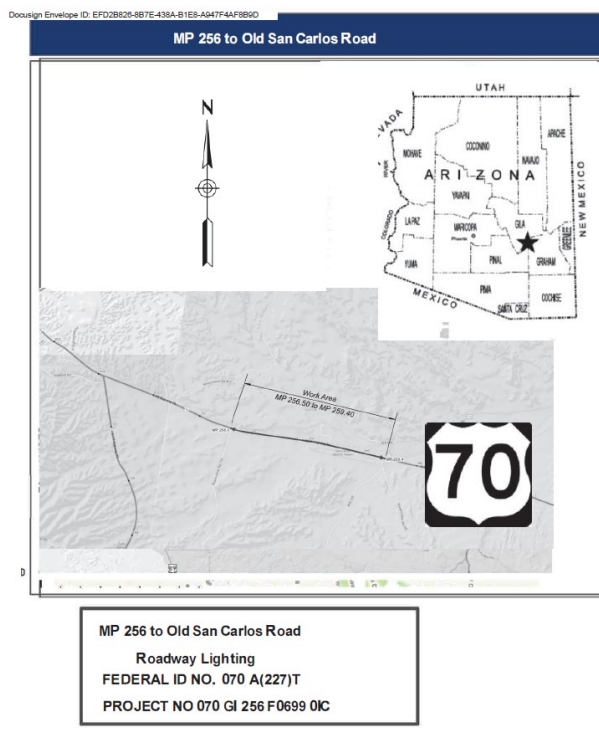
% OVER ESTIMATE: 14.4%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM 9e : BOARD DISTRICT NO.: 5

BIDS OPENED: NOVEMBER 07, 2025

HIGHWAY: PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)

SECTION: OAK CREEK CANYON

COUNTY: COCONINO

ROUTE NO.: SR 89A

PROJECT : TRACS: A89-B(226)T; 089A CN 386 F071801C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: HAWK CONTRACTING, LLC.

LOW BID AMOUNT: \$ 3,444,444.00

STATE ESTIMATE: \$ 2,897,360.20

\$ OVER ESTIMATE: \$ 547,083.80

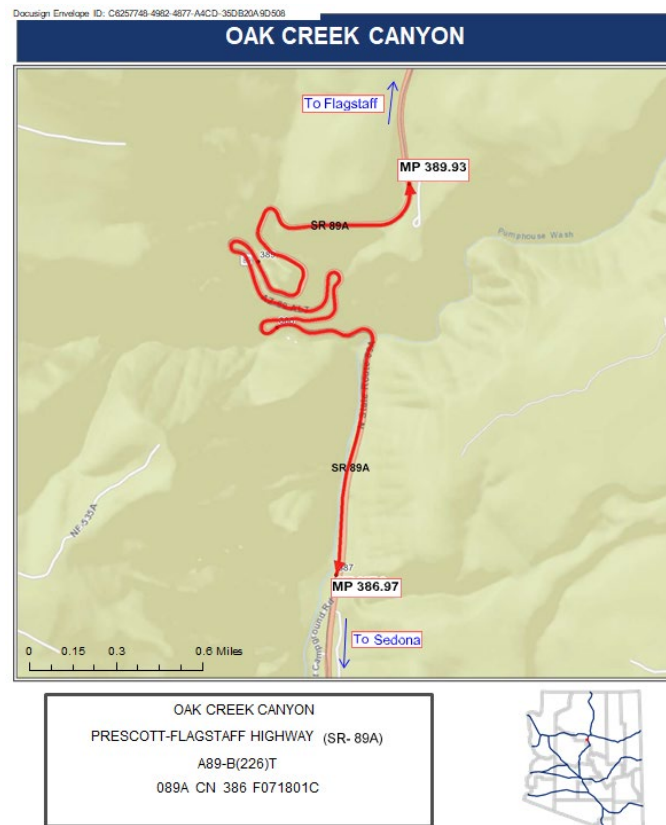
% OVER ESTIMATE: 18.9%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 1

RECOMMENDATION: AWARD



*ITEM 9f : BOARD DISTRICT NO.: 5

BIDS OPENED: NOVEMBER 21, 2025

HIGHWAY: TUBA CITY – FOUR CORNERS

SECTION: TUBA CITY – MP 335

COUNTY: COCONINO

ROUTE NO.: US 160

PROJECT : TRACS: 160-A(213)T; 160 CN 321 F064401C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 20,475,887.67

STATE ESTIMATE: \$ 17,793,199.00

\$ OVER ESTIMATE: \$ 2,682,688.67

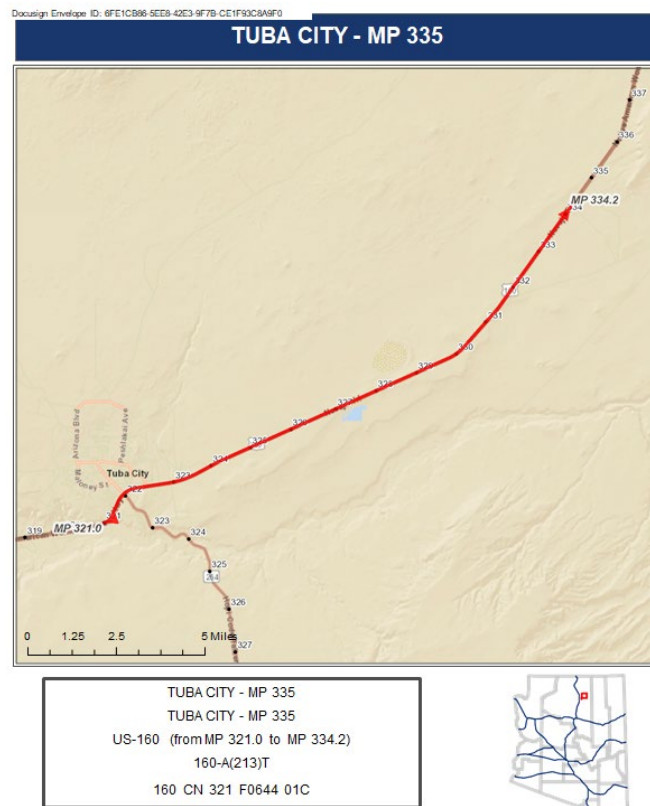
% OVER ESTIMATE: 15.1%

PROJECT DBE GOAL: 2.78%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 3

RECOMMENDATION: AWARD



5/29/2025

CONTRACTS

*ITEM 9g: BOARD DISTRICT NO.: 5

BIDS OPENED: NOVEMBER 14, 2025

HIGHWAY: HEBER-HOLBROOK HWY (SR 377)

SECTION: MP8 – PHOENIX PARK WASH, S OF DRY LAKE

COUNTY: NAVAJO

ROUTE NO.: SR 377

PROJECT : TRACS: 377-A(203)T; 377 NA 008 F066101C

FUNDING: 94.30% FED 5.70% STATE

LOW BIDDER: SEMA CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 8,455,109.07

STATE ESTIMATE: \$ 10,666,769.40

\$ UNDER ESTIMATE: \$ 2,211,660.33

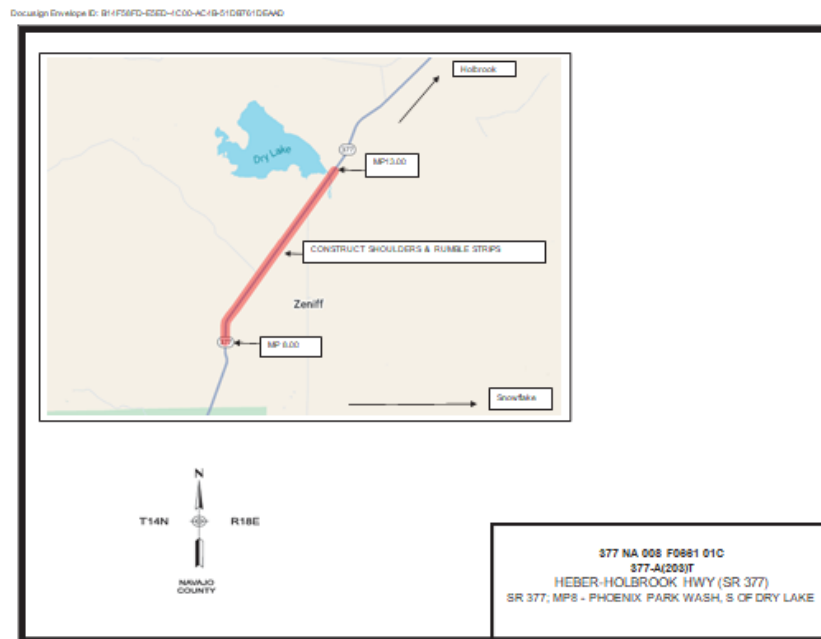
% UNDER ESTIMATE: 20.7%

PROJECT DBE GOAL: 4.49%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 9h: BOARD DISTRICT NO.: 1

BIDS OPENED: NOVEMBER 21, 2025

HIGHWAY: TOWN OF GILBERT

SECTION: MEWS ROAD – HIGLEY ROAD TO ½ MILE EAST

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: GIL-0(218)T; 0000 MA GIL T033601C

FUNDING: 94.30% FED 5.7% LOCAL

LOW BIDDER: RUMMEL CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,882,974.10

STATE ESTIMATE: \$ 2,179,847.00

\$ OVER ESTIMATE: \$ 703,127.10

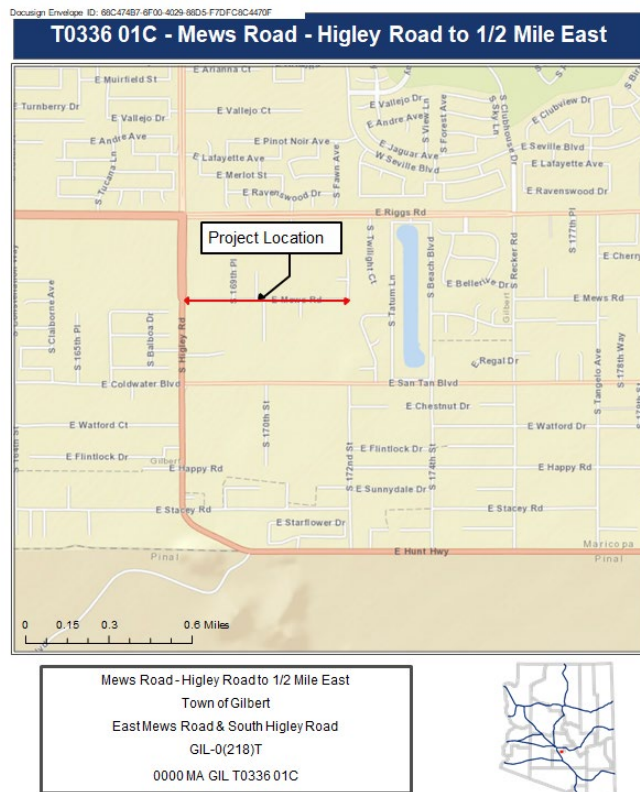
% OVER ESTIMATE: 32.3%

PROJECT DBE GOAL: 6.75%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 4

RECOMMENDATION: POSTPONE ACTION



7/23/2025

*ITEM 9i : BOARD DISTRICT NO.: 4

BIDS OPENED: NOVEMBER 07, 2025

HIGHWAY: CITY OF CASA GRANDE
CITY OF CASA GRANDE

SECTION: FLORENCE BLVD AND PEART RD
FLORENCE BLVD AND COLORADO ST

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: CSG-0(212)T; 0000 PN CSG T046901C
CSG-0(213)T; 0000 PN CSG T047001C

FUNDING: 79.62% FED 9.02% LOCAL 11.36% OTHER (SCMPO)

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 381,964.40

STATE ESTIMATE: \$ 706,882.00

\$ UNDER ESTIMATE: \$ 324,917.60

% UNDER ESTIMATE: 46.0%

PROJECT DBE GOAL: 9.75%

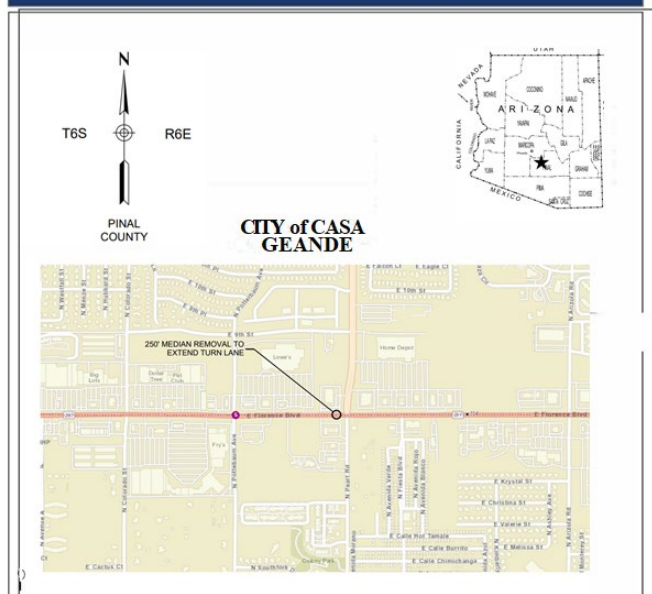
BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 5

RECOMMENDATION: AWARD

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FLORENCE BLVD & PEART RD EAST APPROACH

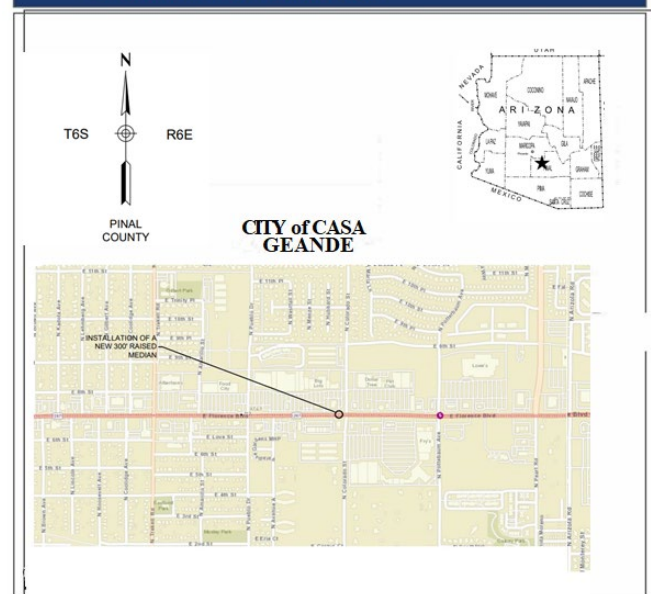


FLORENCE BLVD & PEART RD
EAST APPROACH
Fed ID No CSG-0(212)T
Project No. 0000 PN CSG T0469 01C

2/2/2023

Docusign Envelope ID: 64071741-FB4E-4C9A-918B-21C9A8A177F2

FLOREN & BLVD & COLORADO ST



FLORENCE BLVD & COLORADO ST
Fed ID No CSG-0(213)T
Project No. 0000 PN CSG T0470 01C

2/2/2023

*ITEM 9j: BOARD DISTRICT NO.: 4

BIDS OPENED: NOVEMBER 21, 2025

HIGHWAY: CITY OF MARICOPA

SECTION: MURPHY ROAD & HARTMAN ROAD; GRIC-HONEYCUTT ROAD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: MAR-0(215)T; 0000 PN MAR T054701C

FUNDING: 94.3% FED 5.7% LOCAL

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 1,351,377.00

STATE ESTIMATE: \$ 1,845,033.00

\$ UNDER ESTIMATE: \$ 493,656.00

% UNDER ESTIMATE: 26.8%

PROJECT DBE GOAL: 3.40%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 2

RECOMMENDATION: AWARD



7/17/2025

*ITEM 9k: BOARD DISTRICT NO.: 4

BIDS OPENED: NOVEMBER 14, 2025

HIGHWAY: PINAL COUNTY

SECTION: BATTAGLIA DR; HENNESS RD – OVERFIELD RD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: PPN-0(232)D; 0000 PN PPN T044901C

FUNDING: 94.30% FED 5.70% STATE

LOW BIDDER: W. W. CLYDE & CO.

LOW BID AMOUNT: \$ 2,230,833.80

STATE ESTIMATE: \$ 1,945,341.50

\$ OVER ESTIMATE: \$ 285,492.30

% OVER ESTIMATE: 14.7%

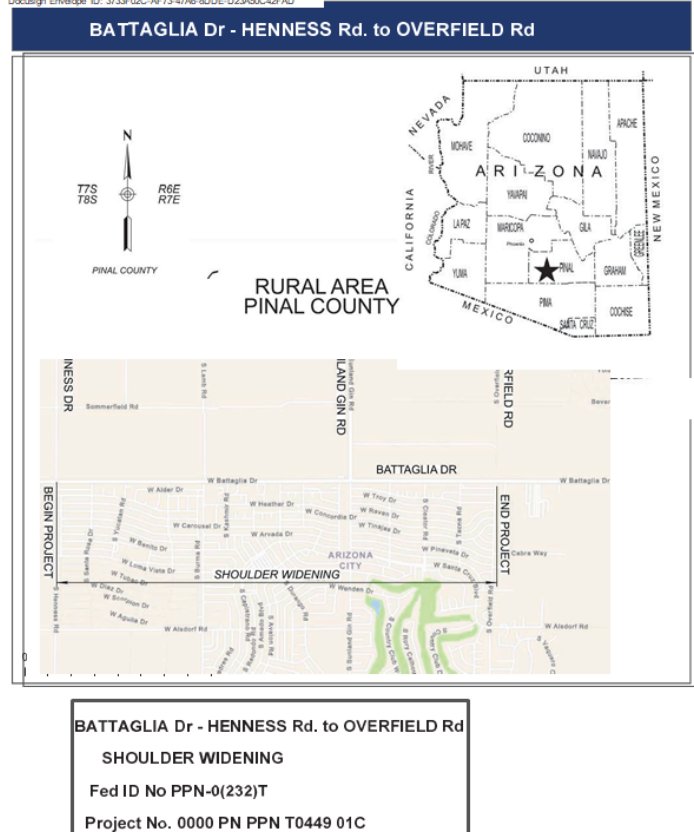
PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A

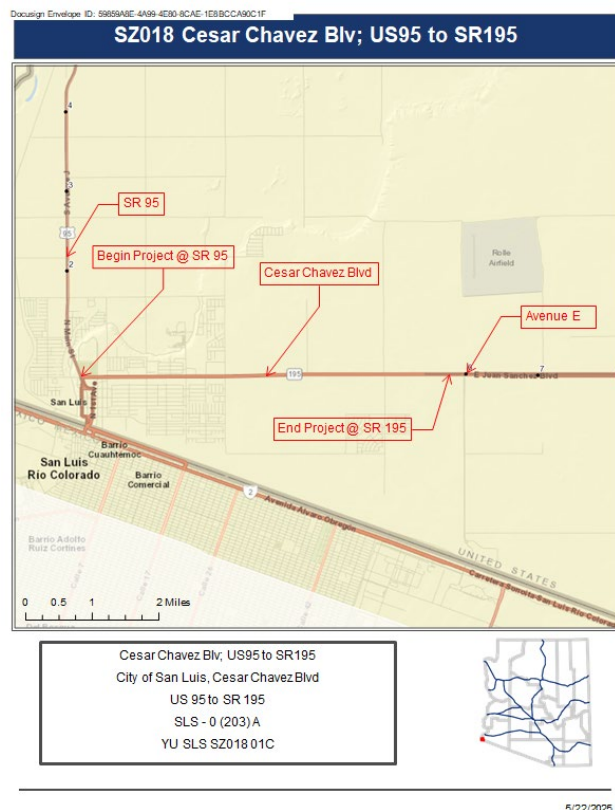
NO. BIDDERS: 3

RECOMMENDATION: AWARD

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*ITEM 9I: BOARD DISTRICT NO.: 6
 BIDS OPENED: NOVEMBER 07, 2025
 HIGHWAY: CITY OF SAN LUIS
 SECTION: CESAR CHAVEZ BOULEVARD: US 95 TO SR 195
 COUNTY: YUMA
 ROUTE NO.: US 95 TO SR 195
 PROJECT : TRACS: SLS-0(203)A; 0000 YU SLS SZ01801C
 FUNDING: 41% FED 59% LOCAL
 LOW BIDDER: DPE CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 57,044,316.00
 STATE ESTIMATE: \$ 43,301,733.00
 \$ OVER ESTIMATE: \$ 13,742,583.00
 % OVER ESTIMATE: 31.7%
 PROJECT DBE GOAL: 6.8%
 BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)
 NO. BIDDERS: 2
 RECOMMENDATION: AWARD



CONTRACTS

*ITEM 9m: BOARD DISTRICT NO.: 6

BIDS OPENED: OCTOBER 31, 2025

HIGHWAY: YUMA COUNTY

SECTION: COUNTY 11TH ST AT AVE G

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: YUM-0(223)T; 0000 YU YUM T037801C

FUNDING: 94.30% FED 5.70% LOCAL

LOW BIDDER: DPE CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,299,695.00

STATE ESTIMATE: \$ 1,411,809.00

\$ UNDER ESTIMATE: \$ 112,114.00

% UNDER ESTIMATE: 7.9%

PROJECT DBE GOAL: 3.79%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS:

RECOMMENDATION: REJECT BID



CONTRACTS

*ITEM 9n: BOARD DISTRICT NO.: 4

BIDS OPENED: SEPTEMBER 05, 2025

HIGHWAY: CITY OF APACHE JUNCTION

SECTION: OLD WEST HWY; IDAHO RD TO GOLDFIELD RD AND WINCHESTER RD;
OLD WEST HIGHWAY TO THE 6TH ST. ALIGNMENT

COUNTY: PINAL

ROUTE NO.: N/A

PROJECT : TRACS: APJ-0(217)T; 0000 PN APJ T024201C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: W. W. CLYDE & CO.

LOW BID AMOUNT: \$ 2,818,888.60

STATE ESTIMATE: \$ 4,363,048.75

\$ UNDER ESTIMATE: \$ 1,544,160.15

% UNDER ESTIMATE: 35.4%

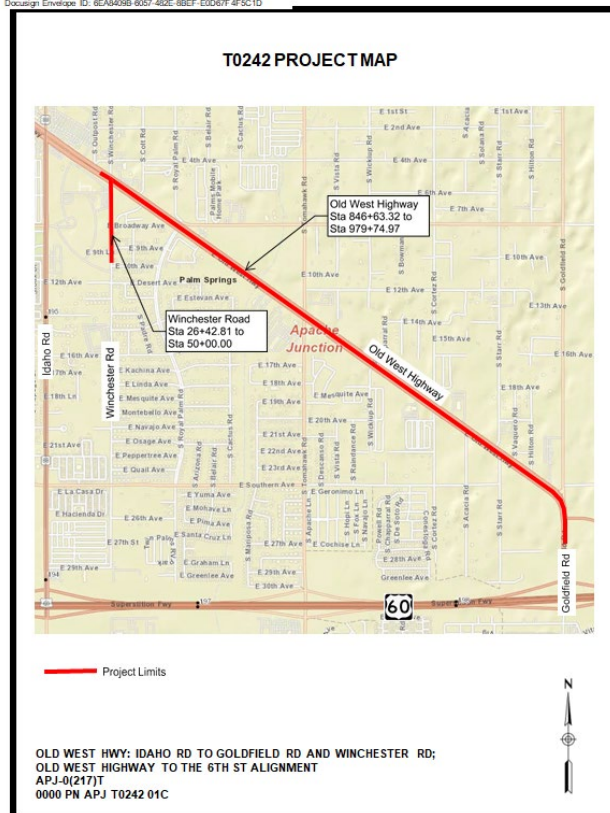
PROJECT DBE GOAL: 10.01%

BIDDER DBE PLEDGE: 10.90%

NO. BIDDERS: 3

RECOMMENDATION: To Be Determined

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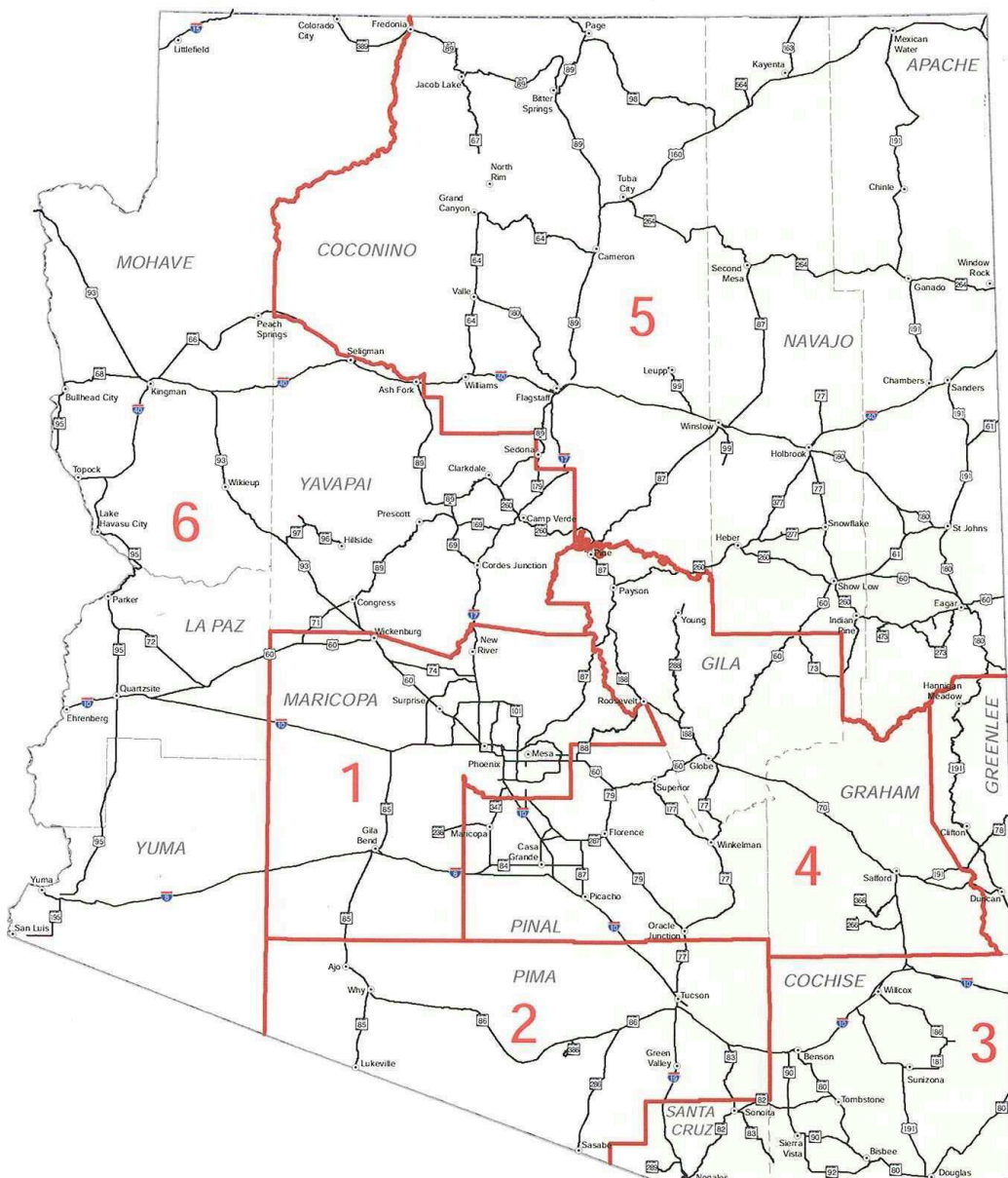


ARIZONA

STATE TRANSPORTATION BOARD

Board Policies

Revised December 2025



POLICY UPDATES

August 15, 2003, the State Transportation Board approved the extensive revision of Policy 17. Turn back of State Routes on page 14 that included a policy title change to “Transfer of State Routes Policy.”

January 17, 2003, the State Transportation Board approved two changes to the Board Policies.

1. Page 9, Policy 9. Rail Right of Way Preservation, the word “support” was changed to “advocate.”
2. Page 17, Policy 21. Program Development, paragraph 3, the words “or a similar process, to maintain the intent of the guiding principles” were inserted into the last sentence. The word “until” was replaced with “after” in the same sentence.

November 19, 2010 the State Transportation Board approved one update to the Board Policies.

1. Policy 21. Program Development. Added number 4 verbiage to the existing policy.

November 8, 2013, the State Transportation Board adopted their State Transportation Board Policies for 2013 incorporating the following changes.

1. Background. The Board added a seventh bullet item “Prohibiting bid rigging” to match the statutory language. A paragraph was added which notes that the previously standalone Board Aviation Policies were incorporated into the State Transportation Board Policies resulting in one comprehensive policy document.
2. Commitments. Paragraph 5 was modified to remove the words “Real and meaningful” from the start of the statement. Paragraph 11 was modified from “that will explicitly consider” to “that will consider.”
3. Table of Contents. The Table of Contents was modified to reflect the removal of previous policies numbered 19, 26, and 35. New policy number 36, “Lease of Areas Below and Above Public Highways” was added and the previously approved Aviation Policies were incorporated as policy statements 37 through 43.

4. Policy 1. In the first sentence the words ‘construct and operate’ were replaced with ‘and fund.’
5. Policy 2. In the first sentence the word “direct” was removed and “work with” was inserted. In subparagraph b) the word ‘goods’ was replaced with ‘freight transportation.’
6. Policy 3. Paragraph 2 was modified to remove the words ‘five states’ before the word ‘CANAMEX’ and the words ‘other stakeholder groups’ were added.
7. Policy 4. The first sentence of paragraph 1 was modified to add “within the Board’s statutory funding limits.” Paragraph 2, subparagraph c) was modified to remove the word ‘Directing’ and replace it with ‘Encouraging.’
8. Policy 5. Paragraph 1, subparagraph b) was modified to remove the words ‘of the United States’ after the word ‘states.’ Paragraph 1, subparagraph c) was modified to remove the words ‘high volume routes’ and replace them with ‘key trade and commerce corridors’ and in the same subparagraph the word ‘goods’ was replaced with ‘freight.’ Paragraph 2, subparagraph b) was modified to remove the words ‘other arterial’ with ‘National Highway System and.’
9. Policy 6. The first sentence of paragraph 1 was modified to add the words ‘within consideration of its statutory funding constraints’ after the word ‘Board.’ In paragraph 2, subparagraph a) the second sentence was modified to replace the word ‘Directing’ with “Encouraging.” Paragraph 2, subparagraph c) the word ‘Directing’ was replaced with ‘Encouraging.’
10. Policy 7. The first sentence of paragraph 1 was modified to add ‘within its statutory authority.’ Previous subparagraphs a) through d) were removed and replaced with a new subparagraph a).
11. Policy 8. The policy statement was renamed from “Movement of Goods” to ‘Development of a State Freight Plan.’ Paragraph 1 was modified to replace the word ‘goods’ with ‘freight.’ Paragraph 2 was modified to replace the word ‘direct’ with ‘encourage.’
12. Policy 9. Paragraph 1 was modified to replace the word ‘advocate’ with ‘support.’
13. Policy 10. Paragraph 1 was modified to replace the word ‘integration’ with ‘consideration.’

14. Policy 11. Paragraph 1 second sentence the word ‘direct’ was replaced with ‘encourage’ and the words ‘for each highway level of development’ were removed. In subparagraph a) the words ‘Level of service’ were replaced with ‘Performance management.’ Subparagraph e) was modified to remove the words ‘will approve each level of development plan’ and replaced with ‘Department will consult the Board for consideration of any comments and questions.’
15. Policy 12. In subparagraph a) the word ‘Directing’ was replaced with ‘Encouraging.’ In subparagraph b) the word ‘Directing’ was replaced with ‘Encouraging’ and after the word ‘manual’ was replaced with ‘guidelines within ADOT’s Roadway Design Guidelines.’ Subparagraph d) was re- written. Subparagraph f) was removed.
16. Policy 13. In paragraph 1 the second sentence was removed and the following added ‘The Board has the following goals.’
17. Policy 14. Paragraph 1 was re-written. Paragraph 3 was modified to remove the words ‘the following’ and replaced with ‘appropriate’ and subparagraphs a) and b) were removed. Paragraph 4 was re-written.
18. Policy 16. Paragraph 1 was modified. Paragraph 2 and 3 were re-written. Former paragraphs 3, 4 and 5 were removed.
19. Policy 18. The policy title was modified to remove the word ‘Adequate.’ Modifications were made to each subparagraph and original subparagraphs c) and g) were removed.
20. Policy 19. In paragraph 5 the statute was corrected from ‘28-6307’ to ‘28-6304.’ Paragraph 7 was modified to add ‘on the Consent Agenda.’
21. Policy 20. Paragraph 3 was modified to add ‘50% State, 37% MAG, and 13% PAG.’ The last paragraph had minor edits.
22. Policy 21. Existing subparagraph a) was removed. New subparagraph a) was modified to change the word ‘develop’ to ‘provide’ and at the end of the sentence to add the following ‘in accordance with A.R.S. §28-504(B) and §28-505.’
23. Policy 22. The policy title was modified to remove the words ‘Surface Transportation Program (STP) Funds for Public &.’ Paragraph 1 was modified.
24. Policy 23. Paragraph 1, subparagraph e) was removed.

25. Policy 24. The policy title was modified from “Congestion Mitigation and Air Quality Improvement (CMAQ) Program Policy” to ‘Air Quality Policy.’
26. Policy 25. Paragraph 2 was removed and the others renumbered.
27. Policy 27. Paragraph 1 was modified to add ‘encourage ADOT to.’
28. Policy 28. Paragraph 1 was modified to add ‘to work with ADOT to.’
29. Policy 30. Paragraph 4 was removed.
30. Policy 31. Subparagraph a) was modified to add the word ‘generally.’
31. Policy 32. Paragraph 1 was modified to remove the words ‘and that the department comply with 49 CFR Part 26.’
32. Policy 33. Paragraph 3 was modified to remove the words ‘Several public hearings’ and replace them with the words ‘A minimum of one public hearing.’

December 18, 2015, The Arizona State Transportation Board approved their policies with no changes from the previous approved policies dated November 8, 2013.

November 17, 2017, The Arizona State Transportation Board approved their policies with no changes from the previous approved policies dated December 18, 2015.

November 15, 2019, The Arizona State Transportation Board approved their policies with two changes from their previously approved policies dated November 17, 2017.

1. Policy No. 39. Edited for clarification.
2. Policy No. 44, Transportation Board Member Per Diem Compensation and Expense Reimbursement Policy was added as a new policy.

November 19, 2021 The Arizona State Transportation Board approved their policies with no changes from the previous approved policies dated November 15, 2019.

November 17, 2023 The Arizona State Transportation Board approved their policies with no changes from the previous approved policies dated November 19, 2021.

July 19, 2024 The Arizona State Transportation Board updated Policy No. 39, part 1, section ‘c’ State match percentages to mirror what was already in place for the SL program part 1, section ‘b’.

October 18, 2024 The Arizona State Transportation Board approved policy No. 45 AZ State Match Advantage for Rural Transportation (AZ SMART) Fund.

December 19, 2025 The Arizona State Transportation Board approved extensive revisions to their policies, to include the elimination of previous Board Policy No. 25, Highway Expansion and Extension Loan Program (HELP). The number of revisions are too numerous to outline individually.

BACKGROUND

Arizona State law (A.R.S. §28-304/305) outlines the responsibility of the State Transportation Board and identifies requirements for the effective administration of Board powers, duties and responsibilities. The Board has broad authority to plan and develop Arizona's highways, airports, and other state transportation facilities. In addition to these general policy responsibilities the Board is responsible for development and oversight of the State's Five-Year Transportation Facilities Construction Program and for policy and rulemaking in the following areas:

- Priority Programs
- Establishing, altering or vacating highways
- Construction contracts
- Accelerated funding mechanisms, i.e. Revenue Bonds and GANS
- Local government airport grants
- Designating or establishing scenic or historic highways
- Prohibiting bid rigging

With respect to Aeronautics, the Board's duties are further outlined in A.R.S. Title §28, Chapter 25- Aviation. This statute requires the development of Board policies establishing priority programs for airport development (A.R.S. §28-305(1)) and issuing of airport grants (A.R.S. §28-305(5)).

VISION

The Arizona State Transportation Board envisions a safe, efficient, and reliable multimodal transportation system that connects people, goods, and services across the state. By leveraging advanced technology, environmental stewardship, and in collaboration with communities, tribal entities, and stakeholders; we aim to enhance mobility and strengthen Arizona's connectivity for generations to come.

COMMITMENTS

The Transportation Board is committed to:

1. An integrated, balanced, safe, efficient, multimodal statewide transportation system that will serve the mobility needs of people, services, and goods in Arizona.
2. A transportation system that promotes Arizona's tourism and economic well-being, and serves the needs of Arizona's residents and visitors.
3. Seamless, intermodal access to all components of the transportation system.
4. The physical and operational preservation of the State Highway System.
5. Collaboration in planning and programming efforts with Transportation Management Areas (TMAs), Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), tribal and local governments.
6. Early and continuous involvement of government and tribal entities, stakeholders and the general public in transportation decision-making through a public participation process.
7. The use of sound and cost-effective strategies that employ advanced technologies in planning and construction.
8. A transportation system that is designed and constructed with concern for impacts on the environment.
9. Ensuring that the transportation system serves all areas of the state and all segments of the population.
10. Performance-based planning grounded in collaboratively developed indicators for each mode of transportation. This approach ensures that projects enhance system performance while advancing environmental sustainability, community well-being, and economic vitality.
11. Planning, programming, design, and construction of multimodal transportation facilities that will consider the interrelationship of land use and transportation facilities.
12. Innovation and use of advanced technologies in system management, design and construction to improve the effectiveness and efficiency of the transportation system.
13. Advocating for legislation that helps ADOT and the Board achieve the best transportation system for the citizens of the state.

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Multimodal System Planning and Development

1. Intermodal Policy

1. It is the policy of the Board to plan and develop a transportation system in which all modes interconnect and provide seamless travel throughout the state. Where Practical modal connectivity will be a criterion for project planning and programming.

2. Long Range Transportation Planning Policy

1. The Board will work with ADOT staff to develop a 20-year long-range transportation plan in active cooperation with government and tribal entities, stakeholders and the general public. The plan will:
 - a. Include extensive public involvement in its development;
 - b. Include all modes of passenger and freight transportation;
 - c. Ensure the interconnection of components into a seamless network;
 - d. Serve as the basis for the Five-Year Transportation Facilities Construction Program that guides project selection; and
 - e. Include performance indicators to guide implementation and evaluate results.

3. National and International Cooperative Planning Policy

1. It is the policy of the Board to support and work with tribal agencies, adjoining state, federal and international agencies on multi-jurisdictional projects that cross state, federal and international boundaries when they enhance Arizona's transportation system by improving its safety, efficiency and effectiveness.
2. The Board will cooperate with Mexico and Canada and other stakeholder groups in strengthening the international commercial trade corridors through Arizona.

4. Multimodal Facilities Policy

1. The Board will consider opportunities for inclusion of multi-modal facilities within or proximate to state highway facilities or other appropriate corridors, within the Board's statutory funding limits and as part of the broader planning effort. Multi-modal facilities may include exclusive or prioritized bus, vanpool and other high- occupancy-vehicle lanes, ramps and other access-ways, related signalization, stops, storage facilities, park &

ride facilities, pedestrian/bicycle facilities, air facilities, rail facilities, other high capacity transit facilities and Intelligent Transportation Systems (ITS).

2. It is the policy of the Board to facilitate and encourage, within statutory funding limits, the development and use of alternate transportation modes by:
 - a. Reflecting the integration of all modes of transportation (e.g. motor vehicles, rail, air, bicycle, pedestrian, and other modes) in all phases of project planning and development.
 - b. Coordinating with local, regional and tribal land use planning and including consideration of completed and ongoing state, regional, local, and tribal planning studies dealing with transportation and land use.
 - c. Encouraging ADOT to accommodate other modes where possible whenever constructing, revising, and/or improving a highway by evaluating how pedestrian, bicycle, transit improvements and inter-modal transfer facilities can be incorporated in the design.
 - d. Incorporating and accommodating multi-modal features in or proximate to state surface transportation facilities when deliberating on matters of funding, planning, design and use of these and other facilities of mutual state and local interest.
 - e. Considering resource sharing and other partnering opportunities to incorporate multimodal features in state highway facilities or in local multi-modal facilities that are proximate to and impacting state facilities.
 - f. Investigating opportunities for, and promoting the establishment of, dedicated, on-going state funding sources in order to allow state, local and regional entities, and Tribal governments to adequately and consistently plan, finance and operate public transportation and other multi-modal facilities and systems.
 - g. Minimizing conflicts between various modes of transportation.

5. State Highway System Priorities Policy

1. It is the policy of the Board to implement Arizona's vision for an integrated, statewide transportation system by placing priority on state highways that:
 - a. Connect Arizona's regions, rural communities, and population centers by an efficient network of highways to carry travelers and commerce throughout the state;
 - b. Connect Arizona, its regions, rural communities, and population centers with other states and Mexico; and
 - c. Connect major population centers and through routes within urban areas with key trade and commerce corridors that increase mobility of people and freight.

2. Consistent with these priorities, the State Highway System should include routes primarily designed to carry through traffic, including:
 - a. Interstate Highways, National Highway System and state routes connecting Arizona's rural and urban population centers and interconnecting with those of other states.

6. Public Transportation Policy

1. It is the policy of the Board, within statutory funding constraints, encourage and proactively promote the planning, design, construction and use of public transportation, including special needs transportation, local, regional, tribal, and statewide transit systems, and related transportation linkages and alternative mode facilities, where it is determined such facilities or systems would significantly contribute to a balanced, flexible, safe and efficient statewide, regional, interregional, local, or tribal transportation system.
2. It is the policy of the Board, to promote public transportation by:
 - a. Encouraging ADOT to engage in cooperative planning with local, regional, tribal, other state government and private partners to plan, construct and promote the use of public transportation systems statewide which contribute to a balanced, flexible, safe and efficient transportation system.
 - b. Encouraging ADOT to review all state transportation projects to determine what public transportation benefit can be derived from existing, revised or planned transportation improvements, including remnant right-of-way parcels with potential for park-and-ride lots, access-ways to transit related facilities, transit friendly designs, etc., supporting funding at all appropriate public and private levels for public transportation systems.
 - c. Supporting Transportation Demand Management programs whose goals are to retain existing roadway capacity, decrease pollution, or provide alternatives to single occupant commuting.
 - d. Accommodating, wherever possible, the needs of public transportation in the planning, design and construction of new and improved transportation facilities.
3. It is the policy of the Board to encourage and consider requests by local jurisdictions for utilization of ADOT rights-of-way for bus pullouts and other public transit services.

7. Active Transportation & Micromobility

1. It is the policy of the Board, within its statutory authority and funding limits, to recognize and support active transportation and micromobility as viable components of a safe, efficient, and connected statewide transportation system by:
 - a. Promoting and encouraging the use of active transportation modes such as walking, bicycling, and other forms of human-powered or low-speed travel, as allowed by state and local law, by integrating their needs into the planning, design, and implementation of transportation facilities and projects.
 - b. Prioritizing safety and accessibility for active transportation and micromobility users through data-driven planning, infrastructure improvements, and coordination with local and regional partners.

8. Development of a State Freight Plan Policy

1. It is the policy of the Board to facilitate the movement of freight throughout the state to improve the quality of life of its citizens and to support a strong local, regional, state and national economy.
2. The Board will encourage ADOT to work with rail, air, truck and shipping industries, in cooperation with metropolitan planning organizations and councils of government, to identify needs and opportunities to meet those needs through improved transportation efficiency, capacity and connectivity.

9. Rail Right of Way Preservation Policy

1. It is the policy of the Board to support preserving rail corridor property as an important resource for future transportation purposes.

10. Integration of Air Quality Policy

1. It is the policy of the Board to support the consideration of air quality concerns in the development and implementation of all processes, plans, programs, priorities, and projects as solutions are evaluated to meet transportation needs.

System Management

11. Highway Development Policy

1. It is the policy of the Board to establish minimum acceptable standards and consider investments on state highways based on the classification of highways by purpose and importance to the state transportation system. The Board will encourage ADOT to develop, implement, and regularly update plans to address:
 - a. Performance management standards;
 - b. Highway geometric standards;
 - c. Economic development and impacts;
 - d. Highway maintenance standards; and
 - e. Eligibility for funding for new construction, reconstruction, and/or spot capacity improvements (e.g., intersection improvements, passing lanes).
 - f. Upon development and before implementation, the Department will consult with the Board for consideration of any comments and questions.

12. Access Management Policy

1. It is the policy of the Board to preserve the functional integrity of the State Highway System through the development and implementation of a comprehensive access management program by:
 - a. Encouraging ADOT to develop an access management classification system for the State Highways with appropriate access management standards for each access management classification.
 - b. Encouraging ADOT to develop comprehensive access management guidelines within ADOT's Roadway Design Guidelines to guide the uniform application of access management throughout the state.
 - c. The Board and ADOT shall work closely with the State Land Department, regional planning agencies and local governments to encourage early notification to ADOT of zoning and other land use decisions such as large developments and major traffic generators that will impact the State Highway System in order to coordinate system planning.
 - d. Compensating property owners where appropriate under State law.
 - e. Reassessing road segments as demand changes over time.

13. Rest Areas Policy

1. Rest areas are integral to Arizona highway systems providing for safety, service and facilities to the traveling public. The Board encourages ADOT to consider the following goals:
 - a. Spacing is based on approximately one hour driving time between rest areas and communities with services available twenty-four hours seven days per week.
 - b. Rest area size, parking and number of facilities are based on traffic volumes calculated regularly.
 - c. Prioritize projects based on motorist safety improvement, average daily traffic, spacing to alternative facilities, economic development, overall service to the motoring public and the ability to operate the rest area in a safe and satisfactory condition for the public with the features as designed and constructed.
 - d. Rest area development, rehabilitation and system preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all other highway construction projects.
 - e. Consider private contracting for operations and maintenance or to provide additional services such as electric vehicle charging and fuel where allowed based on federal and state law.
 - f. New and rehabilitated rest areas are evaluated every 5 to 7 years with system preservation projects scoped for funding.
 - g. Funding is allocated for prioritized rest areas and system preservation projects for asset protection and improvement of service to the public.

14. High Occupancy Vehicle (HOV) Policy

1. The Board encourages the planning, design, construction, operation, and marketing of HOV lanes and related facilities to enhance their use.
2. The goal is to increase HOV ridership so that, during peak periods, HOV lanes will move more people per lane than adjacent general-purpose lanes.
3. HOV lanes will be considered when current traffic congestion conditions and/or forecasted traffic congestion (within an appropriate time frame) meet the appropriate criteria.

4. It is the policy of the Board that HOV lanes should be reserved for vehicles meeting minimum occupancy requirements per vehicle, and for buses, motorcycles and other statutorily allowed vehicles.
5. Operating hours for HOV lanes will be established by ADOT to serve peak periods. Single occupant vehicles will continue to be allowed to use existing HOV lanes during off peak hours.

15. Ports of Entry Policy

1. It is the policy of the Board to support the effective and efficient operation at the Ports of Entry to Arizona to ensure enforcement of federal and state laws and the movement of goods and people. The Board supports:
 - a. The introduction and integration of new technologies through pilot programs and full implementation with the goal of increasing safety, security, and efficiency.
 - b. The continued cooperation between ADOT and the various federal and state inspection agencies and, as appropriate, the development of joint use facilities and integrated procedures at International Ports of Entry.
 - c. Cooperative bi-national planning and port development at the international ports to enhance the goals of the international commercial trade corridors.

16. Transfer of State Routes Policy

1. It is the policy of the Board that the State Highway System shall consist of routes that form a connected, statewide network designed to support the efficient interstate, statewide, and regional movement of people and freight, and to adapt to Arizona's evolving transportation needs.
2. In recognition that population and employment growth in Arizona and adjacent states will, over time, create demands for new transportation facilities and later the function of some existing transportation facilities, ADOT will develop and maintain a process for transferring certain state highways to local and tribal jurisdictions and conversely, transferring certain non-state highways to the State Highway System. Routes primarily providing land access and local movement of people and goods should be the responsibility of local governments.
3. The transfer of state highways will be carried out in accordance with the applicable transfer statutes A.R.S. §28-7046 and §28-7209.

17. Naming State Highways, Features, and Rest Areas Policy

1. The Board will consider requests to name or remove the name of a state highway, highway feature, or rest area once the name has been considered appropriate by the Arizona State Board on Geographic and Historic Names and by Roadside Development. Parkway, historic and scenic road names must also meet the criteria of the Parkways, Historic and Scenic Roads Advisory Committee prior to its recommendation to the State Transportation Board for adoption.

Programming and Funding

18. Funding Policy

1. It is the policy of the Board to:
 - a. Actively pursue adequate funding for Arizona's transportation needs through the development of both new and existing funding sources;
 - b. Take full advantage of federal funding opportunities;
 - c. Encourage the use of alternative financial strategies such as privatization, and private and local financial participation;
 - d. Encourage the Department to coordinate resources with other agencies and levels of government.
 - e. Seek cost sharing opportunities with other agencies, levels of government and private sector.
 - f. Optimize the use of available funding by encouraging ADOT to use innovative financing tools.

19. Programming Policy

1. The Board will meet the transportation needs of the state through development of a Five-Year Transportation Facilities Construction Program that addresses policy objectives in a prioritized fashion based on the statewide long-range plan that incorporates performance-based planning and programming.
2. Projects must be fully scoped before being included in the Five-Year Transportation Facilities Construction Program. Lump sum programs may be entered as a line item for future years, but individual projects will be added to the program once their scopes are defined.
3. Of the funds provided through A.R.S. §28-6538 (12.6%) to the State Highway Fund:
 - a. Seventy-five percent shall be spent in MAG for the design, right-of-way purchase or construction of controlled access highways that are included in the regional transportation plan and are accepted into the State Highway System, or for the repayment of bonds borrowed for these same purposes.
 - b. Twenty-five percent shall be spent in the PAG region for the design, right-of-way purchase or construction of controlled access highways, related grade separations

of controlled access highways, extension and widening of arterial streets and highways that are included in the regional transportation plan, or for the repayment of bonds borrowed for design, right-of-way purchase or construction of controlled access highways and related grade separations of controlled access highways.

- c. The Board will adopt the 12.6% projects in the PAG region that are included in the State highway system.
4. It is the policy of the Board to make available an additional 2.6% of the highway fund for use on state routes and highways that are within MAG and PAG regions.
5. In compliance with A.R.S. §28-6304, the Board will approve Regional Area Road Funds (RARF) for:
 - a. Design, right-of-way purchase or construction of controlled access highways that are included in the regional transportation plan of the county and that are accepted into the state highway system either as a state route or as a state highway or related grade separations of controlled access highways that are included in the regional transportation plan of the county.
 - b. Design and construction of interim roadways within the adopted corridors of the regional transportation plan of the county.
 - c. Right-of-way costs associated with the construction of interim roadways.
 - d. The Life Cycle Program in accordance with the selection criteria and corridor priorities established by the MAG Regional Council.
6. RARF funded Urban Controlled Access facilities, upon completion, become part of the State Highway System and therefore remain the maintenance responsibility of the State.
7. Board approval will be required for material cost changes deriving from quantity or unit price changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser. All projects with such material change in scope and/or fiscal year scheduling will be presented to the Board on the Consent Agenda for approval.

20. Program Development Policy

1. Prior to developing a draft, tentative Five-Year Transportation Facilities Construction Program, the ADOT staff will notify the Transportation Management Areas (TMA) of the estimated amount of funding allocated to those areas for use in developing their Transportation Improvement Plan (TIP). The Board will direct ADOT to work with the

TMA's to cooperatively develop a joint listing of the projects proposed for the draft tentative Program within the TMA area. The projects shall be prioritized in accordance with criteria cooperatively developed by ADOT and the TMA's to support the Board's overall policy objectives.

2. The Board will direct ADOT to cooperate with Metropolitan Planning Organizations (MPOs), and consult with Council of Governments (COGs), Tribal governments and Transit Operators in development of the draft tentative Program and on proposed projects in their respective areas.
3. It is the policy of the Board to endorse the Casa Grande Resolves, which identified the allocation of discretionary funding as follows; 50% State, 37% MAG, and 13% PAG, and seven guiding principles for planning and established the Resource Allocation Advisory Committee (RAAC) to provide advice to the Director of ADOT on the Five Year Construction Program. Furthermore, the Board reiterates the intent of the Resolves to have the long range plan serve as the basis for the Five-Year Program and to employ the RAAC, or a similar process, to maintain the intent of the guiding principles after the completion of the long range plan.

The seven guiding principles are:

- a. There will be one multi-modal transportation planning process.
 - b. It will be a process that encourages early and frequent public participation and stakeholder involvement.
 - c. The policy and transportation objectives of the state, regional and local plans will form the foundation for the statewide Long-Range Transportation Plan (20 years).
 - d. The statewide Five-Year Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions.
 - e. Each project programmed (within the Five-Year Plan) shall be linked to the statewide Long- Range Transportation Plan with each project selected to achieve one or more of the Plan objectives.
 - f. Implementation of the Plan and Program shall be monitored using a common database.
 - g. There will be a shared responsibility by state, local and tribal governments and regional organizations to ensure that Plan and Program implementation meets the transportation needs of the people of Arizona.
4. While the Board endorses the Casa Grande Resolves, and the recommendations of the RAAC providing advice to the Director of ADOT and the Board, the Board also recognizes the need to have a policy to address emergency funding for projects in the

event of a major emergency or catastrophic event. In such case, it will be the policy of the Board to fund such projects, to the extent such funding is available, from the following sources in the following order;

- a. From any subprogram funds specifically designated by the Board for Emergency Projects Contingencies.
 - b. From General Program Cost Adjustment Contingency funds.
 - c. From other discretionary project funds or sub-program funds that may be available within the region Maricopa, Pima or Greater Arizona) in which the emergency project(s) exist.
 - d. From discretionary projects funds or sub-program funds from regions external to the region in which the emergency project(s) exists, in accordance with all applicable laws including the provisions of A.R.S. §28-304{C}(1).
5. The Board encourages the Department to pursue all opportunities for reimbursement of emergency expenditures through federal emergency aid funds and that such Federal Aid Emergency funds, if and when received, be used to reimburse those project or sub-program funds within the region from which the funding came.

21. Project Selection Criteria, Performance Programming And Resource Allocation Policy

1. It is the policy of the Board to:
 - a. Annually review the condition and performance of the transportation system and provide guidance to ADOT in the preparation of the draft tentative Five-Year Transportation Facilities Construction Program in accordance with A.R.S. §28-504(B) and §28-505.
 - b. Encourage public participation by allowing time during the process to hold public hearings on the tentative Program. The public participation process will meet the state and federal planning requirements.
 - c. Approve projects and allocate resources for programs that address the established goals and objectives that are identified in the Long-Range Plan.

22. Special Transportation Needs Policy

1. It is the policy of the Board to support and augment existing and new public transportation programs in Arizona by allocating funding from USDOT/Federal Transit Administration (FTA) grant programs.
2. Establish and maintain guidelines, cooperatively, for distribution of these funds, and oversee eligibility criteria for and general administration of the specific sub-distributions.
3. Ensure that any portion of these funds initially allocated to individual grant categories, which cannot be programmed for use for a particular category(s) or specific recipient(s) be re-allocated by ADOT to other eligible programs.

23. Regional Transit Funding and Transit Improvement Districts Policy

1. It is the policy of the Board to encourage:
 - a. Regional and inter-regional public and special needs transportation planning and implementation;
 - b. Cooperative planning and funding agreements;
 - c. Regional council of government (COG), metropolitan planning organization (MPO) and regional public transportation authority (RPTA) initiatives and enabling legislation to promote public transportation projects within and between their regions;
 - d. Alternative funding mechanisms which would lend further support to regional transit efforts;
2. It is the policy of the Board to support the creation of Local and Regional Transit Improvement Districts when it is determined that such mechanisms increase public transportation within and/or between the region(s).

24. Air Quality Policy

1. It is the policy of the Board to fund, with CMAQ funds, transportation projects and other eligible programs in non- attainment, maintenance, and other eligible statewide areas that reduce transportation related emissions and congestion.

25. Local Government and Developer Participation Policy

1. The Board encourages local government and developer participation in the funding of transportation improvement projects.
2. The Board will consider the priority of all projects prior to participating in the joint funding of projects with local governments and/or developers. Higher funding participation by local governments and/or developers will generally improve the possibility of adding projects to the Five- Year Transportation Facilities Construction Program.

Fiscal and Administrative Accountability

26. Cost Effectiveness

1. The Board will encourage ADOT to implement the most effective and efficient planning and construction processes including value engineering, design-build, and other innovative delivery approaches.

27. Transportation Asset Management Policy

1. It is the policy of the Board to support ADOT in implementing the best available and cost effective asset management systems and methods.

28. Financial Policy

1. It is the policy of the Board to maintain a fiscally conservative financial policy with respect to the planning and execution of the Board's Five-Year Transportation Facilities Construction Program. The Board's Program will be:
 - a. Developed on a cash flow basis, ensuring reasonable cash balances.
 - b. Based on conservative forecasting of reasonably expected revenues.
 - c. Inflation adjusted.
 - d. Judicious in its use of bonding authority to accelerate critically needed projects.
 - e. Fiscally constrained.

29. Debt Policy

1. It is the policy of the Board to judiciously utilize its authority to issue debt to accelerate the construction of critically needed projects on the state transportation system. Specifically, the Board will;
 - a. Follow statutory requirements placed on uses and issuance of debt.
 - b. Measure the affordability of the debt against the fiscal capacity of the Department.
 - c. Evaluate the benefits of accelerated construction versus "pay as you go" funding.
 - d. Time and structure all debt issuances to maximize the efficiency of borrowing to the greatest extent possible.
 - e. Maintain flexibility through the use of both long and short-term instruments.

2. It will be the policy of the Board to maintain debt service coverage levels that will ensure the fiscal integrity of the Board's financing programs. Therefore, the Board may establish guidelines for coverage levels greater than those required by statute or bond resolution.
3. It will be the policy of the Board to maintain the highest bond ratings possible consistent with paragraph 2.

30. Award of Contracts for Construction Policy

1. It is the Board's policy to ensure nondiscrimination in the award of contracts and to consider the relationship between the apparent low bid and the State Estimate in its award of contracts for the construction of transportation facilities. The Board will consider construction contracts brought before it in accordance with the following criteria:
 - a. Contracts for which the apparent low bid is less than 10 percent above or not more than 15 percent below the State Estimate, the contract will be placed on the Board's consent agenda for approval.
 - b. Contracts for which the apparent low bid is greater than 10 percent above or more than 15 percent below the State Estimate, the contract will be a regular agenda item for discussion and disposition by a vote of the Board.
 - c. Regardless of the relationship between the apparent low bid and the State Estimate, any Board Member, the Director, or Staff may recommend that a contract be brought forward from the Board's consent agenda for discussion and disposition by a vote of the Board.

31. Disadvantaged Business Enterprises (DBE) Participation Policy

1. It is the policy of the Board to ensure that Disadvantaged Business Enterprises (DBE), as defined in Title 49 of the Code of Federal Regulations, Part 26, have an equal opportunity to receive and participate in federally-funded contracts.

External Relations

32. Public Involvement Policy

1. The Board encourages public participation in transportation decisions. Regular meetings will be held at various locations throughout the state on a rotational basis. Time will be reserved by the Board at each meeting for public comment, and all comments will be reviewed and, when appropriate, receive a response in a timely manner.
2. It is the policy of the Board to be proactive, and to have early and continuous stakeholder and general public involvement in planning, design and implementation of transportation facilities and services.
3. A minimum of one public hearing will be held by the Board in various locations around the state to receive input on the draft tentative Five-Year Transportation Facilities Construction Program. The Board will direct ADOT to conduct a public outreach program as part of the Program development process.
4. The public involvement process is intended to communicate with and obtain input from all stakeholders, including but not limited to:
 - a. Elected officials and staff from Cities, Towns, and Counties
 - b. Metropolitan Planning Organizations
 - c. Councils of Government
 - d. Tribal Governments
 - e. Federal and State agencies
 - f. Public transit agencies and transit operators
 - g. Other private and public transportation providers
 - h. Construction industry, technical firms, and research centers
 - i. Freight Carriers
 - j. General Public
 - k. Other interested parties

33. Intergovernmental Cooperation Policy

1. It is the policy of the Board to support cooperative relationships with adjoining states, tribal governments, other governmental entities, and planning organizations in the development and implementation of transportation improvements, regulations, policies,

and programs that significantly or uniquely affect their citizens and land impacting Arizona.

2. The Board encourages ADOT to collaborate with communities who have adopted “Dark Sky Lighting Ordinances” when planning infrastructure projects to ensure safety and compliance with state and federal laws.

34. Working with Resource Agencies Policy

1. It is the policy of the Board to support early partnering with resource agencies in long range and corridor planning, project planning, design, and construction of transportation facilities and services.

35. Lease of Areas Below or Above Public Highways

1. The Director has the authority to lease areas above and below highways in accordance with A.R.S. §28-7048.
2. In reviewing and considering these leases, the Director shall:
 - a. Determine that the proposed use by a lessee is not in conflict with the zoning regulations of the local government concerned.
 - b. Make a lease with a private person or entity in compliance with state and federal law.
3. The Transportation Board may reject any or all competitive bids or call for additional bids if in the opinion of the Board the bids submitted are not in the best interest of this state.
4. The Board shall not accept a bid that does not yield at least a fair rental value for the property to the state highway fund.
5. Board approval is required for leases with private persons and private entities for areas below or above public highways.

Aviation

36. State Airport System Policy

1. It is the policy of the Board to provide a safe and secure airport system that considers demand, supports economic and transportation needs, and maximizes funding resources. The goals of this Policy are to:
 - a. Provide for a safe airport system, as measured by compliance with applicable safety standards, which supports health, welfare, and safety related services and activities.
 - b. Provide an airport system that is adequately maintained to meet current and projected demand and is easily accessible by ground and air.
 - c. Advance a system of airports that is supportive of Arizona's economy, ensuring that the airport system is matched to Arizona's socioeconomic and demographic characteristics.
 - d. Promote a system of airports that is considerate of the environment. The airport system should support aviation outreach opportunities.

37. State Airports System Plan (SASP) Policy

1. It is the policy of the Board to develop, adopt, and periodically update a long-range statewide aviation plan in the form of a State Airports System Plan (SASP). The SASP shall include extensive public involvement in its development, including coordination with airports, the Federal Aviation Administration (FAA), regional associations of governments, League of Cities and Towns, aviation related businesses, aviation related associations, and the general public. Among other things, the SASP shall:
 - a. Establish and define airport roles to be used in the allocation of state aviation funds; these roles will be:
 - i. Commercial Aviation Airport
 - ii. Reliever Airport
 - iii. General Aviation-Community Airport
 - iv. General Aviation-Rural Airport
 - v. General Aviation-Basic Airport
 - vi. Urban Air Mobility Hub

- b. Ensure Arizona's airport system continues to effectively connect, move and support the state's transportation needs for years to come;
- c. Provide a framework for the integrated planning, operation and development of Arizona's aviation assets; and
- d. Include performance measures to assess the total system's performance, guide implementation and evaluate results

38. Airport Development Program Policy

1. A.R.S. §28-8202 directs the State Transportation Board to distribute state aviation funds to airport facilities for planning, design, development, acquisition of interest in land, construction, and improvement of publicly owned and operated airport facilities according to the needs of those facilities, as determined by the Board. To meet the aviation needs of the State and establish a consistent, fair, and transparent system through which funds will be distributed, the Board hereby establishes the following programs in order of their respective priorities:
 - a. Federal/State Matching (FSL) Airport Development Grants Program:
 - i. To maximize and leverage the use of federal grant funds, the Board may fund one-half of a sponsor's local shares of a federal grant.
 - b. State and Local (SL) Airport Development Grants Program: To achieve State system goals and provide funding for projects of local, regional, or State significance, including projects that may not otherwise be funded or eligible by the FAA. The Board may fund an eligible project's costs up to a maximum of 90% of eligible costs at Commercial Service, Reliever, General Aviation (GA) -Community and GA - Rural airports and 95% at GA - Basic airports.
 - c. Airport Pavement Management System (APMS) Program: To assist airports in meeting federal obligations related to airfield pavement maintenance as well as to preserve past investments in airfield pavements, the Board may provide pavement maintenance services or funding for a portion of eligible airport's airfield pavement maintenance needs. The Board may fund an eligible project's costs up to a maximum of 90% of eligible costs at Commercial Service, Reliever, General Aviation (GA) – Community and GA – Rural airports and 95% at GA – Basic airports.
 - d. State System Planning and Services Program: To inventory, monitor, and assess the State's aviation system as well as establish system goals and priorities, State aviation funds may be used to conduct statewide aviation planning, research studies or aviation support services.

- e. Airport Loan Program: To maximize the use and efficiency of the State Aviation Fund as well as assist airports in becoming more financially self-sufficient, the Board may utilize appropriated funds or cash balances in the fund to provide low-interest or forgivable loans for projects that are not eligible or otherwise funded through a grant program.
2. ADOT shall administer these five grant and loan programs. Each year ADOT will prepare funding level recommendations based on annual appropriations from the legislature, aviation fund balance, and current grant obligations. These initial funding levels should maximize funding for all five grant and loan programs, with the distribution of funds being distributed to the greatest number of eligible airports while maintaining distribution amounts within statutory levels. Whenever possible, the development of airport facilities should parallel industry standards published in the FAA's design and planning criteria.

39. Resource Allocation Policy

1. In order to allocate the State Aviation Fund dollars in an equitable, efficient and effective manner, it is the policy of the Board to provide the largest amount of Airport Development Program grant dollars to those airport roles with the largest amount of aviation activity (passenger enplanements, aircraft operations, and registered based aircraft), while also ensuring that eligible airports in all roles have an opportunity to be included in the annual allocation of State Aviation Funds. The allocation percentages are presented in ADOT's Airport Development Guidelines, Chapter Two, State Aviation.

40. Project Selection and Prioritization Criteria Policy

1. In the development of ADOT's overall Five-Year Transportation Facilities Construction Program, it is the policy of the Board to include airport grant projects and require the use of established, published, and consistently applied project eligibility criteria and priority rating systems contained in ADOT's Airport Development Guidelines. Changes to the eligibility criteria and priority rating systems shall include consultation with industry stakeholders.

41. Adequate Funding Policy

1. It is the policy of the Board to ensure adequate aviation funding by:
 - a. Taking full advantage of federal funding by ensuring the availability of sufficient state matching funds;
 - b. Pursuing new and existing funding sources;
 - c. Working with the Arizona congressional delegation to increase the funding for Arizona in the federal aviation programs.
 - d. Advocating federal and state legislation for aviation funding for the State.

42. Regional and National Cooperative Planning and Best Practices Policy

1. It is the policy of the Board to support and work collaboratively with state and federal agencies to ensure the aviation system meets standards and future demand levels. The Board also recognizes the importance of developing and using best practices within the industry in order to enhance Arizona's aviation transportation system by improving its safety, efficiency and effectiveness.

Per Diem Compensation and Expense Reimbursement

43. Transportation Board Member Per Diem Compensation and Expense Reimbursement Policy

1. Per Diem Compensation - It is the policy of the State Transportation Board that members are eligible for compensation pursuant to A.R.S. 38-611 in the performance of official duties relating to the Board, including any of the following:
 - a. Attending Board meetings;
 - b. Preparing for Board meetings;
 - c. Communicating with constituents; or
 - d. Attending or participating in any function either on behalf of the Board or in the member's official capacity.

To be eligible for compensation, the Board member must submit documentation outlining the eligible activity to the Director's Office. The Director's Office will review and process the request. These records shall be maintained in accordance with the agency's retention schedule.

2. Reimbursement for Eligible Expenses:
 - a. Board members may be reimbursed for eligible expenses pursuant to state law and policy. Per ADOT Policy FIN-6.02, travel is only permitted when it is in the best interest of the state and necessary to conduct state business.
 - b. Expense reimbursement claims will be processed and paid in accordance with State of Arizona Accounting Manual (SAAM) Policy 5565 and ADOT Policy FIN-6.02.

AZ SMART Fund

44. AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Policy

1. It is the policy of the board to encourage the legislature to annually fund the AZ SMART program in order to provide federally required matching funds for transportation projects in rural Arizona.
2. It is the policy of the Board to facilitate the application and award of federal discretionary grants to eligible Arizona applicants.
3. It is the policy of the Board to encourage all eligible applicants to utilize the benefits of the AZ SMART Fund Program.
4. It is the policy of the Board to award AZ SMART Funds:
 - a. To well-developed and administratively complete applications that maximize the State's competitiveness for each federal discretionary grant.
 - b. To applicants demonstrating the financial and technical capacity to successfully deliver the project.
 - c. For projects including safety improvements and demonstrating a public benefit which exceeds the cost of the project.
5. It is the policy of the Board to:
 - a. Approve an application and application guidelines prior to each Request for Grant Applications (RFGA).
 - b. At the discretion of the Board, give preference to applicants that can demonstrate the following:
 - i. The percentage of non-federal, matching cash funds (US \$) to be provided by the Applicant on the federal grant.
 - ii. The extent to which the applicant will partner with other entities to deliver the project, including the amount of cash and in-kind funding to be provided by each entity.

- iii. Other factors as deemed appropriate by the Board for the applicable federal grant.
- c. Encourage applicants to:
 - i. Establish federal procurement policies and contracts to enable the rapid development and submission of strong and competitive federal grant applications.
 - ii. Generate well-developed cost estimates based on federal standards to minimize the financial impact to the applicant.
- d. Require applicants to respond within five business days regarding the following requests to ensure funding can be awarded and deployed in an expeditious manner:
 - i. A request for more information from the Board; and
 - ii. A request to accept or decline an award which differs from the amount in the application.
- e. Require applicants to begin projects as soon as possible upon an award from the AZ SMART Fund.
- f. Require all AZ SMART Fund awards to be subject to applicable federal and state laws, regulations and ADOT policies, including procurement, timely obligation and expenditure of funding, invoicing, reporting and other requirements which may be identified by the Board or a federal discretionary grant.
- g. Allocate interest earnings to each sub fund on a pro rata basis to help sustain the life of the AZ SMART Fund.
- h. If applicable, redistribute unawarded monies in the AZ SMART Fund in January and July to ensure each funding category is restored to an equitable share.



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

305 Working Days

The project is located in Yavapai County on US 93 between MP 156.0 and MP 172.0. The proposed work consists of pavement rehabilitation. The work includes milling and filling the existing asphaltic concrete of roadway mainline and shoulders, and milled asphalt concrete treatment at designated unpaved crossovers. The work also includes replacing existing guardrail, embankment curb, drainage improvements, joint seal replacement, seeding, applying pavement marking, installing ground-in rumble strips, delineator, and object marker updates, and other related work.

Bid Opening Date : 11/7/2025, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
093 YV 156 F063801C 093-B-(226)T	WICKENBURG-KINGMAN HWY (US-93)	Placeritas Crk to Date Crk NorthWest District	103681

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$19,479,342.06	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$19,537,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
	\$20,233,038.45	DEPARTMENT	
3	\$24,027,079.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

Apparent Low Bidder is 3.7% Under Department Estimate (Difference = (\$753,696.39))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 07, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	093 YV 156 F0638 01C
PROJECT NO	093-B(226)T
TERMINI	WICKENBURG – KINGMAN HIGHWAY (US-93)
LOCATION	PLACERITAS CREEK – DATE CREEK

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US-93	156.00 to 172.00	NORTHWEST	103681

The amount programmed for this contract is \$28,479,000. The location and description of the proposed work are as follows:

The project is located in Yavapai County on US 93 between MP 156.0 and MP 172.0. The proposed work consists of pavement rehabilitation. The work includes milling and filling the existing asphaltic concrete of roadway mainline and shoulders, and milled asphalt concrete treatment at designated unpaved crossovers. The work also includes replacing existing guardrail, embankment curb, drainage improvements, joint seal replacement, seeding, applying pavement marking, installing ground-in rumble strips, delineator, and object marker updates, and other related work.

The time allowed for the completion of the work included in this contract will be 240 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.41.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than five working days prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

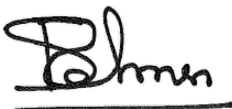
Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

The bidder shall provide an electronic proposal guaranty payable to the Arizona Department of Transportation for 10 percent of the amount of the bid.

Prior to the bid opening date, any questions pertaining to the project documents shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Yusuf Kadem, YKadem@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.



For Brahma Singh
Group Manager
Contracts & Specifications

Project Advertised on: 09/05/2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

85 Working Days

The proposed project is located in Cochise County on Moon Canyon Road at the intersection with Tombstone Canyon Road in the City of Bisbee. The work consists of replacing the existing bridge, bridge barrier and reconstructing the roadway approaches.

Bid Opening Date : 11/21/2025, Prequalification Required, Engineer Specialist : Jesmin Farhana

Project No.	Highway Termini	Location	Item
0000 CH BIS T052401C BIS-0-(205)T	CITY OF BISBEE	MOON CANYON BRIDGE 10538 SouthEast District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$664,769.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
	\$735,042.80	DEPARTMENT	
2	\$3,787,740.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON , AZ 85705-

Apparent Low Bidder is 9.6% Under Department Estimate (Difference = (\$70,273.80))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 21, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 CH BIS T0524 01C
PROJECT NO	BIS-0(205)T
TERMINI	CITY OF BISBEE
LOCATION	MOON CANYON BRIDGE #10538

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHEAST	LOCAL

The amount programmed for this contract is \$1,012,000. The location and description of the proposed work are as follows:

The proposed project is located in Cochise County on Moon Canyon Road at the intersection with Tombstone Canyon Road in the City of Bisbee. The work consists of replacing the existing bridge, bridge barrier and reconstructing the roadway approaches.

The time allowed for the completion of the work included in this contract will be 85 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.82.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Farhana Jesmin, fjesmin@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

A handwritten signature in black ink, appearing to read "K. Huston", with a horizontal line drawn underneath.

For Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 6/24/2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

188 Working Days

The proposed project is located in Maricopa County on Missouri Avenue: from 59th Avenue to 51st Avenue; on San Miguel Avenue: from 59th Avenue to 57th Avenue; on Montebello Avenue: from 61st Avenue to 57th Avenue; on 57th Avenue: from Missouri Avenue to Bethany Home Road; and on 55th Avenue: from Missouri Avenue to Bethany Home Road, for a total length of 3.13 miles. The work consists of connecting existing sidewalks along corridors, striping and video detection for bicycle accommodations, driveway replacements, railroad crossing improvements, as well as other related work.

Bid Opening Date : 11/21/2025, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
0000 MA GLN T037201C GLN-0-(268)T	CITY OF GLENDALE	Bethany Home Rd-Missouri Ave & Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,049,167.86	D B A CONSTRUCTION INC.	1833 SOUTH 59TH AVENUE PHOENIX, AZ 85043-
	\$3,419,052.00	DEPARTMENT	
2	\$3,840,065.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
3	\$3,999,991.22	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-

Apparent Low Bidder is 10.8% Under Department Estimate (Difference = (\$369,884.14))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 14, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN T0372 01C
PROJECT NO GLN-0(268)T
TERMINI CITY OF GLENDALE
LOCATION MISSOURI AVENUE AND BETHANY HOME ROAD – 51ST AVENUE
TO 61ST AVENUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$ 4,531,571. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County on Missouri Avenue: from 59th Avenue to 51st Avenue; on San Miguel Avenue: from 59th Avenue to 57th Avenue; on Montebello Avenue: from 61st Avenue to 57th Avenue; on 57th Avenue: from Missouri Avenue to Bethany Home Road; and on 55th Avenue: from Missouri Avenue to Bethany Home Road, for a total length of 3.13 miles. The work consists of connecting existing sidewalks along corridors, striping and video detection for bicycle accommodations, driveway replacements, railroad crossing improvements, as well as other related work.

The time allowed for the completion of the work included in this contract will be 188 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: **Ghalib Mahdi**, gmahdi@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Brahama Singh, P.E.
Group Manager
Contracts & Specifications
PROJECT ADVERTISED ON: (09/15/2025)



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

280 Working Days

The proposed project is located in Cochise County, along Interstate 10, between mileposts 345.50 and 356.49, near Willcox. The work includes milling the existing asphaltic concrete surface course and replacing it with new asphaltic concrete and a stone matrix asphaltic concrete overlay. It also involves replacing guardrails and guardrail end terminals, repairing existing bridge decks and concrete box culverts, updating pavement markings, and performing other related work.

Bid Opening Date : 11/14/2025, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
010 CH 345 F064301C 010-F-(234)T	BENSON – STEINS PASS HIGHWAY (I-10)	Jct SB I 10 to MP 356.49 SouthEast District	103724

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$21,154,661.64	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$22,757,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
	\$26,923,450.00	DEPARTMENT	
3	\$35,919,171.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

Apparent Low Bidder is 21.4% Under Department Estimate (Difference = (\$5,768,788.36))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 24, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	010 CH 345 F064301C
PROJECT NO	010-F(234)T
TERMINI	BENSON – STEINS PASS HIGHWAY (I-10)
LOCATION	JCT SB I-10 – MP 356.49

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I - 10	345.50 to 356.49	SOUTHEAST	103724

The amount programmed for this contract is \$37,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Cochise County, along Interstate 10, between mileposts 345.50 and 356.49, near Willcox. The work includes milling the existing asphaltic concrete surface course and replacing it with new asphaltic concrete and a stone matrix asphaltic concrete overlay. It also involves replacing guardrails and guardrail end terminals, repairing existing bridge decks and concrete box culverts, updating pavement markings, and performing other related work.

The time allowed for the completion of the work included in this contract will be 280 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.84.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within two weeks following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole

discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Ata Zarghami, azarghami2@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

Project Advertised on: 6/26/2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed work is located in Santa Cruz County on I-19 at milepost 1.0. The proposed work consists of removing existing deck surfaces by mechanical milling and applying two-inch polyester polymer concrete (PPC) overlay. The project also includes milling and replacing with asphaltic concrete, replacing pavement markings, guardrail and other miscellaneous work.

Bid Opening Date : 11/7/2025, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
019 SC 001 F070901C 019-A-(245)T	NOGALES – TUCSON HIGHWAY (I-19)	Western Avenue TI OP SouthCent District	100192

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,386,060.00	DEPARTMENT	
1	\$3,957,733.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

Apparent Low Bidder is 16.9% Over Department Estimate (Difference = \$571,673.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 07, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 019 SC 001 F0709 01C
PROJECT NO 019-A(245)T
TERMINI NOGALES – TUCSON HIGHWAY (I-19)
LOCATION WESTERN AVENUE TIOP

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-19	0.94 – 1.26	SOUTHCENTRAL	100192

The amount programmed for this contract is \$ 5,700,000. The location and description of the proposed work are as follows:

The proposed work is located in Santa Cruz County on I-19 at milepost 1.0. The proposed work consists of removing existing deck surfaces by mechanical milling and applying two-inch polyester polymer concrete (PPC) overlay. The project also includes milling and replacing with asphaltic concrete, replacing pavement markings, guardrail and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 90 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.68.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Ghalib Mahdi, gmahdi@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Brahama Singh, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: (09/03/2025)



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Calendar Days

The proposed project is located in Maricopa County, within the City of Phoenix, along State Route 51, from Interstate 10 (milepost 148.23) to Shea Boulevard (milepost 9.80). The work includes milling asphalt rubber–asphalt concrete friction course, repairing Portland cement concrete pavement, diamond grinding the surface of existing concrete pavement and bridge decks, repairing bridge decks and bridge joints, installing pavement markings, and performing other related work.

Bid Opening Date : 11/21/2025, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
051 MA 000 F085801C 051-A-NFA	PIESTEWA FREEWAY (SR 51)	I 10 To Shea Blvd Central District	105492

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$17,845,579.59	EMERY SAPP & SONS, INC.	2301 I 70 DRIVE NW COLUMBIA, MO 65202-
	\$23,728,852.95	DEPARTMENT	
2	\$32,703,555.78	ACME CONCRETE PAVING, INC.	4124 E BROADWAY SPOKANE, WA 99202-

Apparent Low Bidder is 24.8% Under Department Estimate (Difference = (\$5,883,273.36))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 21, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 051 MA 000 F085801C
PROJECT NO 051-A-NFA
TERMINI PIESTEWA FREEWAY (SR 51)
LOCATION I-10 TO SHEA BLVD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 51	0.00 to 9.80	Central	105492

The amount programmed for this contract is \$30,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County, within the City of Phoenix, along State Route 51, from Interstate 10 (milepost 148.23) to Shea Boulevard (milepost 9.80). The work includes milling asphalt rubber–asphalt concrete friction course, repairing Portland cement concrete pavement, diamond grinding the surface of existing concrete pavement and bridge decks, repairing bridge decks and bridge joints, installing pavement markings, and performing other related work

The time allowed for the completion of the work included in this contract will be 180 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than five working days prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

The bidder shall provide an electronic proposal guaranty payable to the Arizona Department of Transportation for 10 percent of the amount of the bid.

Prior to the bid opening date, any questions pertaining to the project documents shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Ata Zarghami, azarghami2@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 10/17/2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

290 Working Days

The proposed project F069901C is located on US 70 in Gila County, 5 miles southwest of City of Globe within San Carlos Apache Tribe Reservation. The project begins at MP 256.5 and ends at MP 259.4. The proposed work consists of installing roadway lighting and other related works within the project limits.

The proposed project T031301C is located in Gila County within San Carlos Apache Tribe approximately 5,000 feet along White Mountain Avenue north of the intersection of White Mountain Avenue and BIA 170. The work consists of the installation of roadway lighting, pavement markings, and other related work.

Bid Opening Date : 11/14/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 GI ISC T031301C ISC-0-(203)T	SAN CARLOS APACHE TRIBE	White Mtn Rd and Airport Rd SouthEast District	102261
070 GI 256 F069901C 070-A-(227)T	GLOBE-LORDSBURG HIGHWAY	MP 256 to Old San Carlos Rd SouthEast District	103646

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,148,066.20	DEPARTMENT	
1	\$3,601,968.28	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-
2	\$3,657,144.50	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	833 FEATHERSTONE ROAD ROCKFORD, IL 61107-

Apparent Low Bidder is 14.4% Over Department Estimate (Difference = \$453,902.08)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 14, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	070 GI 256 F0699 01C
PROJECT NO	070-A(227)T
TERMINI	GLOBE-LORDSBURG HIGHWAY (US-70)
LOCATION	MP 256.5 TO OLD SAN CARLOS RD
TRACS NO	0000 GI ISC T031301C
PROJECT NO	ISC-0(203)T
TERMINI	SAN CARLOS APACHE TRIBE
LOCATION	WHITE MOUNTAIN AVENUE (BIA10); BIA 170 – 5,000 FEET NORTH

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
070	256	SOUTHEAST	102261
0000	N/A	SOUTHEAST	100923

The amount programmed for this contract is \$5,260,000. The location and description of the proposed work are as follows:

The proposed project F069901C is located on US 70 in Gila County, 5 miles southwest of City of Globe within San Carlos Apache Tribe Reservation. The project begins at MP 256.5 and ends at MP 259.4. The proposed work consists of installing roadway lighting and other related works within the project limits.

The proposed project T031301C is located in Gila County within San Carlos Apache Tribe approximately 5,000 feet along White Mountain Avenue north of the intersection of White Mountain Avenue and BIA 170. The work consists of the installation of roadway lighting, pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 290 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other projects documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the projects, and (2) be included on the projects Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

These projects require electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on these projects 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 these projects. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for these projects shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and projects proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to these projects is: Jalal Kamal, Jkamal@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Brahama Singh, PE,
Group Manager,
Contracts & Specifications

PROJECT ADVERTISED ON: SEPTEMBER 26, 2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed work is located in Coconino County within the limits of Coconino National Forest, on State Route 89A, between MP 386.97 to MP 389.83, near Oak Creek Vista. The work includes upgrading existing guardrails and guardrail end terminals and other related work.

Bid Opening Date : 11/7/2025, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
089A CN 386 F071801C A89-B-(226)T	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)	Oak Creek Canyon NorthCent District	104215

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,897,360.20	DEPARTMENT	
1	\$3,444,444.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

Apparent Low Bidder is 18.9% Over Department Estimate (Difference = \$547,083.80)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 7, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	089A CN 386 F071801C
PROJECT NO	A89-B(226)T
TERMINI	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)
LOCATION	OAK CREEK CANYON

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	386.97 to 389.83	NORTHCENTRAL	104215

The amount programmed for this contract is \$3,740,000. The location and description of the proposed work are as follows:

The proposed work is located in Coconino County within the limits of Coconino National Forest, on State Route 89A, between MP 386.97 to MP 389.83, near Oak Creek Vista. The work includes upgrading existing guardrails and guardrail end terminals and other related work.

The time allowed for the completion of the work included in this contract will be 120 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Ata Zarghami, azarghami2@azdot.gov, correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

Project Advertised on: May 30, 2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

140 Working Days

The proposed project is located on Navajo Nation and Hopi lands in Coconino County begins at Tuba City and extends east along US 160 from Milepost 321.80 to Milepost 335. The proposed work consists of mill and replaces AC, remove and replace guardrail, extend pipe culverts, pavement marking and other related work.

Bid Opening Date : 11/21/2025, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
160 CN 321 F064401C 160-A-(213)T	TUBA CITY – FOUR CORNERS HWY	Tuba City - MP 335 NorthCent District	103683

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$17,793,199.00	DEPARTMENT	
1	\$20,475,887.67	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	\$21,314,037.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
3	\$23,877,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Apparent Low Bidder is 15.1% Over Department Estimate (Difference = \$2,682,688.67)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 15, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	160 CN 321 F0644 01C
PROJECT NO	160-A(213)T
TERMINI	TUBA CITY – FOUR CORNERS
LOCATION	TUBA CITY – MP 335

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 160	321.8 to 335.0	NC	103683

The amount programmed for this contract is \$33,840,000.00. The location and description of the proposed work are as follows:

The proposed project is located on Navajo Nation and Hopi lands in Coconino County begins at Tuba City and extends east along US 160 from Milepost 321.80 to Milepost 335. The proposed work consists of mill and replaces AC, remove and replace guardrail, extend pipe culverts, pavement marking and other related work.

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

The time allowed for the completion of the work included in this contract will be **120** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.78 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding

letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Rene Teran, rteran@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: June 26, 2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

115 Working Days

The proposed project is located in Navajo County on SR 377 south of Dry Lake from milepost 8 to milepost 13. The works consists of widening the existing roadway pavement to accommodate shoulders in both Northbound and Southbound directions on State Route 377 and install centerline and edge line rumble strips. The work also includes paving turnouts, fog coat application on the existing travel lanes and new shoulder widening; install new pipe and pipe encasement, signing, pavement marking and other related work.

Bid Opening Date : 11/14/2025, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
377 NA 008 F066101C 377-A-(203)T	HEBER-HOLBROOK HWY (SR 377)	MP8-PHX PARK WASH, S OF DRY LA NorthEast District	103630

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$8,455,109.07	SEMA CONSTRUCTION, INC.	7353 S EAGLE STREET CENTENNIAL, CO 80112-
2	\$8,625,555.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
3	\$9,179,905.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
4	\$9,362,852.46	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-
	\$10,666,769.40	DEPARTMENT	
5	\$11,083,590.00	W. W. CLYDE & CO.	869 N. 1500 W. Orem, UT 84057-

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$11,105,850.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

Apparent Low Bidder is 20.7% Under Department Estimate (Difference = (\$2,211,660.33))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 05, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 377 NA 008 F0661 01C
PROJECT NO 377-A(203)T
TERMINI HEBER-HOLBROOK HWY (SR 377)
LOCATION MP8 - PHOENIX PARK WASH, S OF DRY LAKE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 377	8 to 13	NORTHEAST	103630

The amount programmed for this contract is \$12,625,000. The location and description of the proposed work are as follows:

The proposed project is located in Navajo County on SR 377 south of Dry Lake from milepost 8 to milepost 13. The works consists of widening the existing roadway pavement to accommodate shoulders in both Northbound and Southbound directions on State Route 377 and install centerline and edge line rumble strips. The work also includes paving turnouts, fog coat application on the existing travel lanes and new shoulder widening; install new pipe and pipe encasement, signing, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 115 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.49.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

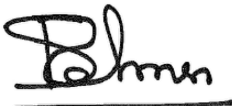
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Vian Rashid, vrashid@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.



For Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 05/29/2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

110 Working Days

The proposed project is located in Maricopa County, within the Town of Gilbert, for the half-mile of Mews Road east of Higley Road. The project work includes paving gravel roadway, construction of a concrete drainage channel on the south side of Mews Road, and waterline and sewer line extensions and other related work.

Bid Opening Date : 11/21/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 MA GIL T033601C GIL-0-(218)T	TOWN OF GILBERT	Mews Rd beginning at Higley Rd Central District	102465

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,179,847.00	DEPARTMENT	
1	\$2,882,974.10	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255-
2	\$2,926,592.62	HUNTER CONTRACTING COMPANY	701 N. COOPER RD GILBERT, AZ 85233-
3	\$3,122,537.55	D B A CONSTRUCTION INC.	1833 SOUTH 59TH AVENUE PHOENIX, AZ 85043-
4	\$3,866,090.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

Apparent Low Bidder is 32.3% Over Department Estimate (Difference = \$703,127.10)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 17, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 MA GIL T033601C
PROJECT NO	GIL-0(218)T
TERMINI	TOWN OF GILBERT
LOCATION	Mews Road – Higley Road to ½ Mile East

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	N/A	CENTRAL	102465

The amount programmed for this contract is \$2,590,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County, within the Town of Gilbert, for the half-mile of Mews Road east of Higley Road. The project work includes paving gravel roadway, construction of a concrete drainage channel on the south side of Mews Road, and waterline and sewer line extensions and other related work.

The time allowed for the completion of the work included in this contract will be **110** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.75.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: JALAL KAMAL, Jkamal@azdot.gov any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Mahfuz Anwar, P.E.
Senior Transportation Engineer/Team Leader
Contracts & Specifications

Project Advertised on: September 03, 2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

62 Working Days

The proposed project 0000 PN CSG T046901C is located in the City of Casa Grande within Pinal County. The proposed work consists of extending the eastbound left turn lane at the intersection of Florence Boulevard and Peart Road, and related work.

The proposed project 0000 PN CSG T047001C is located in the City of Casa Grande within Pinal County. The proposed work consists of constructing a new raised median on Florence Boulevard west of Colorado Street, and related work.

Bid Opening Date : 11/7/2025, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 PN CSG T046901C CSG-0-(212)T	CITY OF CASA GRANDE	Florence Blvd and Peart Rd SouthCent District	103653
0000 PN CSG T047001C CSG-0-(213)T	CITY OF CASA GRANDE	Florence Blvd and Colorado St SouthCent District	103883

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$381,964.40	AJP ELECTRIC, INC.	1920 W. CHERYL DRIVE PHOENIX, AZ 85021-
2	\$460,918.86	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
3	\$564,444.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
4	\$622,647.00	FALCONE BROS & ASSOCIATE INC.	15885 N. EQUESTRIAN TRL TUCSON, AZ 85739-
	\$706,882.00	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
5	\$840,000.00	M. R. TANNER DEVELOPMENT & CONSTRUCTION, LLC	1327 W. SAN PEDRO ST. GILBERT, AZ 85233-

Apparent Low Bidder is 46.0% Under Department Estimate (Difference = (\$324,917.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 7, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PN CSG T0469 01C
PROJECT NO CSG-0(212)T
TERMINI City of Casa Grande
LOCATION Florence Blvd and Peart Rd.

TRACS NO 0000 PN CSG T0470 01C
PROJECT NO CSG-0(213)T
TERMINI City of Casa Grande
LOCATION Florence Blvd and Colorado St

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
n/a	n/a	Southcentral	103653
n/a	n/a	Southcentral	103883

The amount programmed for this contract is \$879,000. The location and description of the proposed work are as follows:

The proposed project 0000 PN CSG T046901C is located in the City of Casa Grande within Pinal County. The proposed work consists of extending the eastbound left turn lane at the intersection of Florence Boulevard and Peart Road, and related work.

The proposed project 0000 PN CSG T047001C is located in the City of Casa Grande within Pinal County. The proposed work consists of constructing a new raised median on Florence Boulevard west of Colorado Street, and related work.

The time allowed for the completion of the work included in this contract will be 62 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.75.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than five working days prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

The bidder shall provide an electronic proposal guaranty payable to the Arizona Department of Transportation for 10 percent of the amount of the bid.

Prior to the bid opening date, any questions pertaining to the project documents shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Thomas Mowery-Racz, tmowery-racz@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: September 18, 2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Working Days

The proposed project is located in Pinal County, eastern portion of the City of Maricopa, Arizona on approximately 0.6 miles of Murphy Road and 0.5 miles of Hartman Road from the Gila River Indian Community (GRIC) boundary to Honeycutt Road. The work consists of placing a double chip seal coat, striping, and other related work.

Bid Opening Date : 11/21/2025, Prequalification Required, Engineer Specialist : Jannatul Joarder

Project No.	Highway Termini	Location	Item
0000 PN MAR T054701C MAR-0-(215)T	CITY OF MARICOPA	Murphy Rd & Hartman Rd: GRIC t Central District	103066

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,351,377.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
	\$1,845,033.00	DEPARTMENT	
2	\$1,945,606.25	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-

Apparent Low Bidder is 26.8% Under Department Estimate (Difference = (\$493,656.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 24, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN MAR T0547 01C
PROJECT NO	MAR-0(215)T
TERMINI	CITY OF MARICOPA
LOCATION	MURPHY ROAD & HARTMAN ROAD; GRIC-HONEYCUTT ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
	to		
0000	MAR	SOUTH-CENTRAL	103066

The amount programmed for this contract is \$2,234,400.00. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County, eastern portion of the City of Maricopa, Arizona on approximately 0.6 miles of Murphy Road and 0.5 miles of Hartman Road from the Gila River Indian Community (GRIC) boundary to Honeycutt Road. The work consists of placing a double chip seal coat, striping, and other related work.

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

The time allowed for the completion of the work included in this contract will be 130 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.40%.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than five working days prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

The bidder shall provide an electronic proposal guaranty payable to the Arizona Department of Transportation for 10 percent of the amount of the bid.

Prior to the bid opening date, any questions pertaining to the project documents shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Jannatul Adan Joarder, jjoarder@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 9/11/2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Calendar Days

The proposed project is located in Pinal County on Battaglia Drive between Henness Road and Overfield Road, near the unincorporated area of Arizona City. The work includes widening the outside shoulders. The work also includes pavement marking, guardrail replacement, and other related work.

Bid Opening Date : 11/14/2025, Prequalification Required, Engineer Specialist : Mike Wechselberger

Project No.	Highway Termini	Location	Item
0000 PN PPN T044901C PPN-0-(232)D PINAL COUNTY		Battaglia Dr; Henness Rd to Ov SouthCent District	103619

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,945,341.50	DEPARTMENT	
1	\$2,230,833.80	W. W. CLYDE & CO.	869 N. 1500 W. Orem, UT 84057-
2	\$2,494,444.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
3	\$2,499,999.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-

Apparent Low Bidder is 14.7% Over Department Estimate (Difference = \$285,492.30)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 3, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN PPN T0449 01C
PROJECT NO	PPN-0(232)T
TERMINI	PINAL COUNTY
LOCATION	BATTAGLIA DR; HENNESS RD – OVERFIELD RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	103619

The amount programmed for this contract is \$2,874,775. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on Battaglia Drive between Henness Road and Overfield Road, near the unincorporated area of Arizona City. The work includes widening the outside shoulders. The work also includes pavement marking, guardrail replacement, and other related work.

The time allowed for the completion of the work included in this contract will be 170 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Mike Wechselberger, mwechselberger@azdot.gov, any correspondence with the Engineering Specialist is subject

to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 7/24/2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

530 Working Days

The proposed project is located in Yuma County within the City of San Luis along Cesar Chavez Blvd between Escondido Street to Avenue E. The work consists of reconstructing the roadway along Cesar Chavez Blvd to a four lane divided roadway intersection channelization at intersecting streets, drainage facilities, asphaltic concrete, signing, pavement marking, signals, lighting, and other related work. The project also includes a one-lane roundabout at the intersection of Cesar Chavez Blvd and Escondido St / San Luis Plaza Dr.

Bid Opening Date : 11/7/2025, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
0000 YU SLS SZ01801C SLS-0-NFA	CITY OF SAN LUIS	JUAN SANCHEZ BLVD IMPROVEMENTS SouthEast District	100115

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$43,301,733.00	DEPARTMENT	
1	\$57,044,316.00	DPE CONSTRUCTION, INC.	1636 E 20TH STREET YUMA, AZ 85365-
2	\$63,525,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Apparent Low Bidder is 31.7% Over Department Estimate (Difference = \$13,742,583.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 3, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU SLS SZ01801C
PROJECT NO SLS-0(203)A
TERMINI CITY OF SAN LUIS
LOCATION CESAR CHAVEZ BOULEVARD: US 95 to SR 195

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	to	SOUTHWEST	100115

The amount programmed for this contract is \$61,200,000.00. The location and description of the proposed work are as follows:

The proposed project is located in Yuma County within the City of San Luis along Cesar Chavez Blvd between Escondido Street to Avenue E. The work consists of reconstructing the roadway along Cesar Chavez Blvd to a four lane divided roadway intersection channelization at intersecting streets, drainage facilities, asphaltic concrete, signing, pavement marking, signals, lighting, and other related work. The project also includes a one-lane roundabout at the intersection of Cesar Chavez Blvd and Escondido St / San Luis Plaza Dr.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 530 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.8 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding

letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: rteran@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Reza Jafari, PE
Senior Transportation Engineer/Team Leader
Contracts & Specifications

PROJECT ADVERTISED ON: August 27, 2025



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed project is located in the Yuma County at the intersection of County 11th Street and Avenue G. The work consists of removing sharp curve and realignment of Avenue G and County 11th Street and widening to provide exclusive left and right turn lanes. The work also includes aggregate base, asphalt concrete, street light conduit and junction boxes, pavement marking, signing, and other related work.

Bid Opening Date : 10/31/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 YU YYU T037801C YYU-0-(226)T	YUMA COUNTY	County 11th St at Ave G SouthWest District	101664

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,299,695.00	DPE CONSTRUCTION, INC.	1636 E 20TH STREET YUMA, AZ 85365-
	\$1,411,809.00	DEPARTMENT	

Apparent Low Bidder is 7.9% Under Department Estimate (Difference = (\$112,114.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 26, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU YUM T037801C
PROJECT NO YUM-0(223) T
TERMINI YUMA COUNTY
LOCATION COUNTY 11TH ST AT AVE G

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	N/A	SOUTHWEST	102261

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$2,080,850. The location and description of the proposed work are as follows:

The proposed project is located in Yuma County at the intersection of County 11th Street and Avenue G. The work consists of removing sharp curve and realignment of Avenue G and County 11th Street and widening to provide exclusive left and right turn lanes. The work also includes aggregate base, asphalt concrete, street light conduit and junction boxes, pavement marking, signing, and other related work.

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

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.79.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: JALAL KAMAL, Jkamal@azdot.gov any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Senior Transportation Engineer
Mahfuz Anwar
Contracts & Specifications

PROJECT ADVERTISED ON: AUGUST 25, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

320 Working Days

The proposed work is located in the city of Apache Junction. The length of the project is 2.97 miles in total which includes work along Old West Highway, from Idaho Road on the west end to Goldfield Road on the east end of the project, and Winchester Road, from Broadway Avenue on the south end to Old West Highway on the north end. The work consists of constructing a new sidewalk along the south side of Old West Highway and on the west side of Winchester Road including sections that are attached with concrete curb and gutter and sections that are detached. The work includes several box culvert extensions, bridge railing, scuppers, pedestrian access ramps, guardrail modifications, seeding, signing and pavement markings, and other related work.

Bid Opening Date : 9/5/2025, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
0000 PN APJ T024201C APJ-0-(217)T	CITY OF APACHE JUNCTION	Old West Hwy Idaho Rd to Goldf Central District	100840

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,818,888.60	W. W. CLYDE & CO.	869 N. 1500 W. Orem, UT 84057-
2	\$3,620,748.15	D B A CONSTRUCTION INC.	1833 SOUTH 59TH AVENUE PHOENIX, AZ 85043-
3	\$4,167,420.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
	\$4,363,048.75	DEPARTMENT	

Apparent Low Bidder is 35.4% Under Department Estimate (Difference = (\$1,544,160.15))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 05, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN APJ T0242 01C
PROJECT NO	APJ-0(217)T
TERMINI	CITY OF APACHE JUNCTION
LOCATION	OLD WEST HWY; IDAHO RD TO GOLDFIELD RD AND WINCHESTER RD; OLD WEST HIGHWAY TO THE 6TH ST. ALIGNMENT

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$5,320,000. The location and description of the proposed work are as follows:

The proposed work is located in the city of Apache Junction. The length of the project is 2.97 miles in total which includes work along Old West Highway, from Idaho Road on the west end to Goldfield Road on the east end of the project, and Winchester Road, from Broadway Avenue on the south end to Old West Highway on the north end. The work consists of constructing a new sidewalk along the south side of Old West Highway and on the west side of Winchester Road including sections that are attached with concrete curb and gutter and sections that are detached. The work includes several box culvert extensions, bridge railing, scuppers, pedestrian access ramps, guardrail modifications, seeding, signing and pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 320 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.01 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

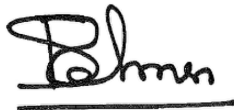
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Yusuf Kadem, ykadem@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

A handwritten signature in black ink, appearing to read 'Sarker Rahman', with a horizontal line underneath.

Sarker Rahman, PE
Senior Transportation Engineer/Team Leader
Contracts & Specifications

PROJECT ADVERTISED ON: 07/28/2025