ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Ted Maxwell, Chairman
Jenny Howard, Vice Chair
Sam Elters, Member
Jamescit Peshlakai, Member
John Giles , Member
Doug Coleman , Member
James B. Manson, Member
Vacant, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of eight 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 publiclyowned 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 transportationrelated 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 fiveyear 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 transportationrelated issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 7127550.

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38431.02, 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, November 20, 2026, 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. 38431.02, 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, November 20, 2026, relating to any items on the agenda. Pursuant to A.R.S. 38431.03 (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) 7128946 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.

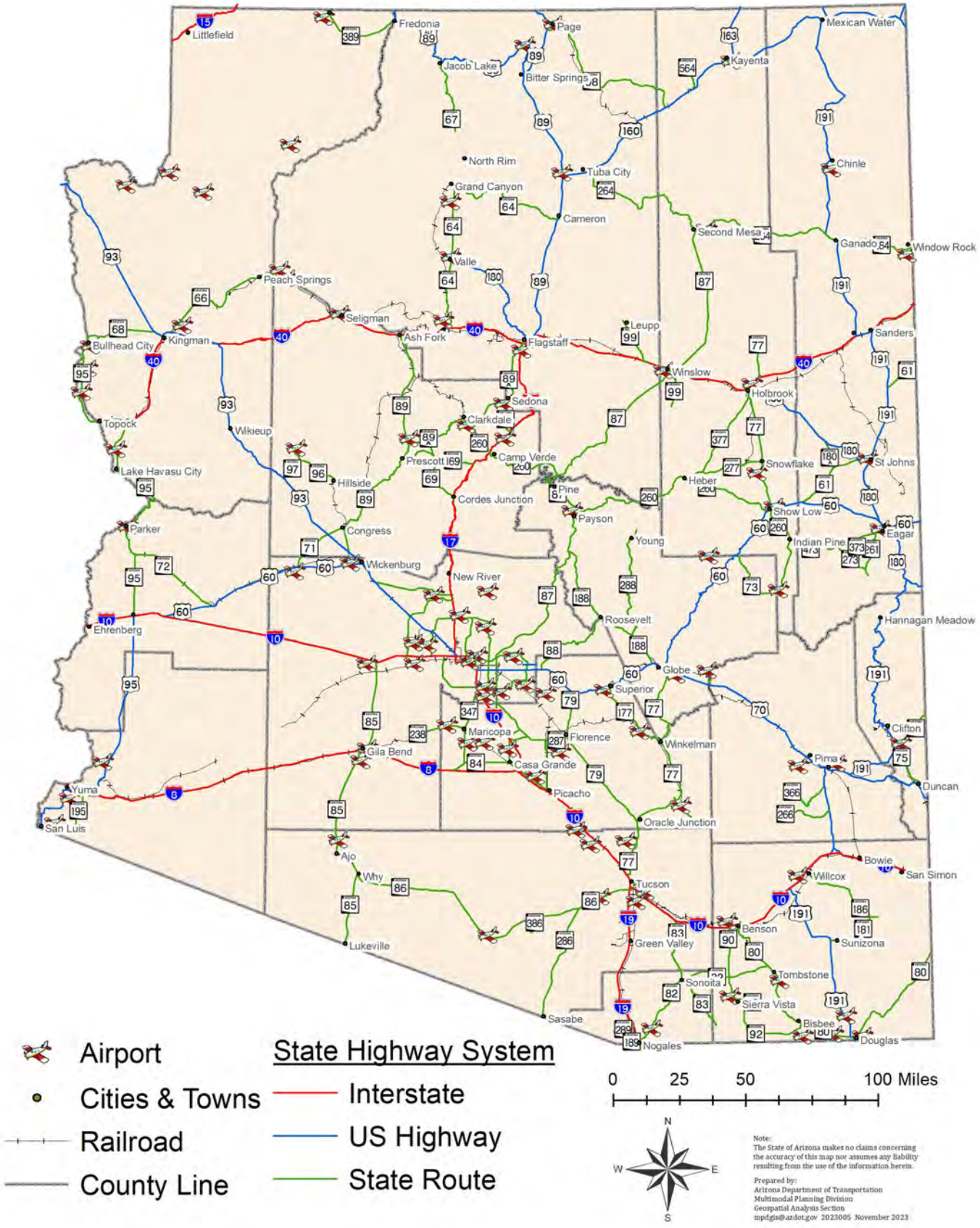
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 133, Phoenix, Arizona 85007, or by phone (602) 7127550. Please be prepared to identify the specific agenda item or items of interest.

Dated this 16th day of November, 2026

State Highway System with Railroads & Airports



Note:
The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.

Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Geospatial Analysis Section
mpdgis@azdot.gov 2023005 November 2023

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
Town of Wickenburg
155 N. Tegner Street
Wickenburg, AZ 86309
9:00 a.m. Friday, November 20, 2026

Telephonic Pursuant to A.R.S. Sec. 38431.02, 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, November 20th, 2026, 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 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. 38431.03 (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 November 20, 2026. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE
The Pledge of Allegiance

ROLL CALL
Roll call by Board Secretary

OPENING REMARKS
Opening remarks by Chairman Maxwell

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.
Reminder to fill out survey cards presentation
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— Paul Patane, Southwest District

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 — Paul Patane, Southwest District Administrator)

***ITEM 3: Consent Agenda**

Page 9

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

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study 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 — Jacob Gable, Chief Financial Officer)
- Revenue Collections for Highway User Revenues
- Aviation Revenues
- HELP Fund status
- 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 Update
B) Aeronautics Update
C) Last Minute items

(For information and discussion only - Justin Feek, Division Director, Multimodal Planning

***ITEM 6: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program** **Page 69**

Staff will present AZ SMART fund applications from various eligible applicants for the Transportation Board's consideration and approval. Representatives from the applicants may be available for questions

A) November 2026 AZ SMART Fund Report
B) City of Flagstaff: BNSF Railway at MilePost 338.9 east of Country Club Drive

(For discussion and possible action - Justin Feek, Division Director, Multimodal Planning Division)

***ITEM 7: Priority Planning Advisory Committee (PPAC)** **Page 115**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2027- 2031Statewide Transportation Facilities Construction Program.

(For discussion and possible action - Justin Feek, Division Director Mulitmodal Planning Division)

***ITEM 8: Approval of the 2026 Arizona State Aviation System Plan (SASP)**

Staff will present an overview and request approval of the SASP prepared by the ADOT Aeronautics Group, which establishes Arizona's 20- year strategic framework for the state's public airport system, including performance evaluations, demand forecasts, investment priorities, and alignment with the 2050 Arizona Statewide Long-RangeTransportation Plan.

The full SASP is available here

The SASP Executive Summary is available here

(For discussion and possible action - Matthew Munden, Aeronautics Group Manager, Multimodal Planning Division)

ITEM 9: State Engineer Report **Page 137**

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/ Deputy Director)

***ITEM 10: Construction Contracts** **Page 144**

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

ITEM 11: 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
- RightofWay 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)

*ITEM:3a	RES. NO.	2026–11–A–044
	PROJECT:	010 CH 340 H5455 / I 010-F-801
	HIGHWAY:	BENSON – STEINS PASS
	SECTION:	Fort Grant T.I. (Virginia Ave. – Circle “I” Rd. – Fort Grant Rd.)
	ROUTE NO.:	Interstate Route 10
	DISTRICT:	Southeast
	COUNTY:	Cochise
	DISPOSAL NO.:	D-SE-007
	RECOMMENDATION:	Abandon to the City of Willcox, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated August 11, 2026, right of way that is no longer needed for the State Transportation System that can be better managed by the Local Public Agency.

*ITEM:3b	RES. NO.	2026–11–A–045
	PROJECT:	260 NA 346 F0702; and 260 NA 354 F0702 / 260-C(215)T
	HIGHWAY:	SHOW LOW – MCNARY – EAGAR
	SECTION:	Hill Drive Intersection
	ROUTE NO.:	State Route 260
	DISTRICT:	Northwest
	COUNTY:	Navajo
	RECOMMENDATION:	Establish new right of way as a State Route to accommodate design change for improvements necessary to enhance convenience and safety for the traveling public

RIGHT OF WAY RESOLUTIONS (action as noted)

*ITEM:3c	RES. NO.	2026–11–A–046
	PROJECT:	074 MA 021 F0908 / 074-A(206)T
	HIGHWAY:	MORRISTOWN – NEW RIVER
	SECTION:	Agua Fria River Bridge
	ROUTE NO.:	State Route 74
	DISTRICT:	Central
	COUNTY:	Maricopa
	RECOMMENDATION:	Establish a new right of way as a State Route to be utilized for improvements necessary to enhance convenience and safety for the traveling public.

*ITEM:3d	RES. NO.	2026–11–A–047
	PROJECT:	019B SC 000 H8394 / B19-A(201)T
	HIGHWAY:	NOGALES BUSINESS ROUTE
	SECTION:	International Border – Mariposa Rd. / SR 189
	ROUTE NO.:	State Route 19B
	DISTRICT:	Southcentral
	COUNTY:	Santa Cruz
	RECOMMENDATION:	Establish a new right of way as a State Route and State Highway to be utilized for future improvements necessary to enhance convenience and safety for the traveling public.

November 20, 2026

RES. NO. 2026-11-A-044
PROJECT: 010 CH 340 H5455 / I 010-F-801
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ROUTE NO.: Interstate Route 10
DISTRICT: Southeast
COUNTY: Cochise
DISPOSAL: D-SE-007

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the Benson – Steins Pass within the above referenced project.

The right of way to be abandoned 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.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Willcox has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated August 11, 2026, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209.

Accordingly, I recommend that the State’s interest in the right of way be abandoned, as depicted in the attached Appendix “A” and on the maps and plans of the above referenced project.

November 20, 2026

RES. NO. 2026-11-A-044
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HIGHWAY: BENSON – STEINS PASS
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ROUTE NO.: Interstate Route 10
DISTRICT: Southeast
COUNTY: Cochise
DISPOSAL: D-SE-007

The right of way to be abandoned is delineated on the 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 BENSON – STEINS PASS HIGHWAY, Fort Grant T.I., Project 010 CH 340 H5455 01R / I 010-F-801”, and is shown in Appendix “A” attached hereto.

I further recommend that the right of way depicted in Appendix “A” be removed from the State Highway System and abandoned to the City of Willcox, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated August 11, 2026, and as provided in Arizona Revised Statutes §§ 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix “A” and on the maps and plans of the above referenced project.

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 disposal of the right of way depicted in Appendix “A”.

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

November 20, 2026

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ROUTE NO.: Interstate Route 10
DISTRICT: Southeast
COUNTY: Cochise
DISPOSAL: D-SE-007

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

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

Respectfully submitted,

AUDRA MERRICK, 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

November 20, 2026

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COUNTY: Cochise
DISPOSAL: D-SE-007

RESOLUTION OF ABANDONMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on November 20, 2026, presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Willcox within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Willcox has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated August 11, 2026, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the 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 BENSON – STEINS PASS HIGHWAY, Fort Grant T.I., Project 010 CH 340 H5455 01R / I 010-F-801", and is shown in Appendix "A" attached hereto.

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

November 20, 2026

RES. NO. 2026-11-A-044
PROJECT: 010 CH 340 H5455 / I 010-F-801
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ROUTE NO.: Interstate Route 10
DISTRICT: Southeast
COUNTY: Cochise
DISPOSAL: D-SE-007

WHEREAS the City of Willcox has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated August 11, 2026, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix “A” and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

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

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

November 20, 2026

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ROUTE NO.: Interstate Route 10
DISTRICT: Southeast
COUNTY: Cochise
DISPOSAL: D-SE-007

RESOLVED that the right of way depicted in Appendix “A” is hereby removed from the State Highway System and abandoned to the City of Willcox, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated August 11, 2026, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix “A” and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment 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 conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

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

November 20, 2026

RES. NO.	2026-11-A-044
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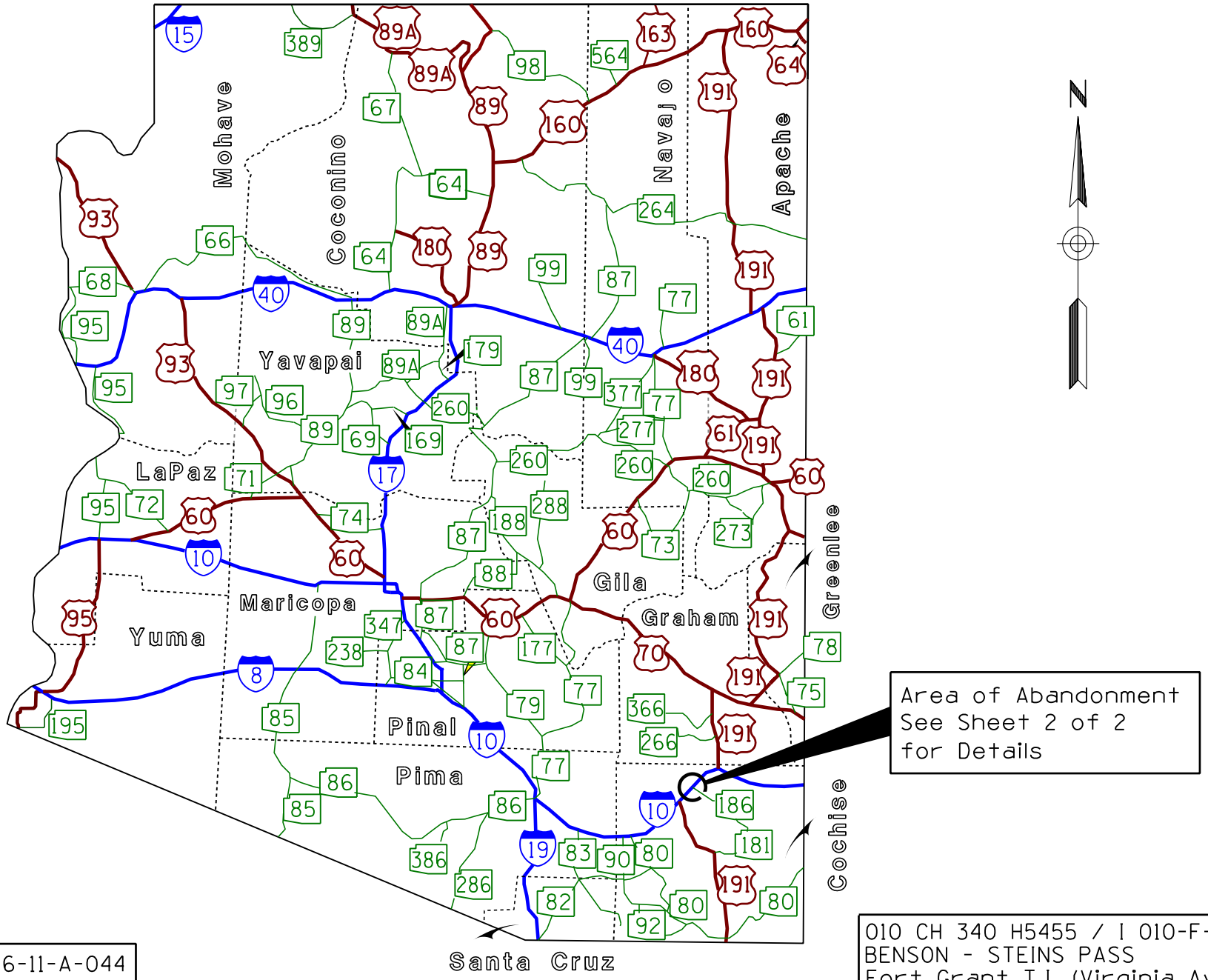
CERTIFICATION

I, AUDRA MERRICK, 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 November 20, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on November 20, 2026.

AUDRA MERRICK, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

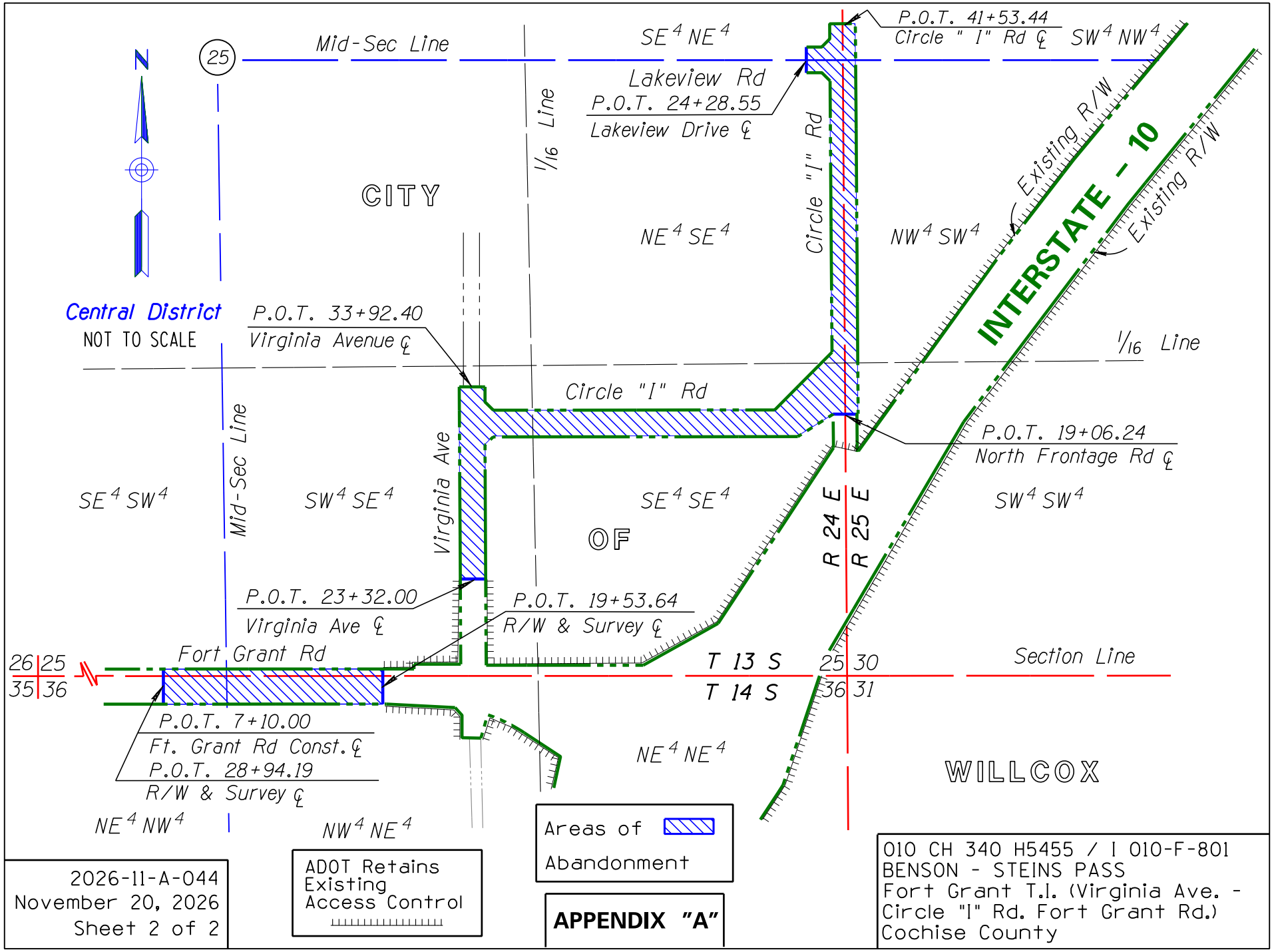
Seal



2026-11-A-044
November 20, 2026
Sheet 1 of 2

APPENDIX "A"

010 CH 340 H5455 / I 010-F-801
BENSON - STEINS PASS
Fort Grant T.I. (Virginia Ave. - Circle "I" Rd. Fort Grant Rd.)
Cochise County


N
25
Mid-Sec Line
SE 4 NE 4
P.O.T. 41+53.44
Circle " I" Rd ℄
SW 4 NW 4
Lakeview Rd
P.O.T. 24+28.55
Lakeview Drive ℄
1/16 Line
Circle "I" Rd
Existing R/W
INTERSTATE - 10
Existing R/W
CITY
NE 4 SE 4
NW 4 SW 4
Central District
NOT TO SCALE
P.O.T. 33+92.40
Virginia Avenue ℄
1/16 Line
Circle "I" Rd
P.O.T. 19+06.24
North Frontage Rd ℄
Mid-Sec Line
Virginia Ave
SE 4 SW 4
SW 4 SE 4
SE 4 SE 4
SW 4 SW 4
OF
R 24 E
R 25 E
P.O.T. 23+32.00
Virginia Ave ℄
P.O.T. 19+53.64
R/W & Survey ℄
26 25
35 36
Fort Grant Rd
T 13 S
T 14 S
25 30
36 31
Section Line
P.O.T. 7+10.00
Ft. Grant Rd Const. ℄
P.O.T. 28+94.19
R/W & Survey ℄
NE 4 NE 4
WILLCOX
NE 4 NW 4
NW 4 NE 4
Areas of Abandonment
ADOT Retains Existing Access Control
2026-11-A-044
November 20, 2026
Sheet 2 of 2
APPENDIX "A"
010 CH 340 H5455 / I 010-F-801
BENSON - STEINS PASS
Fort Grant T.I. (Virginia Ave. - Circle "I" Rd. Fort Grant Rd.)
Cochise County

November 20, 2026

RES. NO.	2026-11-A-045
PROJECT:	260 NA 346 F0702; and 260 NA 354 F0702 / 260-C(215)T
HIGHWAY:	SHOW LOW – MCNARY – EAGAR
SECTION:	Knottingham Lane – MP 357 (Hill Drive Intersection)
ROUTE NO.:	State Route 260
DISTRICT:	Northeast
COUNTY:	Navajo

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 the Show Low – McNary - Eagar 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.

New right of way is now needed to accommodate design change for 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 for this improvement project.

The new right of way to be established as a state route and acquired for the improvements 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 SHOW LOW – MCNARY - EAGAR HIGHWAY, Hill Drive Intersection, Project 260 NA 354 F0702 / 260-C(215)T”.

November 20, 2026

RES. NO.	2026-11-A-045
PROJECT:	260 NA 346 F0702; and 260 NA 354 F0702 / 260-C(215)T
HIGHWAY:	SHOW LOW – MCNARY – EAGAR
SECTION:	Knottingham Lane – MP 357 (Hill Drive Intersection)
ROUTE NO.:	State Route 260
DISTRICT:	Northeast
COUNTY:	Navajo

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, and that prior to construction the new right of way shall be established as a state highway.

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 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.

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

Respectfully submitted,

AUDRA MERRICK, 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

November 20, 2026

RES. NO. 2026-11-A-045
PROJECT: 260 NA 346 F0702; and 260 NA 354 F0702 / 260-C(215)T
HIGHWAY: SHOW LOW – MCNARY – EAGAR
SECTION: Knottingham Lane – MP 357 (Hill Drive Intersection)
ROUTE NO.: State Route 260
DISTRICT: Northeast
COUNTY: Navajo

RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on November 20, 2026, presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes § 28-7046, recommending the acquisition and establishment of new right of way for the improvement of the Show Low – McNary - Eagar Highway, State Route 260, as set forth in the above referenced project.

New right of way is now needed to accommodate design change for 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 for this improvement project.

The new right of way to be established as a state route and acquired for this improvement is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the SHOW LOW – MCNARY - EAGAR HIGHWAY, Hill Drive Intersection, Project 260 NA 354 F0702 / 260-C(215)T”.

November 20, 2026

RES. NO.	2026-11-A-045
PROJECT:	260 NA 346 F0702; and 260 NA 354 F0702 / 260-C(215)T
HIGHWAY:	SHOW LOW – MCNARY – EAGAR
SECTION:	Knottingham Lane – MP 357 (Hill Drive Intersection)
ROUTE NO.:	State Route 260
DISTRICT:	Northeast
COUNTY:	Navajo

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; 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 as depicted in Appendix “A” is hereby designated a state route, and that prior to construction the new right of way shall be established as a state highway; 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 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

November 20, 2026

RES. NO.	2026-11-A-045
PROJECT:	260 NA 346 F0702; and 260 NA 354 F0702 / 260-C(215)T
HIGHWAY:	SHOW LOW – MCNARY – EAGAR
SECTION:	Knottingham Lane – MP 357 (Hill Drive Intersection)
ROUTE NO.:	State Route 260
DISTRICT:	Northeast
COUNTY:	Navajo

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

November 20, 2026

RES. NO.	2026-11-A-045
PROJECT:	260 NA 346 F0702; and 260 NA 354 F0702 / 260-C(215)T
HIGHWAY:	SHOW LOW – MCNARY – EAGAR
SECTION:	Knottingham Lane – MP 357 (Hill Drive Intersection)
ROUTE NO.:	State Route 260
DISTRICT:	Northeast
COUNTY:	Navajo

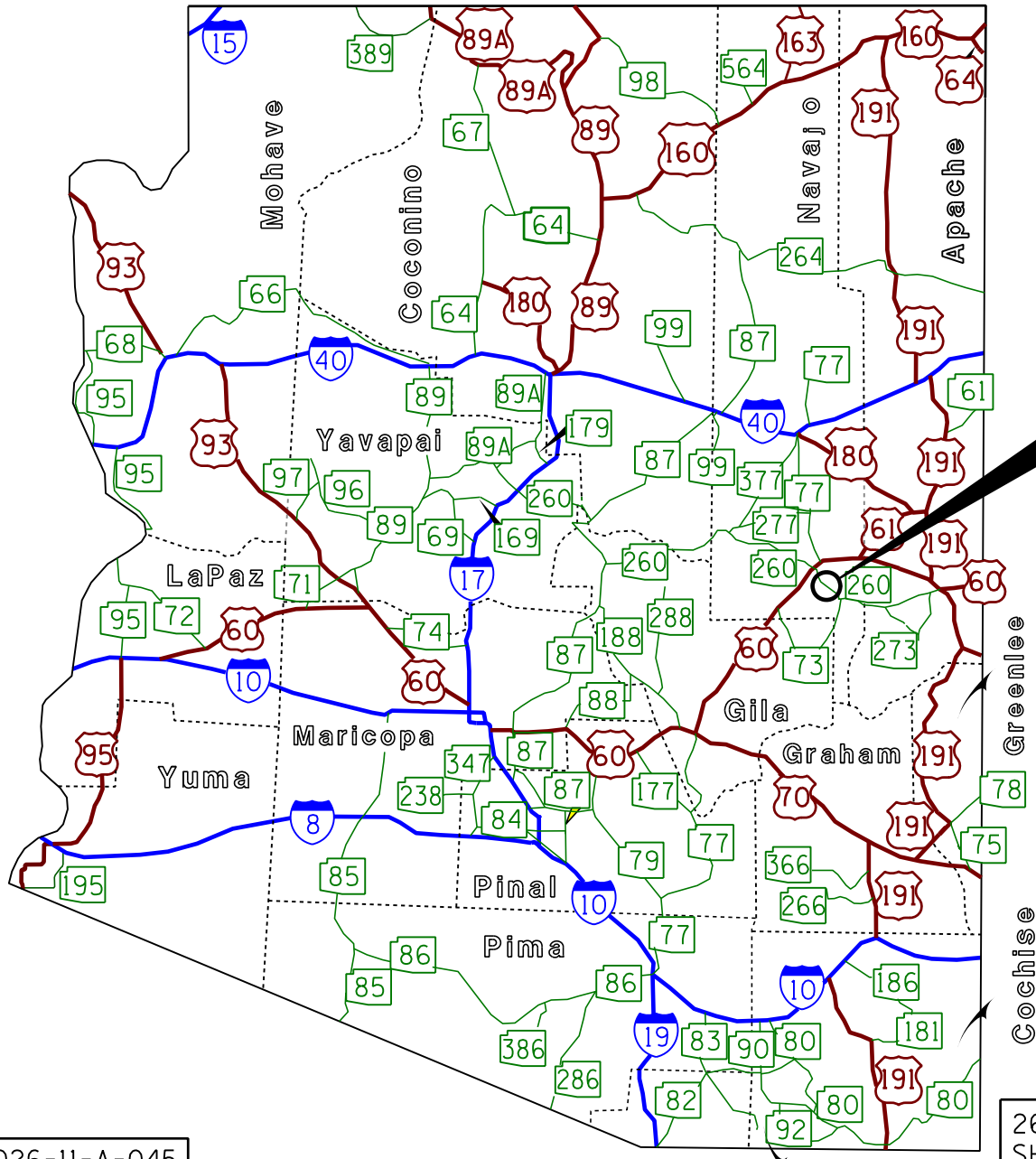
CERTIFICATION

I, AUDRA MERRICK, 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 November 20, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on November 20, 2026.

AUDRA MERRICK, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

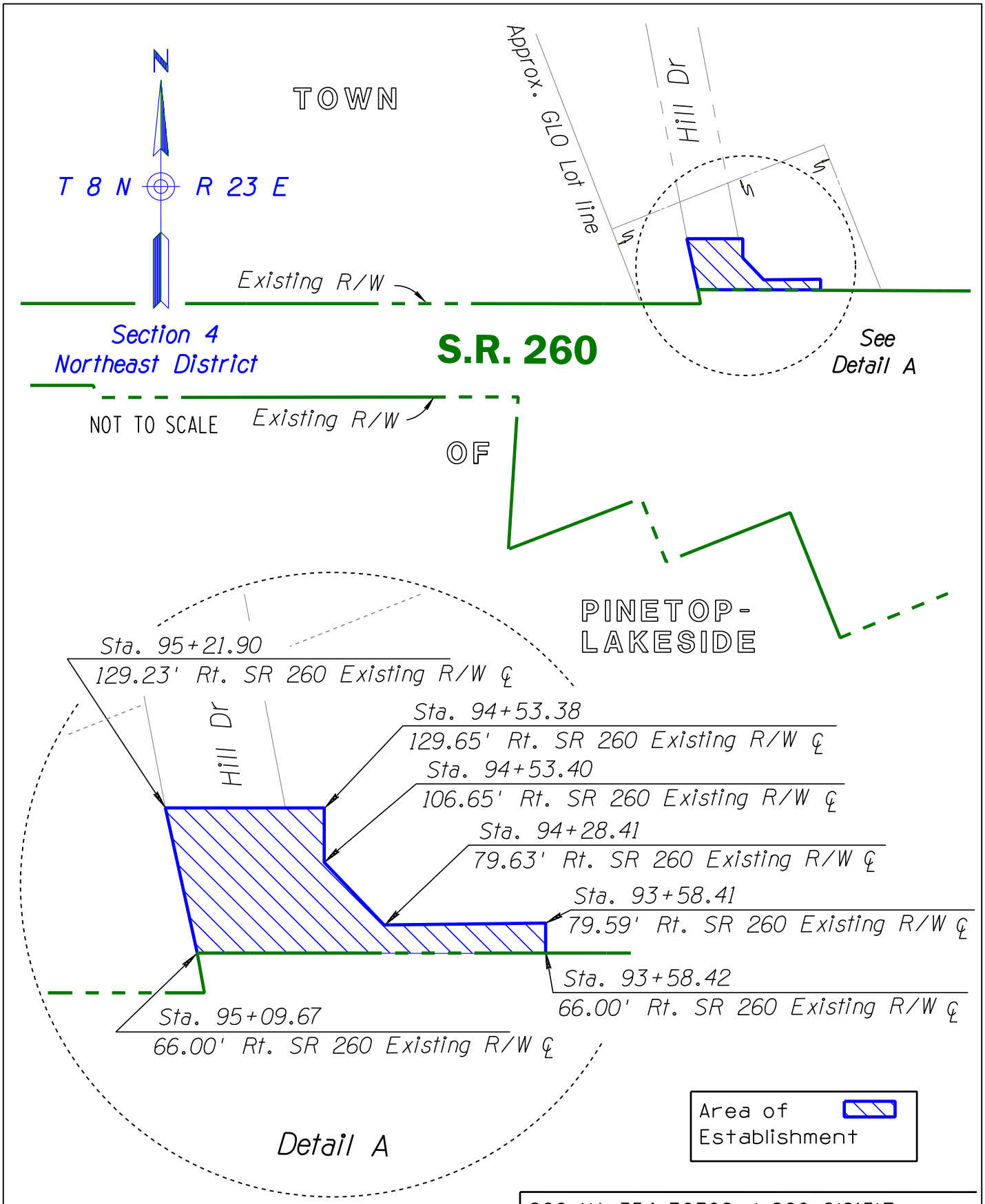
Seal



2026-11-A-045
November 20, 2026
Sheet 1 of 2

APPENDIX "A"

260 NA 354 F0702 / 260-C(215)T
SHOW LOW - MCNARY - EAGAR
Hill Drive Intersection
Navajo County



2026-11-A-045
November 20, 2026
Sheet 2 of 2

APPENDIX "A"

260 NA 354 F0702 / 260-C(215)T
SHOW LOW - MCNARY - EAGAR
Hill Drive Intersection
Navajo County

November 20, 2026

RES. NO. 2026-11-A-046
PROJECT: 074 MA 021 F0908 / 074-A(206)T
HIGHWAY: MORRISTOWN – NEW RIVER
SECTION: Agua Fria River Bridge
ROUTE NO.: State Route 74
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 the Morristown – New River Highway, State Route 74, 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 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 II Design Plans, dated July of 2026 of the MORRISTOWN – NEW RIVER HIGHWAY, Agua Fria River Bridge, Project 74 MA 21 F0908 01C / 074-A(206)T”.

November 20, 2026

RES. NO. 2026-11-A-046
PROJECT: 074 MA 021 F0908 / 074-A(206)T
HIGHWAY: MORRISTOWN – NEW RIVER
SECTION: Agua Fria River Bridge
ROUTE NO.: State Route 74
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,

AUDRA MERRICK, 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

November 20, 2026

RES. NO. 2026-11-A-046
PROJECT: 074 MA 021 F0908 / 074-A(206)T
HIGHWAY: MORRISTOWN – NEW RIVER
SECTION: Agua Fria River Bridge
ROUTE NO.: State Route 74
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on November 20, 2026, presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes § 28-7046, recommending the acquisition and establishment of new right of way for the improvement of the Morristown – New River Highway, State Route 74, as set forth in the above referenced project.

New right of way is now needed to be utilized for 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 II Design Plans, dated July of 2026 of the MORRISTOWN – NEW RIVER HIGHWAY, Agua Fria River Bridge, Project 74 MA 21 F0908 01C / 074-A(206)T”.

November 20, 2026

RES. NO. 2026-11-A-046
PROJECT: 074 MA 021 F0908 / 074-A(206)T
HIGHWAY: MORRISTOWN – NEW RIVER
SECTION: Agua Fria River Bridge
ROUTE NO.: State Route 74
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

November 20, 2026

RES. NO. 2026-11-A-046
PROJECT: 074 MA 021 F0908 / 074-A(206)T
HIGHWAY: MORRISTOWN – NEW RIVER
SECTION: Agua Fria River Bridge
ROUTE NO.: State Route 74
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. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

November 20, 2026

RES. NO. 2026-11-A-046
PROJECT: 074 MA 021 F0908 / 074-A(206)T
HIGHWAY: MORRISTOWN – NEW RIVER
SECTION: Agua Fria River Bridge
ROUTE NO.: State Route 74
DISTRICT: Central
COUNTY: Maricopa

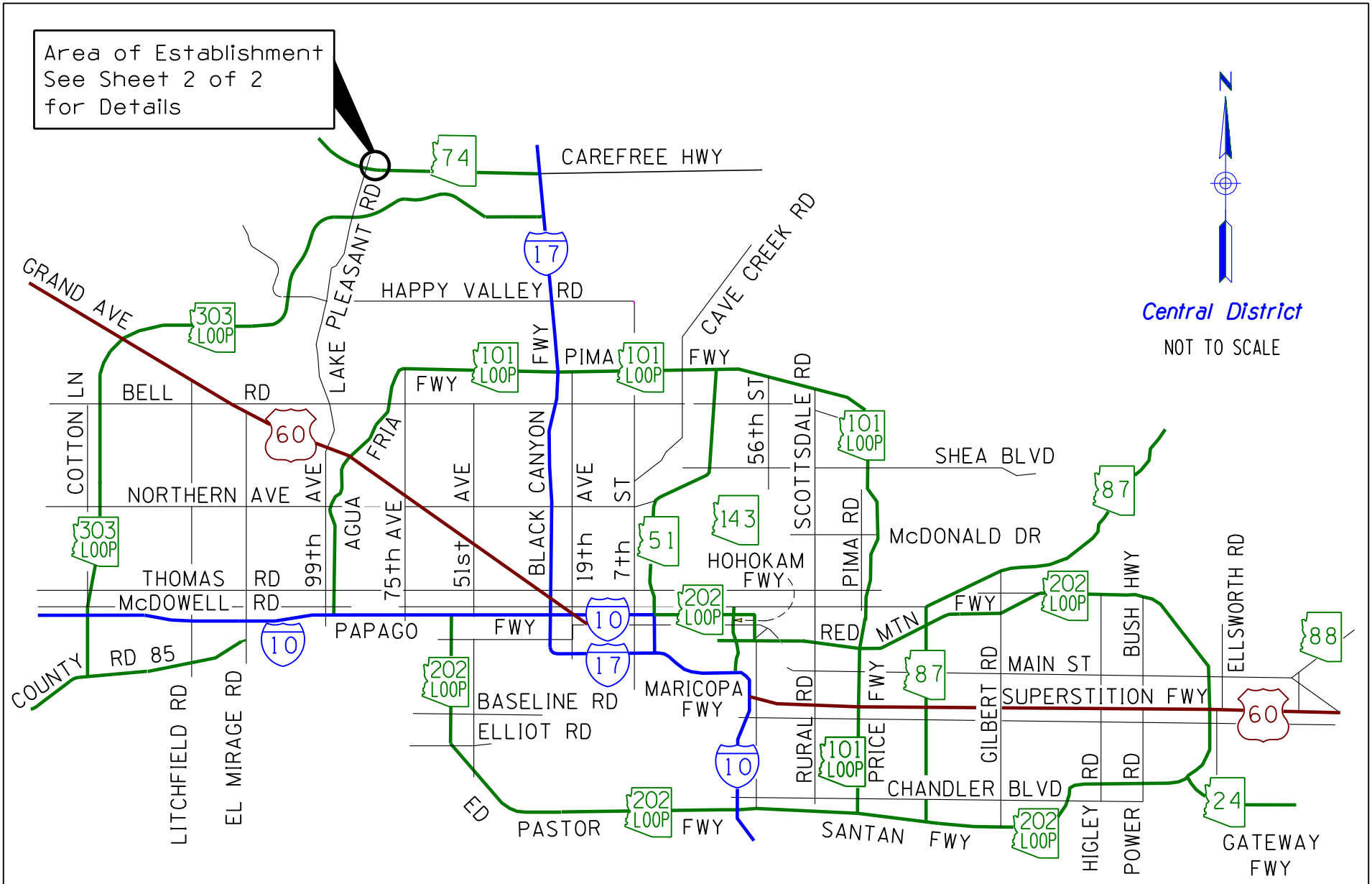
CERTIFICATION

I, AUDRA MERRICK, 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 November 20, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on November 20, 2026.

AUDRA MERRICK, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

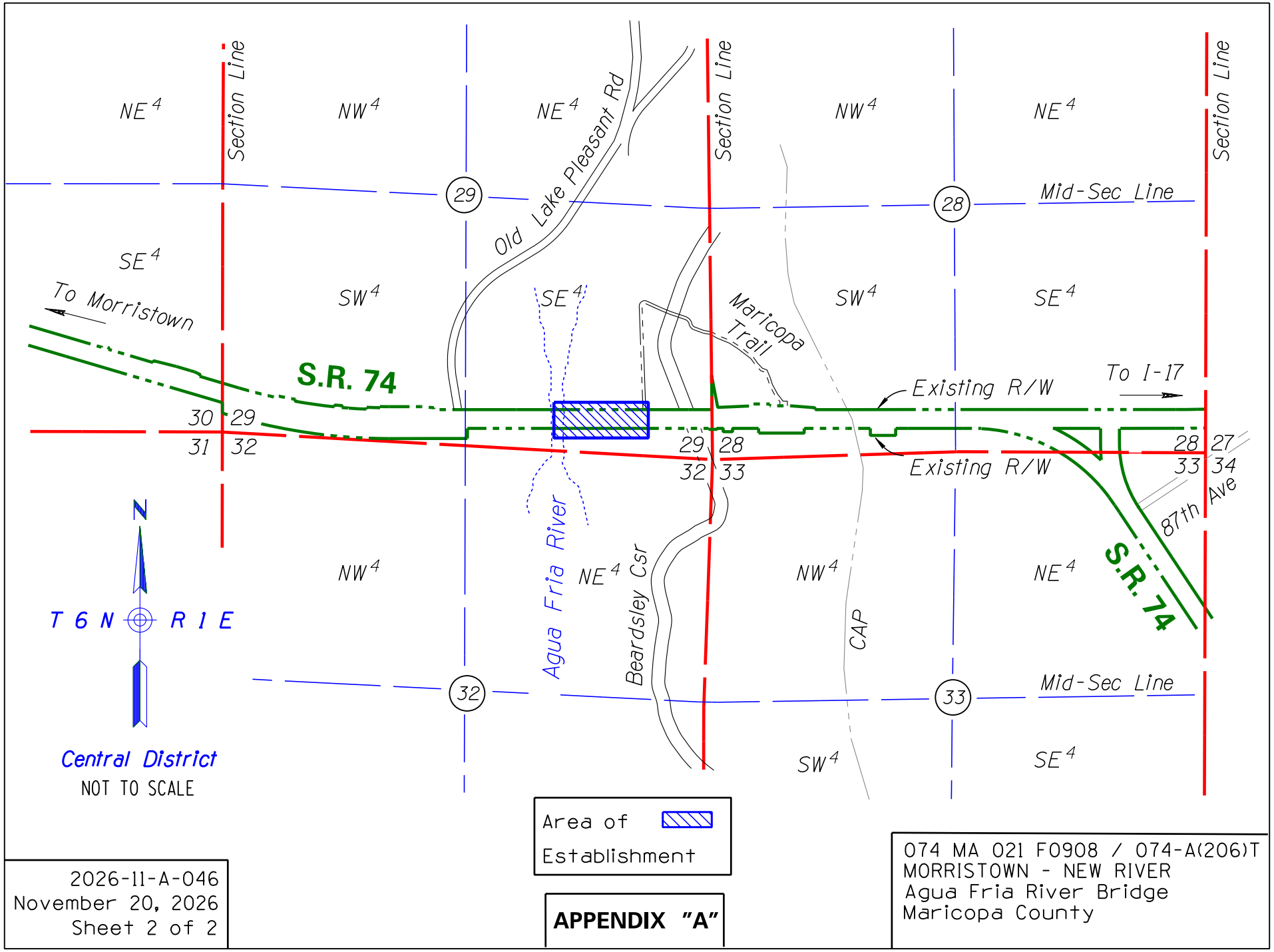
Seal



2026-11-A-046
November 20, 2026
Sheet 1 of 2

APPENDIX "A"

074 MA 021 F0908 / 074-A(206)T
MORRISTOWN - NEW RIVER
Agua Fria River Bridge
Maricopa County


NE 4
NW 4
NE 4
NW 4
NE 4
Section Line
Section Line
Section Line
29
28
Mid-Sec Line
Old Lake Pleasant Rd
SE 4
SW 4
SE 4
SW 4
SE 4
To Morristown
S.R. 74
Maricopa Trail
Existing R/W
To I-17
30 29
31 32
29 28
32 33
28 27
33 34
Existing R/W
87th Ave
S.R. 74
N
T 6 N R 1 E
Agua Fria River
Beardsley Csr
CAP
NW 4
NE 4
NW 4
NE 4
32
33
Mid-Sec Line
SW 4
SE 4
Central District
NOT TO SCALE
Area of Establishment
2026-11-A-046
November 20, 2026
Sheet 2 of 2
APPENDIX "A"
074 MA 021 F0908 / 074-A(206)T
MORRISTOWN - NEW RIVER
Agua Fria River Bridge
Maricopa County

November 20, 2026

RES. NO. 2026-11-A-047
PROJECT: B19 SC 000 H8394 / B19-A(201)T
HIGHWAY: NOGALES BUSINESS ROUTE
SECTION: International Border – Mariposa Rd. \ SR 189
ROUTE NO.: State Route 19B
DISTRICT: Southcentral
COUNTY: Santa Cruz

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 Nogales Business Route, State Route 19B, 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 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 state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for necessary improvements is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: “Stage III Design Plans, dated August 2026, of the NOGALES BUSINESS ROUTE, International Border – Mariposa / SR189, Project B19 SC 000 F0844 01C / B19-A(204)T”.

November 20, 2026

RES. NO. 2026-11-A-047
PROJECT: B19 SC 000 H8394 / B19-A(201)T
HIGHWAY: NOGALES BUSINESS ROUTE
SECTION: International Border – Mariposa Rd. \ SR 189
ROUTE NO.: State Route 19B
DISTRICT: Southcentral
COUNTY: Santa Cruz

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

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges or donations, 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 into the state highway system as a state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation.

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

Respectfully submitted,

AUDRA MERRICK, 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

November 20, 2026

RES. NO. 2026-11-A-047
PROJECT: B19 SC 000 H8394 / B19-A(201)T
HIGHWAY: NOGALES BUSINESS ROUTE
SECTION: International Border – Mariposa Rd. \ SR 189
ROUTE NO.: State Route 19B
DISTRICT: Southcentral
COUNTY: Sana Cruz

RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on November 20, 2026, presented and filed with the Arizona State Transportation Board her 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 Nogales Business Route, State Route 19B, 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 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 state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: “Stage III Design Plans, dated August 2026, of the NOGALES BUSINESS ROUTE, International Border – Mariposa / SR189, Project B19 SC 000 F0844 01C / B19-A(204)T”.

November 20, 2026

RES. NO. 2026-11-A-047
PROJECT: B19 SC 000 H8394 / B19-A(201)T
HIGHWAY: NOGALES BUSINESS ROUTE
SECTION: International Border – Mariposa Rd. \ SR 189
ROUTE NO.: State Route 19B
DISTRICT: Southcentral
COUNTY: Santa Cruz

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 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, 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 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

November 20, 2026

RES. NO. 2026-11-A-047
PROJECT: B19 SC 000 H8394 / B19-A(201)T
HIGHWAY: NOGALES BUSINESS ROUTE
SECTION: International Border – Mariposa Rd. \ SR 189
ROUTE NO.: State Route 19B
DISTRICT: Southcentral
COUNTY: Santa Cruz

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired, and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

November 20, 2026

RES. NO. 2026-11-A-047
PROJECT: B19 SC 000 H8394 / B19-A(201)T
HIGHWAY: NOGALES BUSINESS ROUTE
SECTION: International Border – Mariposa Rd. \ SR 189
ROUTE NO.: State Route 19B
DISTRICT: Southcentral
COUNTY: Santa Cruz

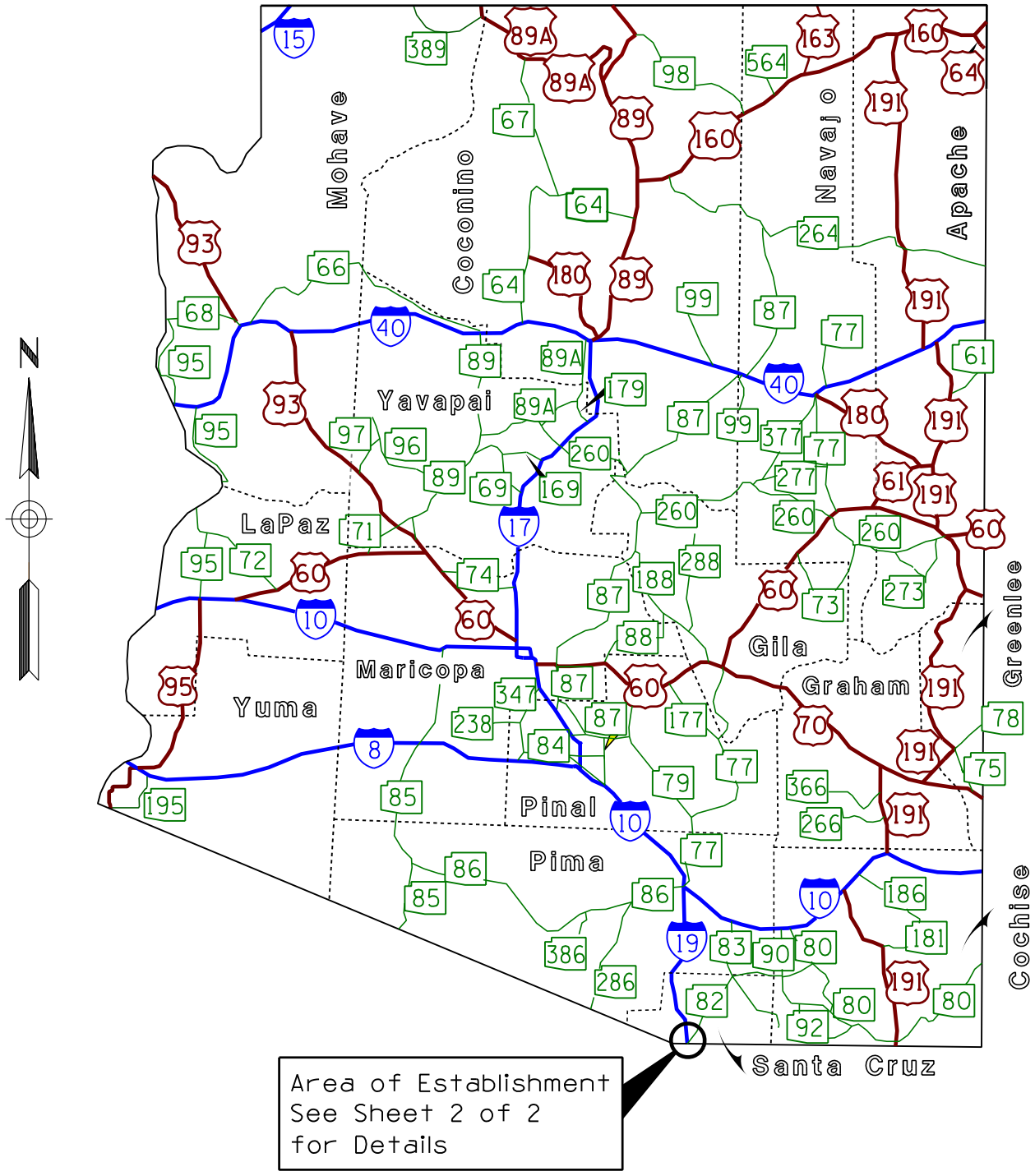
CERTIFICATION

I, AUDRA MERRICK, 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 November 20, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on November 20, 2026.

AUDRA MERRICK, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

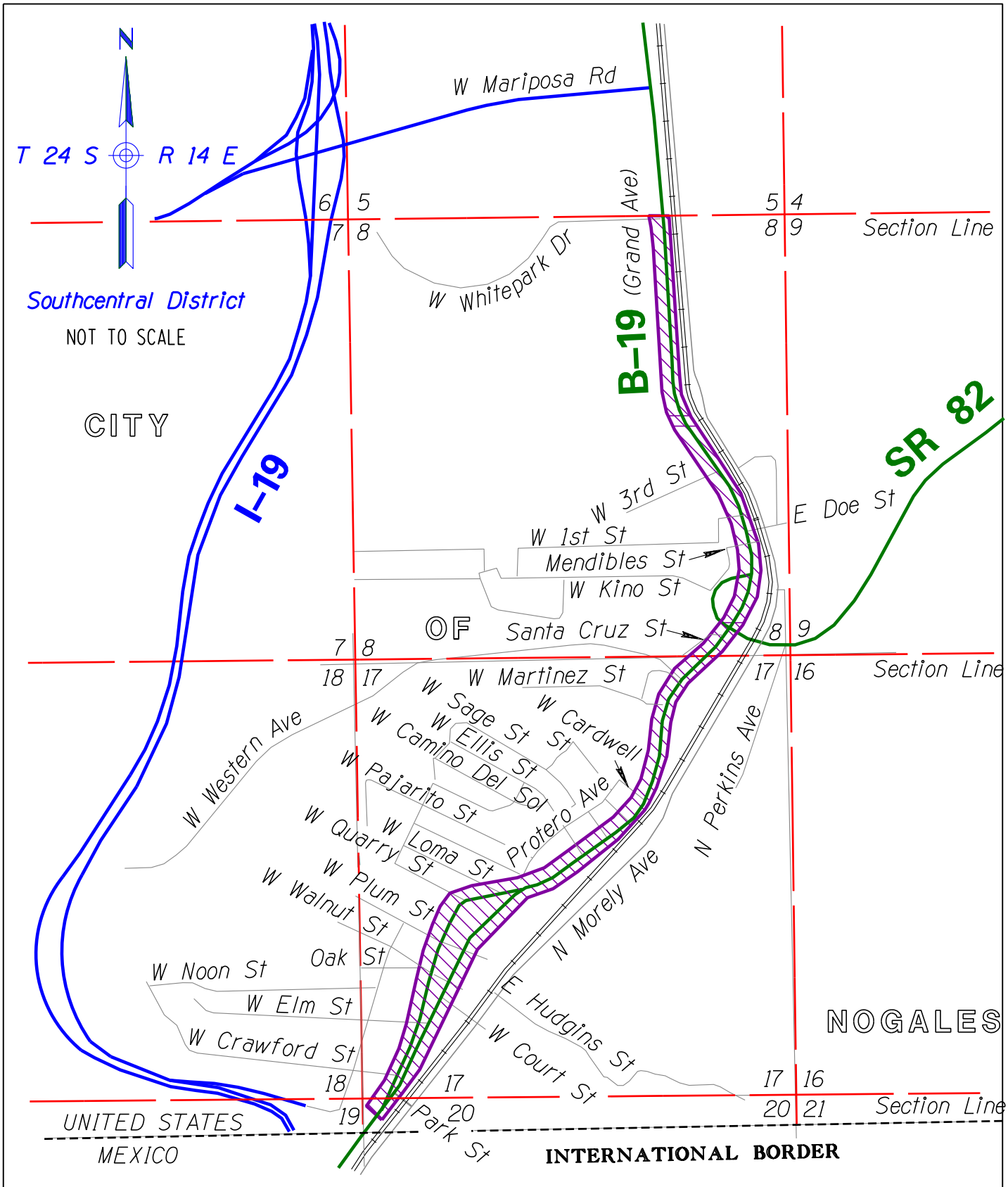
Seal



2026-11-A-047
November 20, 2026
Sheet 1 of 2

APPENDIX "A"

019B SC 000 H8394 / B19-A(201)T
NOGALES BUSINESS ROUTE
International Border -
Mariposa Rd./SR 189
Santa Cruz County



2026-11-A-047
November 20, 2026
Sheet 2 of 2

APPENDIX "A"

019B SC 000 H8394 / B19-A(201)T
NOGALES BUSINESS ROUTE
International Border -
Mariposa Rd./SR 189
Santa Cruz County

STATE TRANSPORTATION BOARD MEETING
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE

9:00am, March 20, 2026

Call to Order
Chairman Ted Maxwell called the State Transportation Board Meeting to order at 9:02 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):** Chairman Maxwell, Vice Chair Jenny Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai , Alexis Hermosillo, Bruce Bracker, John Giles and Doug Coleman were in attendance. There were approximately 58 members of the public on-line and approximately 43 attendees in person.

Opening Remarks. First time having 8 board members and welcome new member Doug Coleman.

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
No call to the audience at this study session.

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

El Mirage City Hall
10000 North El Mirage Road
El Mirage, Arizona 85335

March 20, 2026
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)

REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD MEETING, was reported from electronic media by TERESA A. WATSON, Registered Merit Reporter and a Certified Reporter in and for the State of Arizona.

PARTICIPANTS:

Board Members:

Ted Maxwell, Chairman
Jenny Howard, Vice Chair
Sam Elters, Board Member
Jamescita Peshlakai, Board Member
Alexis Hermosillo, Board Member
Bruce Bracker, Board Member
John Giles, Board Member
Doug Coleman, Board Member

CALL TO THE AUDIENCE

Telephonic / WebEx Speakers PAGE:

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(Beginning of excerpt.)

CHAIRMAN MAXWELL: Call to the audience is done virtually and in person. We generally start with the in person first. However, we're going to go to a couple elected officials we have online virtually first. We like everybody who is online, either be it telephonically or WebEx, to remain muted until you're called to join the audience. At that time, we'd like you to use your raise your hand function. If you're online, either use it by pressing star three on your phone keypad or using the WebEx option for raising your hand. And remember, for all the speakers today, we'd appreciate keeping it to the three minutes for each speaker.

We're going to start on the WebEx. Like I said, we have a couple elected officials, and I want to make sure that we let them get about their busy day. We're going to start with Becky Daggett, the Mayor of the City of Flagstaff.

WEBEX HOST: I have sent your request to unmute.

MAYOR DAGGETT: Thank you, and good morning, Chair and members of the committee. My name is Becky Daggett, and I serve as the mayor of Flagstaff.

I am here to support of City of Flagstaff's application for AZ SMART funding to design the connection of John Wesley Powell Boulevard from Lake Mary Road to I-17. This project will create a long awaited two-mile connection to I-17 from Lake Mary Road. The east-west connection creates two

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major -- two new major routes, one along JWP itself, as well as new access to Lone Tree Road. Both roads provide alternative options to ADOT-owned Milton Road and will help to alleviate congestion.

The project supports significant economic development opportunities around the airport, as identified in Flagstaff's regional plan. It is aligned with the city's carbon neutrality plan by reducing vehicle miles traveled, and it will save an estimated two metric tons of CO2 per day.

The proposed improvements include new roadway with raised median, two roundabouts, on-street buffered bike lanes, separated multi-use paths, and increased drainage capacity.

The award would be used for design, including NEPA analysis and public outreach process. The City of Flagstaff is committed to applying for construction funding through a BUILD grant within the next two years.

On behalf of the City, I respectfully request your support of this application to bring this important project to our community, and thank you.

CHAIRMAN MAXWELL: Thank you, Mayor. Appreciate your time and your words.

I'll now turn to, still on the WebEx, Miranda Sweet, the Vice Mayor for the City of Flagstaff and the Chair of the MetroPlan Executive Board.

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WEBEX HOST: Ms. Sweet, please raise your hand so I can identify you. If you're using the WebEx application, please click on the hand signal at the bottom to raise your hand. If you're using your phone, please press star.

MR. ROEHRICH: Mr. Chair, I'm not seeing Ms. Sweet on the -- on the attendee list.

CHAIRMAN MAXWELL: All right. We'll come back to her at the WebEx portion and see if she's joined us.

So let's move on to Brian Fultz, the Vice Mayor of the City of Sedona. Vice Mayor Fultz, if you could raise your hand.

WEBEX HOST: I have sent him a request to unmute.

VICE MAYOR FULTZ: Good morning, Chair and members of the Board. My name is Brian Fultz, Vice Mayor for the City of Sedona. You've heard from our staff on a couple of occasions now regarding these projects, and I appreciate the opportunity today to briefly share with you again about two improvements that will enhance safety, reliability and connectivity at the junction of State Route 89A and State Route 179.

Sedona sits at the junction of these two state highways, which serve not only our residents, but also millions of visitors traveling through northern Arizona each year. Because of that, the performance of these intersections affects regional mobility and the reliability of Arizona's

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transportation network.

In 2023, the City of Sedona and the Coconino National Forest partnered with the US Department of Transportation's Volpe Center to complete a transportation assessment group study. That report identified congestion, circulation challenges, and emergency evacuation concerns as major regional issues and recommended improved roadway connectivity as part of a long-term solution.

The two roundabout projects before you directly respond to those findings. At State Route 89A, Ranger/Forest roundabout, this intersection serves as a primary access point into uptown Sedona and experiences heavy seasonal volumes. Today we see queuing, turning conflicts, and unpredictable delay. A modern roundabout here will reduce severe angle and left turn crashes, improve continuous flow on State Route 89A, shorten queue lanes, enhance emergency response reliability. From a regional perspective, this project improves safety and reliability on a critical segment of the state highway network.

The Brewer/Ranger roundabout. This project is especially important because it enhances the connection between State Route 89A and State Route 179. Currently, most transfers between these two state routes funnel through limited intersections. That concentration increases congestion and reduces system flexibility, particularly during peak tourism periods or emergency events. The Brewer connection distributes

demand and reduces pressure on existing intersections, improves redundancy, supports evacuation planning, strengthens corridor resilience. These improvements align directly with the Volpe report's call for enhanced regional connectivity.

Legislative support. These projects have also received support at the state level. During the current legislative session, House Bills 2201 and 2609 have been introduced that identify Sedona transportation improvements, including these roundabout projects, as priority infrastructure investments. These bills propose state funding toward advancing these improvements. This legislative support reflects the growing recognition that improving connectivity between State Route 89A and State Route 179 is important not only for Sedona, but for the entire northern Arizona region.

Closing. The Sedona City Council strongly supports these projects. The City is coordinating closely with ADOT and remains committed to partnering with the State to deliver improvements that enhance safety and strengthen connectivity between State Route 89A and State Route 179.

Thank you for your continued support of transportation investments that benefit both our community and the broader region. Thank you for your time.

CHAIRMAN MAXWELL: Thank you, Vice Mayor.

All right. We will now turn to in-person comments, and I'm going to start with Irene Higgs.

MS. HIGGS: Good morning, Chairman Maxwell, Board Members, Director Toth and ADOT staff. My name is Irene Higgs, and I'm the executive director for the Sun Corridor Metropolitan Planning Organization. The Sun Corridor MPO represents the cities of Casa Grande, Coolidge, Eloy and a portion of Pinal County.

This morning it is my pleasure to welcome Board Member Doug Coleman to the State Transportation Board, representing the new District 7 and the residents of Pinal County, and to welcome him to serve on the Sun Corridor MPO Executive Board starting in May.

Several weeks ago I had the opportunity to sit down with Doug and discuss the transportation needs for our residents in Casa Grande, Coolidge, Eloy, and Pinal County and wanted to say thank you, Doug, for driving down to us to meet with my staff. It was greatly appreciated.

Doug's experience, relationships, and approach to leadership will help strengthen the partnership and collaboration needed to deliver the transportation system in Pinal County. Board Member Coleman, we are excited to work alongside you and grateful for your willingness to serve Pinal County. Thank you.

CHAIRMAN MAXWELL: Thank you.

Ronald Rombach. And, Mr. Rombach, as you come up, we do all have copies of the letters that you submitted to us. So thank you.

MR. ROMBACH: Good morning. Thank you for having us here. I have a bunch of my neighbors along with me here. I'm talking today about the proposed Loop 303 overpass at the 155th, which is now actually 152nd, because they changed it.

I've got six different things, as you can see by the handout that I gave to you, that I would like to address.

One is lack of notice that was given to anybody in Sun City West, the most impacted people regarding this overpass. Nothing came to us whatsoever. When I attempted to find out what notices were given, I was given a whole bunch of things, none of which would apply to us. Online subscriptions. All sorts of different things that no one ever saw. So we were totally in the dark about this until we stumbled upon it.

Next I'd like to look at what sort of classification this project has. It's listed under the ADOT as what's called a category exclusion. This is not a category exclusion. This is definitely one that requires environmental assessment. It is a huge project. It is significant. It has major impact, not only on us, but on other areas in the vicinity of Sun City West and Corte Bella. The requirements to become an environmental assessment means that they have to follow much more stringent requirements, they have to do additional notices, actual notice, not these artificial notices that we didn't get.

Next is alternative options. I tried to find out

when I found out about this whole process back in March about what are the other options that were available besides the 155th, and there were, like, four other ones that were available down the road. Strangely, those four, including 155th as originally proposed were disregarded, and unilaterally, somehow, they switched it from the 155th and turned it into my backyard, along with some other people. So that immediately when I look out my backyard, the proposal now has a giant overpass in my backyard. That wasn't even one of the proposals that was looked at initially.

I said, why aren't you going down to El Mirage and extending El Mirage, as they were doing in Peoria, going up to the north -- northeast and touching with Jomax Road. Did I get an answer to that? No. It's not in their project. I said, who's coordinating the project? It's the same people coordinating El Mirage and coordinating the 155th. Why aren't we going from El Mirage to the northwest and tying in to some location there like Happy Valley? A simple, less expensive way.

Which brings me to one of the other items I've got on here, and that is costs. The costs for this project are estimated to be in excess of $95 million. I said, $95 million? What are building here? And it's a giant overpass. I said, Why don't you use El Mirage and go up there and it's headed off? That's a $25 million project. We're way over budget. I said, Who's handling all these funds? Where's it coming from? Well,

pretty much it's like, well, we're going to fund this through the 479 program, and apparently, that -- they think that 479 program takes them out of requirements for NEPA. It doesn't take you out of those requirements. You still have to comply with all those items.

We have been left in the dark on this, and it's really -- well, I'll be kind. To say the least, we didn't -- we got kicked to the side of the road here, and we're the people who have most impact. I'm talking about 50 to 75 homes that are directly --

CHAIRMAN MAXWELL: Mr. Rambach, if you could wrap it up.

MR. ROMBACH: Okay.

CHAIRMAN MAXWELL: The (inaudible). I know there's other people that are also going to speak on the 303 today.

MR. ROMBACH: I asked for mitigation. That should have been done initially. Give me the plans for what you plan to do for mitigation, for light, for sound, for all of the processes that are there. It will be done in the final -- in the final plan. Final plans are too late. When you want us -- to tell us -- let us have input to something, we know that a final plan is done. You're not going to listen -- no one's going to listen to us.

CHAIRMAN MAXWELL: And we do appreciate the notes

as well. We'll be able to review those.

MR. ROMBACH: All right. The last thing on there is damages. We're looking at damages from what people have said. We've -- just since we found out about all of this, seven homes have gone up in our area. Values, down. Not a good representation for our government to be dealing with their citizens this way. Thank you.

CHAIRMAN MAXWELL: Thank you, Mr. Rombach.

(Inaudible) Gilstrap.

MS. GILSTRAP: I cede to Darris Larson.

CHAIRMAN MAXWELL: All right. So Darris Larson.

Quick, before Mr. Larson starts speaking, Greg, I need to make sure we got it proper. She ceded her three minutes to Mr. Larson --

UNIDENTIFIED SPEAKER: Yep.

CHAIRMAN MAXWELL: -- so he's got six, correct? Mr. Larson, you have six minutes.

MR. LARSON: Well, often they say -- my name is Darris Larson. A resident of Sun City West, obviously.

This is what you're going to do to us. This is what my backyard is going to look like. Everyone (inaudible) see what it's going to be? This is what Ram was talking about. This is what we're all talking about. This is a terrible thing you're doing to us.

For 10 years or more, you've have the El Mirage

out in the middle of the desert ready to go. Why haven't you built that into that area? The people on the north side deserve good access. What do you have for them right now? You have 163rd death trap. That's a terrible place.

If you would go ahead with the Jomax Road, up on Grand Avenue, tied into the -- which is already project -- tied into the El Mirage extension, you would solve all that problem, and this would not be necessary. This wouldn't be there at all. You would take care of the -- if you put in the Jomax, once that's open, you could shut 163rd down. That would stop what's going on at that area.

I don't know why for the number of years that nobody has built in to take care of those people, their access, until the last minute. The El Mirage has been there. You've got a land grab that took place up north. You've got Surprise grabbing up area all the way out to Wittmann. You have the City of Peoria grabbing up land all the way up past Lake Pleasant. Those are up there are those two cities' responsibility. It is not the responsibility of Sun City West to do this.

Ms. Toth, I sent you a copy, an 11-page letter. I believe you have it or have received it. I have 27 years at the State of Oregon Department of Transportation. I was the chief appraiser for the state of Oregon. I was there for two years, in a liaison, the only one person, the liaison between the Department of Transportation and the Attorney General's

office.

When I left there, the last thing that I did was I rewrote the state's right-of-way manual, and we had a saying in there that I think is important. It said, there are three types of problems you need to stay away from. One of them is polluted properties. Number two, cemeteries. Number three, railroads. You guys blew it when you didn't move away from the railroad. That's caused your whole problem down at the interchange that we have now, 303 and Grand Avenue. I hope you don't make that same mistake when you do the Jomax. Move it far enough away that your footprint -- you can put the ramps out.

If you look at the terrible situation you have now on Grand Avenue, you have all four of the on and off ramps on the south side. Why? Because the railroad's there, and the railroad has superior condemnation rights to the highway division, at least they think do. They're equal, but they were here earlier.

I would add one more thing to those three things to your right-of-way manual. Stay away from retirement communities. You're going to get an awful lot of angry people, and we're not going to put up with it. We have the time, we have the energy, and we have enough money that if we have to, we will take this to court and we will stop it.

This is a terrible thing you're trying to do to our community. You're basically going to ruin the value for an

area along the frontage that's about three-quarters of a mile long. If you even think about putting up some kind of a wall, you're talking about a 30-foot high wall, three-quarters of a mile long. How much does that add to your project? That's -- and that would only get it back to where we are today.

Any questions? I'd like to -- anytime we can help, we can have meetings. Let's do this. Let's resolve this, because this is wrong. Thank you.

CHAIRMAN MAXWELL: Thank you, Mr. Larson.

Donald Hanzel.

MR. HANZEL: Good morning and thank you for the opportunity to speak. My name is Donald Hanzel. I'm a retired attorney, and I reside at 15132 West Las Brizas in Sun City West. I'm here to respectfully urge ADOT to reconsider the 155th Avenue alternative and instead complete the interchange at El Mirage Road.

My concerns focus on safety, proximity to homes, community impacts, and fiscal responsibility.

First, safety. The 155th Avenue design introduces high speed ramps, merging traffic much closer to residential streets than the El Mirage line. This increases the likelihood of conflict between local and through traffic, particularly as drivers enter and exit near established neighborhoods. The El Mirage interchange, by contrast, was originally designed to handle these traffic movements in a more

direct and separated way, reducing complexity and enclosing predictability for drivers.

Second, proximity to homes. My property line is approximately 400 feet from the proposed ramp connecting to the 303. This distance is extremely close for an elevated freeway ramp carrying continuous traffic, including heavy trucks. At that proximity, the impacts are unavoidable and permanent. Continuous traffic noise day and night, headlights and lights spill into residential areas. Loss of privacy and visual buffering, and a direct, substantial impact on property values. This is not a minor inconvenience. This is a fundamental change to the livability of an established neighborhood.

Third, the proposed 155th Avenue ramps and bridge structures would directly impact adjacent golf course areas that are central to the design and identity of Sun City West. Introducing large, elevated structures into this setting will permanently alter that environment in ways that cannot be fully mitigated.

Fourth, visual and noise impacts. An elevated interchange at 155th Avenue brings a significant visual and acoustic footprint, large concrete bridge structures, continuous vehicle noise, including trucks. Even with mitigation, these impacts remain substantial due to how close the ramps are to homes.

Finally, cost and common sense. The interchange

at El Mirage is already partially in place. Completing that interchange would logically require significantly less funding than constructing an entirely new interchange from the ground up. At a time when transportation funding must be used efficiently, it raises a fundamental question: Why invest more public money to build a new interchange that creates greater impacts on residents when an existing, less disruptive option is already available?

In closing, I respectfully ask ADOT to, one, clearly justify the shift away from El Mirage Road; two, provide a transparent cost comparison; and three, reconsider what the 155th Avenue alternative truly represents, the best balance of safety, cost, and community impact. Based on the information available, it does not.

Thank you for your time and consideration.

CHAIRMAN MAXWELL: Thank you, Mr. Hanzel

Michael Deal.

MR. DEAL: Good morning. Thank you for having us today. My name is Mike Deal. I live on West Las Brizas Lane in Sun City West.

My attendance today is with regard to the planned interchange at SR-303 and 155th Avenue. The 155th interchange location on SR-303 was chosen months ago, yet impacted residents in Sun City West were not notified in writing of this decision.

As you know, Sun City West is a retirement

community, and it's incorrect to assume that these residents are using the latest cell phone and computer technology for communication. Newspaper and television communications are not reliable methods these days either. However, US Mail is a reliable and expected communication method.

There's evidence that ADOT project management is focused on project completion at all costs. Unfortunately, it appears that customers physically impacted by projects are not a priority. This is a project management issue that needs to be addressed and rectified.

During my review of ADOT's study to place an overpass on SR-303 between Litchfield Road and 155th, I can find no evidence that ADOT ever looked at utilizing the SR-303 and El Mirage overpass for that purpose. This potential solution of getting traffic up to Jomax Road and beyond could save months of construction time and save millions of dollars, as compared to building a new overpass at any of the other four locations studied. This needs to be addressed and explained in detail to residents. In the meantime, the peaceful retirement and real estate network of Sun City West residents are being placed in jeopardy without due explanation.

The 155th Avenue proposal also places major impacts on the Sun City West Desert Trails Golf Course. It appears that golf course management did not receive proper notification either. And why is that? ADOT proposals for

minimizing visual and noise impacts on Sun City West properties must be communicated to residents by US Mail well in advance of finalization of any of these projects. I recommend that ADOT review its internal processes and review its apparent lack of customer focus. ADOT must enact a study to review these issues and communicate with Sun City West residents using appropriate methods, such as US Mail. Thank you.

Thank you, Mr. Deal.

Linda Valencia.

MS. VALENCIA: My name is Linda Valencia. I reside in my home. It is at 15186 West Las Brizas Lane. The back of my property faces the golf course. Many of my points have already been made by my fellow Sun City West residents.

One thing I would like to point out that maybe hasn't been mentioned is that the opportunity to provide input on this project was extended to the residents and government officials of Peoria and Surprise in February of 2025. The final decision as was proposed -- as it was presented to us, the final plan, that decision was made in June of 2025. Sun City residents did not get an opportunity to hear about any of this until January 15th of 2026, when we received a presentation by Mr. Williams from the Maricopa Association of Government.

My assumption is that he was the one that liaisoned with Surprise and Peoria, and by that, giving those residents an opportunity for input. Input on the project that

I'm not sure included all of the alternatives, especially the alternative of using the El Mirage as an interchange. It is shameful that the persons and residents that are most impacted by this project were not contacted, especially since other entities, other governmental entities, I receive correspondence from them with my address and with my name. So I'm wondering why the Department of Transportation could not also locate me and notify me of this project. Thank you.

CHAIRMAN MAXWELL: Thank you, Ms. Valencia.

CC Anderson.

MS. ANDERSON: Good morning. My name is Judy Anderson. I live at 15180 West Las Brizas Lane in Sun City West.

Twelve years ago we purchased our home in Sun City. We were informed at that time that the concrete wall would be constructed along Desert Trail Golf Course for privacy, and the highway on the other side would be treated with a noise reduction material.

Now, although we were never officially informed, the State wants to put a transportation interchange, Loop 303, literally in our backyard, along the golf course and just on the other side of the concrete wall.

We had to hear about the project from friends. We do not understand why the transportation department has chosen the 155th interchange for this project when the Grand and

El Mirage would be a much better choice and would not impact so many residents.

If this project goes through at 155th, how will ADOT deal with the increased noise, light and visual effects that will impact residents who are already established in the area? We are very concerned about the personal, auditory and visual effects this will have on us and also on the value of our home, which would surely be affected. Thank you.

CHAIRMAN MAXWELL: Thank you, Ms. Anderson.

So I also have Judy Anderson ready to speak, but I'm going to assume that you were both of those. I had CC Anderson and Judy Anderson.

(Inaudible.)

CHAIRMAN MAXWELL: Yeah. (Inaudible.) Thank you. Just wanted to make sure that there's nobody else out there by the name of Anderson that (inaudible) to speak.

Mary Lou Rose. Sorry. She's (inaudible.)

Sherry Anderson -- Adams. Sherry Adams. (Inaudible.)

MS. ADAMS: Thank you for having this meeting and giving us an opportunity to give our feedback. My name is Sherry Adams. I live at 15185 West Las Brizas Lane. Homeowner. Five years in the neighborhood.

I'm one -- I'm on the street that faces the proposed 155th interchange. I'm very much against that

occurring. My neighbors have all spoken very clearly about why it is a very bad idea for our neighborhood. Perfectly good option to utilize the El Mirage interchange and, well, it's already there. Financially a better idea.

You just need to hear from us that, wow, it really impacts us. It -- our quality of life, the visual impact, the noise impact. It takes a lovely, quiet neighborhood and turns it into a busy city freeway situation. We just feel like we've not been heard. We need to be heard. It impacts us. Thank you.

CHAIRMAN MAXWELL: Thank you, Ms. Adams.

All right. Is there anyone else in person who has not been called upon that has filled out a form?

Sir, can I get your name and make sure you've got the form information?

MR. SCOTT: Jim Scott. I'm the president of PORA. It's our Property Owner and Resident Association in Sun City West. Forgive me. I'm just elected, so I'm still ramping up where this is all at, but me and my neighbors have communicated beautifully our position and the overall situation.

My question is: Who do I need to contact to better understand where this is actually at in decision-wise and better understand how we've gotten to where we are? How come we haven't gone to the El Mirage decision and why did we decide to go with an overpass? So my question is: Who do I need to reach

out to to have those discussions?

CHAIRMAN MAXWELL: (Inaudible) the Board's not supposed to respond to the questions, but in this case what I can tell you is probably reach out to Mr. Byres to make sure he has your information.

MR. SCOTT: Okay.

CHAIRMAN MAXWELL: He'll be able to talk you through more of the process that's taking place this morning.

MR. SCOTT: I greatly appreciate it. Thank you.

MR. SCOTT: Okay. Thank you.

CHAIRMAN MAXWELL: Yes, sir. Thank you, sir. (Inaudible) have a card can you at least give us your name?

MR. VAN AMBER: I filled one out when I got here this morning.

CHAIRMAN MAXWELL: Okay.

MR. VAN AMBER: My name is A.J. Van Amber, and I'm a resident at 15162 West Las Brizas Lane, and -- yes.

CHAIRMAN MAXWELL: Thank you. I had it shown as to be online, so you can start your three minutes now (inaudible).

MR. VAN AMBER: Okay. And I just wanted to point out that I'm a new resident there since October, and the current conditions that are there are pretty brutal, and my neighbors made me aware of this overpass that's going in that would make the current conditions even worse, because the current wall that

is there, that is supposed to be a sound barrier and I guess a privacy barrier, my backyard overlooks the 303 wall, and during rush hour times in the morning and the evening, traffic noise is just terrible already with that short wall, and by raising the road for an interchange would make that even worse.

And also, after daylight hours, the existing lighting that's there just to light the highway is very bright, just coming right in my back window. You know, I'm overlooking the golf course and the 303 wall, and then beyond is several streetlights that are existing. By raising it, I'm sure there's going to be lighting that's going to be even taller than what's already there, and the noise impact would be terrible.

I invite any of you to come to my house during rush hour and look at what the existing conditions are, and this would be a far worse impact than what we already have. I mean, I don't know if they could have made the wall taller than what's there to make the noise impact less, but I can tell you that I have air purifiers in my house that kind of drown out the traffic noise to an extent, but, you know, going in our backyard during rush hour times is just too noisy, and this would even impact it worse.

So I'd like the Board to consider that, that the alternate location would not be as impactful on people to utilize that location instead of this one, because it's already bad conditions. So thank you for your time.

CHAIRMAN MAXWELL: Okay. Thank you, Mr. Van Amber.

All right. We'll now turn to those who'd like to speak back on the WebEx. I'm going to start off again with Vice Mayor Miranda Sweet. Has Vice Mayor Sweet shown up on the call? Raise your hand if you're on the WebEx or on -- connected telephonically.

Okay. (Inaudible.) If Mayor -- if Vice Mayor Sweet does join, let me know, Floyd, if you can, if you see her come on.

MR. ROEHRICH: Yes, sir.

CHAIRMAN MAXWELL: Now on to WebEx. Mary Lou Rose. Ms. Rose, can you raise your hand?

WEBEX HOST: I have sent your request to unmute?

MS. ROSE: Can you hear me?

CHAIRMAN MAXWELL: Yes, ma'am. We've got you loud and clear. Begin.

MS. ROSE: Okay. Thank you. Good morning and thank you for letting me speak. My name is Mary Lou Rose, and I'm a resident of Clarkdale. For those unfamiliar with our area, Clarkdale is a small, historic town neighboring Cottonwood. We are an hour's drive and a mountain pass away from Prescott, yet our skies are now dominated by Prescott-based flight training.

This is a case of impact without representation.

Decisions regarding the Cottonwood airport are made by the Cottonwood Airport Commission that Clarkdale residents cannot vote for, yet these decisions are exporting (phonetic) a noise footprint for our quiet community.

For over 40 years, the airport safely operated with an 800-foot traffic pattern that generally kept training activity over Cottonwood and within their legal avigation easements. In 2022, that was changed to 1,000 feet. Even though the official FAA chart still directs pilots to fly at 800 feet, the airport is using a temporary notice and noise abatement to push traffic higher without a formal safety study.

That change has real consequences. It shifted roughly 60,000 annual operations, primarily repetitive training flights, directly over Clarkdale's homes, schools, churches, and Tuzigoot National Monument.

Cottonwood was named Arizona's Airport of the Year in 2022, with ADOT citing its noise abatement program, but for Clarkdale residents, that success was simply a relocation. The noise was not reduced. It was moved to Clarkdale.

A recent $34,000 traffic pattern study was completed for Cottonwood, but it consulted only with Embry-Riddle and two unidentified local pilots. It did not include outreach to the residents most affected, despite being funded with public money. It relied on only three days of flight data, did not mention Cottonwood's avigation easements, and did not

evaluate the impact to Clarkdale.

It appears that taxpayer dollars were used to fund a study that prioritized a training manual for private university while ignoring the residents living under the flight paths.

The core issue is representation. Cottonwood residents have recorded avigation easements and representation. There are no avigation easements in Clarkdale, as a historic traffic pattern kept the repetitive flights in Cottonwood. Right now, Clarkdale has no vote, no easements, and no representation, yet we are bearing the impact.

I urge you to withhold any further funding for Cottonwood Airport until Clarkdale is included and the traffic pattern is returned to the historic 800-foot altitude, keeping the repetitive flight pattern in Cottonwood. Thank you very much.

CHAIRMAN MAXWELL: Thank you, Ms. Rose.

Also on the WebEx, Carla Erickson. Ms. Erickson, can you please raise your hand?

WEBEX HOST: I've sent you a request to unmute.

MS. ERICKSON: Good morning, Chair, members -- Chair and members of the Board. Thank you for letting me comment. My name is Carla Erickson, and I am also a resident of Clarkdale, Arizona.

I would like to address the ongoing issue of

repetitive flight training operations occurring over Clarkdale, Arizona. There has been a recent change to the traffic pattern altitude from the long-established 800 feet AGL, as listed in the FAA chart supplement, to a range of 1,000 feet AGL. This change was made without any communication or coordination with the Town of Clarkdale, its leadership or the residents. As a result, we have a significant increase in traffic flights being redirected over our community. These operations are not primarily conducted by our local pilots. In fact, approximately 2 percent of local pilots continue to operate at the long-established safe turning pattern. The increase in traffic is driven largely by non-local, Embry-Riddle University training activity.

Additionally, Clarkdale residents do not have avigation easements tied to their properties, as none exist within the town. This makes the increased and concentrated air traffic and noise particularly concerning for homeowners.

I respectfully request that ADOT investigate the matter thoroughly before approving any additional grant funding for the town of -- Cottonwood Airport. We're asking for the consideration be given to restoring the traffic pattern altitude back to the 800 feet AGL, as it has historically been, and to implementing measures that prevent concentrated training operations over Clarkdale.

Thank you very much for your time and

consideration.

CHAIRMAN MAXWELL: Thank you, Ms. Erickson.

Starla Anderson.

MS. ANDERSON: Good morning, State Transportation Board Members, Director Toth, and ADOT staff. My name is Starla Anderson, and I serve as the transportation planning manager with Sun Corridor MPO.

I would first like to thank ADOT for their continued partnership and collaboration with our region over the years. As you consider the fiscal year '27 to '31 tentative five-year construction program, I want to highlight a critical pavement preservation project in Casa Grande. The project includes two segments on Pinal Avenue. The first segment is from the junction of State Route 84 and State Route 387 to the Santa Cruz Wash, and the second segment is from the Santa Cruz Wash to I-10.

These segments ranked first and second, respectively, in both the Southcentral District and statewide P2P process for pavement preservation. These segments are not listed in the tentative program. Given the project's importance and strong performance in the ranking process, I respectfully urge the Board to give this pavement preservation project full approval as you move forward in finalizing the fiscal year '27 to '31 program.

Thank you for your consideration and continued

support of Casa Grande and the region.

CHAIRMAN MAXWELL: Thank you, Ms. Anderson.

Mr. Ron Angerame.

WEBEX HOST: Mr. Angerame, I sent you a request to unmute.

MR. ANGERAME: Can everybody hear me? Hello?

CHAIRMAN MAXWELL: Mr. Angerame, is that you? We can hear you. Mr. Angerame, can you hear us?

Are we showing Mr. Angerame unmuted?

WEBEX HOST: Yes, he is unmuted. He has appeared on the screen and then moved back off, so I'm trying to catch him to make sure he's unmuted.

Mr. Angerame, if you can raise your hand again. You may have muted yourself. I've sent you a request to unmute. Please press star six if you're using a phone. You -- I can see you are unmuted.

MR. ANGERAME: Okay. Can everyone hear me now?

CHAIRMAN MAXWELL: We can hear you now, sir.

MR. ANGERAME: Okay. Great. Thank you so much. So sorry for the trouble.

Yes. Thank you members of the ADOT board for the opportunity to speak today and your continued support and commitment for improving State Route 347.

I'd like to briefly share some new information that understores -- underscores just how critical your work is

right now. As you may be aware, both Temple Union School District and Kyrene School District are experiencing declining enrollment. One consequence of this is the elimination of school bus service for students traveling from Maricopa. This means, from what I've -- based on what I've heard, this could affect 150 to 220 students. This means that up to 150 to 220 additional daily trips, families driving with their children along State Route 347 instead of relying on school transportation.

While this number may seem modest in the context of regional conflict, the impact is significant. These are young drivers and families navigating an already congested and at times dangerous corridor. These are not just additional vehicles. These are our children.

This added pressure comes at a time when transportation and budgets are under scrutiny and difficult decisions are being made. That's why I'm here today, to respectfully urge you to stay the course.

The improvements outlined in your current five-year plan are not just infrastructure upgrades. They are safety investments. They will directly impact the well-being of families who depend on State Route 347 every day. I ask that you maintain the plan as it stands and avoid any reductions or delays. The need is real, it is growing, and it is personal, especially now for these 150 to 220 students who will soon be

part of that daily traffic.

Thank you again for your leadership, your commitment, and your consideration.

CHAIRMAN MAXWELL: Thank you, Mr. Angerame.

One more chance, Vice Mayor Sweet. Are you on the line? If so, please raise your hand.

All right. So at this time I will close the call to the audience. I do want to say thank you to everybody who's participated in the call to the audience today. This is the best way to get your message directly to the members of the State Transportation Board. Obviously, we've received emails, and there's been some municipalities that have gotten really good at doing those, but I still thank you for showing up in person. We want to thank you for being here. That means a lot to all of us, because we now understand how much everybody cares about not only infrastructure in general, but obvious -- what impacts that as well. So thank you all for participating today.

We will now move on to the director's report.

DIRECTOR TOTH: Good morning.

CHAIRMAN MAXWELL: Director Toth.

DIRECTOR TOTH: Yes.

CHAIRMAN MAXWELL: Good morning.

DIRECTOR TOTH: Thank you. We are very happy to be here in El Mirage today. Thank you, Mayor, and board members for your hospitality. We have a few agency updates to share

today, so next slide.

The first up, I do want to highlight the fact that Pima County voters on March 10th passed Propositions 418 and 419. Also known as RTA Next. In doing -- yes. Agreed. So in doing so, they approved a new 20-year regional transportation plan for the county and renewed the existing half cent sales tax that funds that plan.

The vote authorizes $2.67 billion worth of investment to address transportation needs in southern Arizona. This is going to help the area obviously with congestion, improve mobility, and enhance transit options as well as overall safety.

It's a major win for transportation in our state, and I want to thank everyone who worked to inform and educate voters about the importance, including our own Chairman Maxwell. So thank you very much for that.

Next slide, please.

Next up we have some more good news. Interstate 17 improvement project was honored recently with two awards. On March 11th, it was named the 2025 Project of the Year by the American Society of Civil Engineers Phoenix branch, who called the project a remarkable achievement in both mobility and safety. And then back in December, it was announced that the project made it to the Roads and Bridges Top 10 Road Awards, and it was named Road Number 6, and the project was recognized for

adding that capacity and congestion and enhancing the safety. So we always appreciate it when our projects are recognized, especially when the safety benefits are emphasized. So big thanks to our project teams, the contractor, our crews, ADOT team for all the collaboration work that it took to finish that project.

Next slide, please.

Some fun stuff. I always share the Name a Snowplow contest, and so we've got some -- four fun -- very fun names. Now let's see if I can pronounce them. We have Clearopathra, Blizzard Wizard, Scoopy-Doo and Saltimus Prime.

So a big reminder. 2,300 names were submitted in the first phase of that contest in late January and then voted down to the final 12 that the public voted on. These new names have now been placed on our snowplows at the Flagstaff maintenance yard. This competition always gets a lot of attention and helps bring awareness to the importance of the snowplow operators who make our highways travel much safer when those winter -- winter storms hit the state.

And next slide.

Today is the official start of spring, which means spring training, spring break, out-of-town visitors and lots of activities scheduled around the state. I just want to take the opportunity to remind everyone to drive cautiously, watch for cyclists and pedestrians, and as always, don't drive

distracted. Put your phone down, keep your eyes up and focused on the road.

And so even though it's only spring, we are experiencing some summertime temperatures in parts of our state. So just to remind everyone that extreme heat is already something to be aware of if you're planning to travel. Make sure you have water in your car. Pack a safety kit before you go, and you can always check the 511.gov or website or dial 511 on the road.

And lastly, based on the last board meeting, I wanted to update you on the three pavement preservation -- or actually, four pavement preservation projects that were moved out of the program last year in order to make room for both Lion Springs, which is on the consent agenda today, and the 347 project.

The SR-85 project is on the consent agenda today as well, so that's good news. The US-70 project Cottonwood to Ray Lane is anticipated to move into fiscal year '26, with funding capacity from those bid savings and closeout of projects.

The I-10 San Simon to the New Mexico state line is being advanced to fiscal year '26. It will actually come to the board via PPAC and board agenda item in April, and then that allows the I-40 Querino -- I'm not sure if I'm pronouncing that right -- Hawthorne project will then be programmed in fiscal

year '27.

So with that, that's all I have today. I'll turn it over to Amy for our legislative update.

CHAIRMAN MAXWELL: Thank you.

Amy, it's all yours.

MS. LOVE: Thank you, Director. Can you all hear me?

CHAIRMAN MAXWELL: We can. Loud and clear.

MS. LOVE: Wonderful. First of all, I just want to welcome our newest board member, Mr. Coleman. So happy to see you there. Looking forward to working with you again. We had the opportunity to work together when he served in the Legislature and then went on to be a JP. So very happy to have you with us.

I'll give you all -- I'll just kill some time here as we get the slides up and ready to go. It's been a very busy week. Next week, as you'll see here, is the final week to hear bills in the second chamber. So as you can imagine, there are going to be some very long agendas. So several bills that we've been tracking for the state board, just wanted to touch briefly on this morning, and then I'll let you get on to the business of the day.

Next slide, please.

So we're on day 69 of what theoretically, as we know, should be a 100-day session. Rarely is. Still sitting at

1,966 bills that were introduced. Twenty bills have been passed. Twelve have been vetoed. Five have been signed into law. And in terms of memorials/resolutions introduced, that's around 124, and 12 of those have been transmitted to the Secretary of State.

Next slide, please.

So just a few key dates ahead. As I mentioned, next week is the last week to hear bills in the second chamber, so for those who are unfamiliar with the legislative process, House bills must pass through the House and then through the Senate in identical versions. Same goes for Senate bills are transmitted to the House. So we are in that phase right now where House bills are being heard in the Senate committees and vice versa.

Any bill that is amended in the opposite chamber, if the sponsor doesn't agree or if there's not consensus, those bills will go to what are called conference committees made up of members from both chambers and both parties. The last day for consideration of bills in conference committees will be Friday, April 17th, and then that magic 100th day of session will fall on Saturday, April 25th.

Next slide, please.

Oh, goodness. I might need my glasses.

So just a couple of bills I wanted to highlight of interest, and this -- quite a few bills that are

appropriating money to the agency that we'll quickly go through, but just a few that we've been tracking in terms of public records and public meetings and other funding sources. Public records format and fees, this bill has passed the Senate and is now pending the House government committee. It would require public records to be provided in the least expensive manner possible.

The alternative fuel tax passed the Senate in February. This bill would have removed the exemption of alternative fuel vehicles from the use fuel tax and establish an alternative. The bill has not advanced, so we have removed it from most of our trackers, but since we had it on the agenda last month, I wanted to make sure to give you an update on that, but it was heard in committee but has not since advanced.

The bill that would allow the Legislature to control non-custodial federal moneys. That did pass the House. It was transmitted to the Senate and has since passed the Senate Appropriations Committee and is -- will go on to the full Senate next. Similar legislation, I will say, has been vetoed in the past by several different governors. So not that I'm predicting, but if there are any concerns, I would just point that out, that it's a bill we typically see most legislative sessions.

And then finally, the bill that would require the 100 percent transfer of TPT from customer or public-facing

electric vehicle charging stations to HURF was heard in the House Transportation and Appropriations Committee but did not receive a hearing in the House Appropriations Committee. So at this point, it has not advanced, but certainly a policy decision or discussion, that could be continued as they move towards budget negotiations.

Next slide, please.

And then just a few more. House bill --

CHAIRMAN MAXWELL: (Inaudible.) I'm sorry.

MS. LOVE: I'm sorry?

CHAIRMAN MAXWELL: No, continue. Sorry. Just the slides caught up. We're good.

MS. LOVE: Yes. House Bill 2400, this bill would cite a motor fuel tax holiday. I had noted when I created my slides -- and I apologize. You always get them somewhat late. It's because I try to have them as most up-to-date as possible. We had anticipated a strike everything amendment in the Senate on this bill. As I noted here, there is now a posted strike everything amendment to this bill, so -- and unrelated. So I know there were some concerns from different communities about the impact this would have on the State Highway Fund and the HURF, but it appears the bill will be used for another purpose. So just wanted to allay any concerns there.

House Bill 2601, the I-11 environmental engineering study. This bill passed the House. It has been

transmitted to the Senate and would require ADOT request FHWA segment the I-11 project between I-10 and Casa Grande (inaudible) Wickenburg. Excuse me.

And then finally, another bill related to public bodies and executive sessions. This bill is pending. The Senate government -- excuse me -- the Senate government (inaudible) committee that has passed the House and would prohibit a public body from placing a proposal to impose or increase a tax rate assessment or fee on the consent agenda for a meeting.

Next slide, please.

And now I won't go through all of these, because there are a lot. As you may have seen quite a few bills, transportation is definitely a topic of interest of the Legislature this session. So we've seen quite a few bills introduced in both the House and the Senate.

One note I would say that in going through and reviewing everything, the House bills that were introduced that appropriated moneys either to ADOT or through ADOT to local jurisdiction were typically all double assigned to Transportation and the Appropriations Committees. I believe almost all of them were heard in House Transportation but have not yet received a hearing in the House Appropriations Committee, which would presumably assume those bills will not advance since they didn't receive that second chamber hearing.

However, again, we know as they move into budget negotiations, and as you'll see here, a lot of these bills in the Senate that appropriate moneys for various projects passed the Senate and have now been double assigned in the House.

And again, I apologize. Several here, 1062, 63, 64, and 1154 passed the Senate yesterday and then were actually placed on an agenda yesterday evening. So again, this is still not as current as it could be, because I sent it yesterday evening. But all -- I believe almost all of these bills will be heard next week in House Transportation and then will be additionally assigned to the appropriations committees.

And if there are any questions on any of these, please feel free to ask.

Next slide, please.

Just wanted to make sure you have visibility on all of the bills.

So again, these bills that have passed the Senate and have now, I think, almost all been assigned on the House Transportation Committee, and since next week is the last week to hear bills, presumably all of these bills will be heard in the House Transportation Committee next week.

Next slide, please.

And these are all the Senate bills.

And then moving on to the House bills. And again, I noted the bills were heard in the House but not heard

in House Appropriations. They were heard in Transportation. Again, not indicative that the proposals don't have support. It's just an indicator these will likely end up in budget negotiations.

Next slide, please.

And as you can see, quite a few bills that appropriate money for various projects.

Next slide, please.

And a few more there.

The House Bill 2304, I'll just point that one out towards the bottom there. That is the annual RTAC bill. There was an opportunity for folks who had projects contained in that bill to speak in House Transportation, and I know that was appreciated by a lot of the folks that made the trek down to the State Capitol.

Next slide, please.

Just a few more. Again, the only one I will point out, HB 2761, the appropriation for the Cornville Road study. That bill was held in committee. So that is the only one that did not advance out of this page.

Next slide, please.

And I think those will wrap up all of the funding bills of interest.

Next slide, please.

And I'm happy to answer any questions.

CHAIRMAN MAXWELL: All right. Amy, this is Ted Maxwell. I just wanted to confirm. 2400, I'd gotten -- I spoke with a couple legislators -- legislators tomorrow, and I believe you just made the statement it is not going to be moving forward; is that correct?

MS. LOVE: The underlying bill, the -- Mr. Chairman, I apologize. The underlying bill, HB 2400, is being used as a strike everything amendment.

CHAIRMAN MAXWELL: Right.

MS. LOVE: So the gas tax holiday bill is effectively dead in that form.

CHAIRMAN MAXWELL: Okay. That's --

(Speaking simultaneously.)

CHAIRMAN MAXWELL: Glad to get a confirmation of that, because that obviously was a huge impact on what we want.

My -- I've got a question really for staff on this one. We've seen this has been a trend in the recent years where legislators are directing how our money's spent on a lot of these projects. I think it's a good sign, because it lets the legislators understand that we do not have enough money currently in the state system to fund all the needs. So I think at some point we're going to be getting more conversations with them to potentially offer some solutions (inaudible) sometimes challenges. What they proposed in the Legislature isn't really enough money to do the project.

Do we have estimates on any of these projects as they're currently proposed? Because I do think that's something during the budget negotiations, this might be a deeper -- folks who do weigh in on projects to say that these -- some of these projects, they're going to come out of the rest of the funding, and then other things get removed from the five-year plan as well. So do we have any estimates yet?

MR. BYRES: So as these projects come up in the Legislature, the first thing -- one of the things that occurs is we do put together estimates for these according to the scope that they give us. So that's -- that's part of the issue that we have, but yes, we do do that.

CHAIRMAN MAXWELL: Okay.

MR. BYRES: On every single one.

CHAIRMAN MAXWELL: If you've got every one, I'd just love to see maybe a list of it so I -- we can compare the two prices so I had a sense of -- and some of the other board members want to see it, too -- a sense of what -- they're not, as you said, as scoped. We know we go do scope, especially if federal dollars get involved in the projects as well, then a whole bunch of things. So I'd love to see those lists. That would be greatly appreciated.

Are there any more questions from any members of the board for Amy?

MR. COLEMAN: I have one. Amy, this is Doug.

On some of those that are being held up in House Appropriations, could those end up in the budget? Is that part of the strategy?

MS. LOVE: Mr. Chairman, Board Member Coleman, yes, that would be my assumption. The bills in the House are all double assigned to Transportation and Appropriations. I think if you notice this year in the Senate, they combined the Appropriations and Transportation Committees, so bills that were heard in the Senate essentially went through both committees at once.

I'm sure you may recall from your time there that it was not uncommon any money bill typically gets slowed down towards the end as they enter into budget negotiations. So my expectation is that folks who have introduced bills will advocate for them in small group meetings, but we have not heard anything to that effect yet. But I believe once likely all -- anything that did not get heard in Appropriations could still very well show up in budget negotiations. Absolutely.

MR. COLEMAN: Okay. Thank you.

MS. LOVE: You're welcome.

CHAIRMAN MAXWELL: Board members?

MR. ELTERS: Mr. Chairman, thank you. Just a question for Greg. I think you said you think the information that is given to you (inaudible) put an estimate based on the scoping, and I just want to make sure I understand it. I think

you're being very kind and generous to call it scoping, because it's really, I suppose, no more than a delay here, a delay there or something to that level. So when I think of scoping, I think of in a professionally done document that goes from point A to point B and has more details in it. That is not what we're talking about here, and I just want to make sure at least you and I and the rest of the Board is on the same page.

MR. BYRES: You are correct. It's fairly limited information that we go off of.

MR. ELTERS: Okay. And Mr. Chairman, that's really why I think the comments that were made last board meeting, which is where allocations are made, often enough they miss the mark when the project moves forward (inaudible) and some of them struggle, and some never are completed. Thank you.

CHAIRMAN MAXWELL: Thank you, Member Elters.

Yeah. And to reiterate some of the comments, there's a lot of projects over the last four or five years. It's going to be a -- I think a trend, and since I've joined the Board, to see the Legislature -- individual legislators do it, because they recognize the five-year process is very difficult to get a project on the -- in the plan because of funding, lack of funding. And they're also getting frustrated with where they put the money and seeing it clawed back from their own requirements and projects that they got (inaudible) and now (inaudible) didn't get to see it, and I think they understand

that there's a need to fix the current situation. That doesn't mean we've got anywhere close to broad-based support to do it, but it's something that I think needs to continue to be part of discussion.

So are there any questions from any of the members online? I still remember you're all there, and I appreciate it.

VICE CHAIR HOWARD: Chair, this is Jenny. I just want to make a comment to the director's report. I'm very, very happy that we were able to pull these three maintenance projects back. We made a commitment as a board when we moved those moneys, and I appreciate staff working hard to keep an eye out on those. I know I've questioned that every meeting to see how that's going, and I truly do appreciate it, and I know that the users of these roads do as well. Thank you.

CHAIRMAN MAXWELL: I will reiterate that as well, Director. I was pleased to see that incorporating that update in your -- in your comments.

DIRECTOR TOTH: I do want to -- also, I forgot to mention that Board Member Bracker had asked for the pavement and bridge commission projections for five to ten years out versus the historical. We will bring that back to the Board at the next meeting as an agenda item.

CHAIRMAN MAXWELL: Okay. Thank you.

Anyone else have any comments for the director?

I appreciate the shout-out of the RTA Next. That's our Prop 479, for those of you who are here in Maricopa. It was critical for our region. It passed 60 to 40 in a special election with almost a 50 percent increase in the voter turnout. So we felt very confident with that, and it actually makes it easier for the rest of the state, because now there's funds coming in to support our project needs. Hopefully, we have more funding throughout other areas of the state, so appreciate the support and backup everybody's had on that one.

All right. Well, that completes the director's report. Let's move on to the consent agenda. Do any of the members have anything that they would like removed from the consent agenda or questions?

Okay. Hearing none. Can I get a motion to approve the consent agenda?

MR. ELTERS: Mr. Chair, I make a motion to approve the consent agenda as presented.

MS. PESHLAKAI: Second.

CHAIRMAN MAXWELL: Second.

Now, Mr. Byres, I'm assuming (inaudible) you're talking about is what do we want to highlight the award of the one? I'm getting the hand signal from you.

MR. BYRES: You missed Item Number 2.

CHAIRMAN MAXWELL: What's that?

MR. BYRES: You missed Item Number 2.

MR. ROEHRICH: But go ahead and finish Item Number 3 since you've already called for the question, and then if you want go back to Item 2 or you can ignore --

(Speaking simultaneously.)

CHAIRMAN MAXWELL: All this turnout today's just got me flustered (inaudible). So I did miss Item Number 2, but we do have a motion from Member Elters. We've got a second from Member Peshlakai, so let's -- do I have any further discussion on that?

All right. All those in favor, please acknowledge by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN MAXWELL: Okay. Are there any opposed? All right. The Chair also votes aye, and having heard no opposed, it passes unanimously.

Now let's come back to what we really want to hear, and that's the district report with Randy Everett. Sorry about skipping over that. It wasn't due to a lack of interest.

MR. EVERETT: Mr. Chair, members of the Board, my name is Randy Everett. Good morning. I am the district administrator for the Phoenix area, and I will make this super, super quick.

I was up here in December, so you've heard a lot of this, and since there's a couple new members of the board, we thought it would be a good idea just to go over this really

quick. So if you can give me a start here, I will go through this very quickly. A lot of great things happening in Phoenix, and we'll look at lot of the projects that are just done and ongoing.

Okay. You can keep going.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. EVERETT: Oh, I can do it myself. All right then.

UNIDENTIFIED SPEAKER: Try it now.

MR. EVERETT: Perfect. Okay.

So recently completed projects. Just so you know what's finished up for us, I-17 is now done, at least the 74 to Anthem area, which was a mill and fill. That being done, that makes the asphalt and/or concrete all the way up to the Phoenix area now complete. So we have a good 17 riding surface.

Another one that is just recently completed is our Princess to Shea on the 101. That was just completed in January. That is now complete. We will do the diamond grinding on that in the near future, and that will finish that project.

Ongoing projects. A lot of them. The I-17 to 75th. That's the 101 just up the road here. That is now almost 70 percent complete, and that will finish in March of 2'27.

We have the one down in the south part, which is on the 202. That's from the 101 to Val Vista. 67 percent, so close to 70 percent on that project. Also finishing in the

spring of '27.

We have the Gila River bridge that's about 90 percent done now. That will finish a little bit later this year. Very exciting project that we'd like to have done very quickly.

US-60X, which is the one we will be giving back to our MCDOT partners. That is about 90 percent. That is going to be -- asphalt will be on that in the next few weeks, and then we'll be putting the final, final touches on that one, and that one will be done.

17/303. These are the ones that are just started. That is where we had our kickoff the other day. This is just about 5 percent started. We're just out of the gate on this one. The other one that we're just out of the gate on is the SR-51, I-10 to Shea diamond grinding. That just started last weekend, and so we will continue on that one. We're very starting stages of that.

And the big upcoming projects that are just opened recently, we have the I-10 SR-1 (sic). That's the designated HOV lane. That is -- that will start very shortly, and then we'll end in mid 2028.

And then the 303, that just opened just recently and that's from the 303 from Van Buren down to MC-85. Again, that will start very shortly in the summer and will finish in early 2029.

Jackrabbit is coming, also. That just opened as -- or that will be opening soon. That will finish in late 2027 and then -- oh, I think that is it. And that's our big projects that are coming. So that's all we've got. If you have any questions, I'd be happy to answer them.

CHAIRMAN MAXWELL: Do any of the members of the Board either online or on the dais have questions for Mr. Everett?

MR. EVERETT: All right. Then thank you very much. Appreciate your time.

CHAIRMAN MAXWELL: Thank you, Randy. Appreciate it.

We will now move on the Agenda Item 4, financial report with Tim Newton. This is for information and discussion only.

MR. NEWTON: Good morning, Chairman Maxwell, Board Members. I'd say good morning to Director Toth, but she's gone. She doesn't want to hear this, but it's all good news. Trust me. Let's start off with -- let's start off with our Highway User Revenue Fund year to date.

So HURF, as you can see, through the end of February, it's looking good. .5 percent above projection right within our range. Through the end of February we had projected that we would collect 1 billion, 199 million. We're about $5 million above that, $1 billion, 204 million.

Okay. My next slide is a snapshot for HURF for the month of February. As the board might remember, a couple of months ago, our December snapshot showed all of these revenue categories down compared to our forecast, and then if you remember last month's, our snapshot for January showed all of these revenue categories up compared to our forecast. This month we have a mixed bag. Some under, some over, and registration pretty much spot on there. And as I said on the previous slide, year to date we're looking very good with HURF.

So moving on to the Regional Area Road Fund, or RARF. As you'll recall, RARF is one month behind HURF, so this is through the end of January, and RARF is looking good. 1.4 percent above projection right within range. We had anticipated through the end of January collecting $457.5 million for RARF. We are, in fact, 6 and a half million above that forecast, and through the end of January, we had collected $464 million.

So on to our snapshot for RARF for the month of January, and the Board will remember we were keeping an eye on a couple of revenue categories. Most notably, contracting. It had been lagging between the prior year and behind our forecast for I think four or five of the previous months. This month there's been a little rebound. Still below prior year, but above our forecast. We will continue to keep an eye on contracting.

The other one we've been watching, the rental of

personal property, it still continues to exceed both our forecast and the prior year. My experts back at the ranch say that people are just renting equipment and tools like gangbusters, way above our expectations.

What I really wanted to draw the Board's attention to on this slide, though, was the Other category. You'll see it's up 76 percent over prior year and almost 70 percent over our forecast. From time to time when the Department of Revenue goes back and does an audit of the taxpayers, when they collect on that audit, that payment goes into the other bucket. That's not what happened in this case.

This is prepayment of Prop 479 funds. So as you know, the January numbers are to do with the December activity. Prop 479 didn't take effect until January 1st, but we have -- we have entities out that prepay, and in this case it was about a million dollars of prepayment of Prop 479 and Department of Revenue put it all in other. So there really should be a million dollars in that other that's sprayed across those other categories. We have reached out to DOR. They've assured us -- in fact, we've seen the reports now, so we know it's good going forward -- Prop 479 will go in the correct buckets. This one month is an anomaly due to those prepayments.

Okay. Additional updates. Really, my additional update here is to do with our debt issuance. The Board approved a refinancing and refunding of our HURF 2016 debt and our HURF

2020 debt back in January. Also, the issuance of new debt to the tune of $500 million. We successfully issued that debt a couple of weeks ago.

When I came to the board in January, our estimates for savings of the refinancing and refunding was about 31.3 million. It was a very stressful experience, because we had gone to war with Iran a day and a half before we issued. The stock market didn't know what it was doing. The treasury market didn't know what it was doing. I don't have any fingernails left, but we actually ended up saving net present value 32.3 million. So actually, a million dollars more than we thought, so... I promised myself that we will look for calmer times next time we issue debt.

One other thing I wanted to mention. Last month the Board asked if I could present every month that obligations year to date. I went back to my team. It's quite a manual process to put that together, pulling data from multiple systems. I reached out to Chairman Maxwell, and he agreed that every other month would be okay for now. So the Board should look for that obligation year to date next month.

That concludes my report. Is there any questions?

CHAIRMAN MAXWELL: Any members of the Board have questions for Tim? Anybody online have any questions for Tim?

It's not going to be that easy, Tim, because I

might have a couple.

MR. NEWTON: Okay.

CHAIRMAN MAXWELL: One, the 479 dollars that you said went in and appropriated to the wrong category, you said it will be corrected going forward. Will they go back and redistribute those in February to show their rightful place, or will that just always be (inaudible).

MR. NEWTON: I don't know for sure. I don't know the answer to that. I'll have to follow up.

CHAIRMAN MAXWELL: And I recognize that the money is actually going in those other categories. If they could correct February and present those at the next board meeting, that would be great as well. It's going to give us the full picture.

MR. NEWTON: Yeah.

CHAIRMAN MAXWELL: And then the other question I've got, you already mentioned the impact, and it obviously turned out well for us on the -- on the bond issuance. With -- have you seen any indications of the gas or diesel use fuels going up or being impacted at all by the increase in gas prices?

MR. NEWTON: Yeah. Chairman Maxwell, yes, we do. We've seen, you know, the prices of fuel go up. We've done some exercises, reported out to the Governor's office, hey, if it hits $5 a gallon, if it hits $6 a gallon, what's the impact of sort of those worst case scenarios, if you will. We are in good

shape for this fiscal year. If it continues to be high, we will have to look at how can we mitigate some of that for next fiscal year.

CHAIRMAN MAXWELL: Okay. Seeing no other questions, thank you, Tim. Appreciate it.

MR. NEWTON: Thank you.

CHAIRMAN MAXWELL: All right. We'll now move on to Agenda Item 5 with Iqbal Hossain, the Multimodal Planning Division report.

Good morning, Iqbal.

MR. HOSSAIN: Good morning, Mr. Chair and the members of the Board. Iqbal Hossain here with the Multimodal Planning Division. Today I'll be providing with you the tribal transportation updates.

First, I would like to begin with a great example of building a proactive partnership between the tribal communities and our state. On March 13th, the request -- one of the requests we received from Navajo Nation DOT, and based on that, we held a meeting with the Federal Aviation Administration and our own ADOT aeronautics group. The Navajo Nation came to us wanting to learn more about understanding and what funding opportunities are available them through the FAA and our ADOT. They also wanted to understand the process of airport planning, capital improvement program, and also what kind of -- how they can apply for FAA funding, how this process works.

So based on the discussion, the meeting was truly productive and informative for them, and the FAA and ADOT both encouraged Navajo Nation duty (sic) to keep the lines of communication open, and we also committed to continue to support the relationship moving forward.

We talked about Osterman Gas Station a couple of months ago, but I also want to give you an update. The Board -- quick update on the Osterman Gas Station today. This is one of the scoping projects. The scope of work is the restoration of the old Osterman Gas Station into a new use.

At this stage, we are moving into the public informed development phase of this project, which is an important step as we move forward in developing the conceptual design report. Of course, we want to make sure we are hearing from all stakeholders before we move forward. We are gathering the input in two ways. First by holding a public meeting, and also, we are opening for public comments for two weeks.

Finally, I want to -- I wanted to update the Board on an important safety effort we started in the Kayenta area on US-160 and 163. Following some concerns raised by Kayenta chapter officials and Kayenta Township, ADOT conducted a road safety audit on these two routes.

We kicked off this project on March 2nd, and field reviews were conducted on March 9th and 10th, and we looked at the road condition, intersection, sight distance, and

roadside hazards. One of the most valuable moments from that field review was sitting down with the Kayenta School District Transportation Department, and we heard from 15 bus drivers and what kind of challenges they face every day. So this is impressive, you know, 15 bus drivers.

So what we heard from them, the bus drivers, they told us that there are no designated bus pullouts. There are a lot of unpaved shoulders, and of course, excessive speeding by other drivers that is hazardous and unsafe for the drivers and also for the students. So this -- you know, the kind of -- this kind of direct community input is very important to make a, you know, meaningful RSA so we can come back, so the team can come back and, you know, do their research and find the appropriate solution.

So the team will analyze the data and will identify the safety issues and then issue a report shortly, and we look forward to the findings and the recommended solutions on this.

This concludes my tribal updates. I will be happy to answer any question you may have.

CHAIRMAN MAXWELL: Any questions from any members of the Board? I've got one out of curiosity, because being the pilot on the board, does BIA, are they a part of those conversations as well when you're doing (inaudible) ADOT.

MR. HOSSAIN: Yes. BIA was part of this as well.

CHAIRMAN MAXWELL: Okay.

MR. HOSSAIN: Yeah.

CHAIRMAN MAXWELL: Now, do they -- what's the breakdown in control or input on the airports, like Chinle and some of the other ones that are on the reservations?

MR. HOSSAIN: So this was the first meeting we held. So basically, what kind of funding opportunities that the community will have. That's what we discussed. We'll have next meeting in a month, and we'll have more information at that time. But basically, they wanted to see what is the application process to apply for funding. What kind of fundings are available for them?

CHAIRMAN MAXWELL: Okay. Thank you.

And Mayor Hermosillo pointed out to me when you hear the sound of freedom coming overhead, it gets really loud. It might be best just to pause in the speaking, because it may be difficult for -- the microphones don't pick up your voice as well. So let's keep rolling. If we hear any of the other board members have problems picking anything up on the mic for that, please let us know.

MS. HERMOSILLO: I should have shared that ahead of time. I'm just so used to the base being next door here at (inaudible). We're so used to pausing, so...

CHAIRMAN MAXWELL: No, it's great. I went through training here at Luke, so I'm glad to be back with the

noise.

Member Peshlakai.

MS. PESHLAKAI: Thank you Mr. Chair. I almost hit the deck. (Inaudible.) Just kidding.

I want to say thank you for reaching out to the bus drivers, because they are the ones that are really hyper aware of the -- the use of the highways, safety and all of that. I think that's a good place to start.

And then, also, back in 2013, Senator Jack Jackson, Junior, ran a bill to have state airport funding for tribal airports, and that's only been 13 years, and I know in being out in the community, I'm not quite sure how the tribes have been able to spend that money, and so I just wanted that -- to mention that, not that I'm putting another job on your plate. So thank you.

MR. HOSSAIN: You're welcome.

CHAIRMAN MAXWELL: Well, it's -- the Chair's opinion it's important for us to all remember that it's important to encourage the Legislature to not sweep the airport funding. It's another situation where there's not enough, especially for these smaller airports that don't have federal grants coming in on a routine basis, and it -- it's amazing how many small aircraft fly around the state of Arizona every day. So appreciate the report, especially reaching out on that.

We'll continue with you, Iqbal. It's your show.

MR. HOSSAIN: Next. Next item. Should be Item 6.

(Inaudible conversation.)

MR. HOSSAIN: Thank you.

So now I would like to give the Board an update on the 2027 to 2031 five-year program. The public comment period opened on March 2nd, and it will run through May 22nd. We have been very active in getting the word out through news releases, targeted emails to nearly 13,000 subscribers, social media, and also on ADOT's website. And I'm happy to share that we have already begun receiving quite a bit of public comments.

As of March 15, we have received over 100 comments through the online survey form. Additionally, we have other channels set up for the public to share their thoughts, including emails, comments made at the board meetings, and also phone and the letter.

Right here. So on this -- let's see. 94. That's the box. Okay. All right.

Okay. Under the major themes, this slide shows that routes who have -- that have received at least 10 comments, and the major themes are first the widening of 347. Second, on I-10 in Maricopa and Pima County, comments are made on road conditions and safety at several locations. And finally, third one is the several projects being requested on US-60, such as widen and resurface 60 from Loop 303 to Wickenburg, and improve

the signage there at 303 and 60 interchange, and widen 60 in the East Valley from Mesa to Gold Canyon.

Finally, here, a brief tutorial on using the Excel file provided to the Board. It has all the public comments. We also include this information when we send this file to you, Mr. Chair and the members of the Board.

This concludes my updates on the five-year tentative program. I will be happy to answer any question you may have.

CHAIRMAN MAXWELL: Any questions from any member of the Board? Any online?

VICE CHAIR HOWARD: Chair, do I have one. Just a follow-up, and I've been notified with regard to these projects as well, (inaudible), in Pinal County, the pavement preservation projects, there are two of them from 387 to Santa Cruz Wash and Santa Cruz Wash to the I-10 that were first and second on the P2P process, and if we could just have some follow-up on the status of those projects and if they will be placed on the -- on the five-year plan.

MR. HOSSAIN: Yes. Will do.

CHAIRMAN MAXWELL: All right. Thank you.

At this time we're going to move into -- I think that's the completion of the MPD.

MR. HOSSAIN: Yes. Item 7, actually.

CHAIRMAN MAXWELL: Thank you.

What about Item 6 for the AZ SMART --

MR. HOSSAIN: I'm sorry. Actually. Item 6.

CHAIRMAN MAXWELL: Move on to Item 6, the Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Program.

MR. HOSSAIN: Yeah.

CHAIRMAN MAXWELL: Iqbal, you have the floor still.

MR. HOSSAIN: Thank you.

Now I'll move on to Item 6, which is AZ SMART Funds program. We do have two applications today for your consideration, Mr. Chair and the members of the Board, but before I get the -- get to the applications, I would like to share with you the current financial report for the AZ SMART program.

Let's start with the highlighted yellow -- the yellow line that's showing the amount for current available for award. And in a minute, I will present two applications for the Board's consideration. These are identified under the current request. They are next to the current available request. This balance reflects the amount available in each category if the Board chooses to approve today's two applications.

Below that section is the pending request section, which shows projects currently being reviewed, and we plan to bring these projects to the Board at the future board

meeting.

Next, I will move on to the applications. We have two applications today. Our first application is from the City of Flagstaff requesting $1,825,000 for design for extension of John Wesley Powell Boulevard. The total project cost is estimated at $19.4 million, and Flagstaff is planning to pursue the RAISE grant for construction. This project falls under the municipalities 10K plus population, that category, and it scored 42 points.

And our second and the final project is from La Paz County. They are requesting 1 point -- $1,608,223 for design to rehabilitate a segment at Vicksburg Road. The total project cost of this is estimated $16.1 million, with La Paz County planning to pursue the MEGA grant for this construction. This category, this project is under the category of counties under 100,000 K population, and it scored 43 points.

And finally, today's requested actions are to award the City of Flagstaff in the amount of $1,825,000, and for La Paz County in the amount of $1,608,223.

CHAIRMAN MAXWELL: All right. Do we have any questions from any members of the Board?

MR. ELTERS: Mr. Chairman.

CHAIRMAN MAXWELL: Member Elters.

MR. ELTERS: Just looking at the amount requested and the amount available in each of those categories for the

municipal greater than 10k, awarding 1.8 would leave about 800,000. I'm just checking. My understanding is this fund balance is rebalanced twice a year. So July 1st of this year, which is the beginning of the fiscal year 2027, this will be rebalanced again.

MR. HOSSAIN: Correct.

MR. ELTERS: Assuming that the Legislature will continue to fund it, correct?

MR. HOSSAIN: Correct.

MR. ELTERS: The other related question I have, Mr. Chairman, is in the estimates. I have -- I drilled down a little bit at both applications of looking at the estimates. You know, very thorough, very detailed. The two -- the two items that sort of raised a question in my mind, one was the construction administration set at 18 percent, and then once that is added, the last item says ADOT reviews, because it would break it down by percentage, but in both projects, it averaged about $2 million. And I -- that, I just didn't see where that was coming from or not related to.

I don't -- and I don't mean to ask you a question that you don't have the info to answer, but it would be great to explain those things at some point. Is 18 percent the standard? Is that what is recommended? Is that what is required? Because it seems like on the high end. In both projects it's either over or at $2 million, and, you know, understanding the

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complexity of the project may require a little higher or a little lower, but in my world, 18 percent is a lot. And then ADOT review on top of that.

Thank you, Mr. Chairman.

MR. HOSSAIN: Mr. Chair and Member Elters, so that varies from between 12 and 20 percent. So typically, it's 15 percent, but sometimes when we use a consultant on the project, it gets a little bit higher. So I am suspecting that this project will be administered by the consultant, but I will be able to give you more information. I will look into this and get back to it with more information, but this is what I'm thinking. If the project is administered by the consultant, usually this is more than 15 percent.

MR. ELTERS: That will affect (inaudible) your channel.

CHAIRMAN MAXWELL: I would like to ask a follow-up question, if we could, on the earlier comment by Member Elters.

We will, in July, re-spread the money, but based on the current pending match awards that are pending, we already have a shortfall of not being able to issue a majority of those, even after -- if we take the full 13 million, which is currently available, it won't be if we approve both of these, and then spread it out, we still will have a shortfall in that municipal 10 -- over 10,000, as I see it, unless we get additional funding

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from the State Legislature.

Is there anything currently that the State Legislature is considering? And are we recommending to them to do it, to consider them to continue to fund AZ SMART Fund? Is that going to be part of the budget discussion, or do we have an update of what they're thinking about this program?

DIRECTOR TOTH: Mr. Chairman, the executive budget didn't include an item for the Arizona SMART Fund, but as we know the sausage making machine, we have not seen the Legislature's budget at this time. So it's hard to know what their intent is going to be during budget negotiations.

And, Director, to follow up, with that money, if it makes -- it survives through the budget process, which is -- (inaudible) will be a challenge, would that be available to us also on July 1st, or when does that become officially available to us? Is it 90 days after the budget is signed?

DIRECTOR TOTH: I believe it is July 1st, but I'm looking at Tim, and he's giving me the thumbs up.

CHAIRMAN MAXWELL: So if we can keep that money in there, then we obviously will have more funding to do some of the other things that the category is, but our only option is where we redistribute, we redistribute it evenly. We can't pick and choose where we want to put it, correct?

MR. HOSSAIN: Correct.

DIRECTOR TOTH: Yeah. That's a state statute.

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CHAIRMAN MAXWELL: Okay. All right. Any other further questions from members of the Board?

MS. PESHLAKAI: I do, Mr. Chair.

CHAIRMAN MAXWELL: Member Peshlakai.

Thank you, Mr. Chair.

With that discussion, Mr. Chair, where does that put us in moving these items forward today?

CHAIRMAN MAXWELL: Well, unless there's a member that would prefer to hold on one of those items, our next step will be to ask for individual motions on those two items. We're going to take them individually.

MR. ELTERS: Mr. Chairman.

CHAIRMAN MAXWELL: Member Elters.

MR. ELTERS: For me, I believe both projects are worthy, and they -- the communities put the effort to put them in front of us to reach funding for them, and I strongly support both of them. And my question to you is would you like to take them separately? Is that the better way to go, or would you like to --

CHAIRMAN MAXWELL: If you would like to make a motion together, we can do that as well.

MR. ELTERS: Okay. So Chairman, I move to award to the City of Flagstaff in the amount of 1,825,000 for design and other engineering services for J.W. Powell Boulevard, as well as an award to La Paz County in the amount of 1,608,223 for

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design and other engineering services of Vicksburg Road.

MS. HERMOSILLO: I second.

CHAIRMAN MAXWELL: I have a motion by Member Elters and a second by Member Hermosillo. Any further discussion on either one of these items? Anyone online?

All right. Hearing no further discussion, please acknowledge your support of this by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN MAXWELL: Any opposed, nay?

All right. Hearing no nays. The Chair also votes aye, and this passes unanimously for those two SMART Fund applications.

All right. Thank you very much. Now we'll move on to PPAC, which is also with Iqbal Hossain.

MR. HOSSAIN: Yes. Thank you very much for approving the two AZ SMART Fund two applications. Appreciate it.

Then I'll move on to Item Number 7, which is Priority Planning Advisory Committee items for discussion and possible action. Today we have two categories of projects to present: The project modifications and the new projects. As usual, I plan to group both categories under one motion for the Board's consideration.

And I'd like to present the proposed changes to the FY 2026 through FY 2030 State Transportation Facilities

Construction Program, Items 7A through 7K, project modifications, and Items 7L through 7U are new projects.

And for the Board's consideration, the requested action is approval of the Priority Planning Advisory Committee Items 7A through 7U.

CHAIRMAN MAXWELL: All right. Are there any items that the -- any members would like to approve -- or excuse me -- to remove from this list? Hearing none.

Looking for a motion to approve Items 7A through 7U.

MR. ELTERS: Mr. Chair, I move to approve the PPAC items as listed, project modifications as well as new projects from Items 7A through 7U.

MS. HERMOSILLO: I second.

CHAIRMAN MAXWELL: I have a motion from Member Elters and a second from Member Hermosillo. Is there any further discussion?

All those in favor, please signify by voting aye.

BOARD MEMBERS: Aye.

CHAIRMAN MAXWELL: Any opposed by voting nay?

All right. The chair votes aye as well, and hearing no nays, that passes unanimously for approving Items 7A through 7U.

We'll now move on to Agenda Item 8, the state engineer's report with Audra Merrick.

MR. HOSSAIN: Thank you.

CHAIRMAN MAXWELL: Thank you, Iqbal.

MS. MERRICK: That's it. Thank you.

Good morning, Chair Maxwell, members of the Board. Audra Merrick, Deputy Director, State Engineer. I have Item Number 8 for you today, the state engineer's report.

March 20th, 2026, we have 113 projects under construction, at the total of $2.6 billion projects. Four projects have been finalized for the month of February, at 18.7 million. And year to date, we have 65 projects finalized. Just for kicks, for 113, 80 of those are actually state projects and 33 are local projects, just to give you a feel for that, what that distribution looks like.

I'll just touch upon a few of our district highlights.

Up in the Northwest District, we have the West Kingman project and both US-93 projects. We're looking for them to be completed in 2027, and the US-60 project this summer. And I'm just going to briefly go a few -- through a few of these highlights instead of reading all these to you all.

Up in Northcentral, the two projects on top, those are zero percent complete. We just started the -- we just had a partnering and precon meetings for those, and we expect those to begin work by the end of the month. And then the three projects -- the lower three projects are currently in winter

shutdown, and we expect them to resume in April.

Over in the Northeast District, those three lower projects will start work in April.

Down in the Southwest District, our big highlight here is the Cesar Chavez Boulevard project which has just started. They're just installing some friendly lizard fencing now to help us down there, and they're going to be working on some temporary pavement to start having that temporary pavement in place to have that future phasing for construction.

Hang on one second here, gang.

We're looking to get down to the Southcentral District, which is here. These projects are well underway and expected to be complete in 2026, with exception of the I-10 Kino to Country Club, which is 2028, and then that I-19 Irvington TI project, which is kind of in center there is actually advertising now for construction.

Down in the Southeast District, these projects are about 40 to 50 percent complete. The Queen Creek and Waterfall Canyon Bridge projects are estimated to be complete in June of '28, while that US-70 Medicine Way, that's a passing lane project, and that's estimated to be complete this summer.

We do have the Central District slide in here today. We did have a district report that Randy provided, so I won't provide any other information on that slide.

And that completes the state engineer's report,

if we have any questions. Otherwise, I will go ahead and move on to Item 9.

CHAIRMAN MAXWELL: Do I have any questions from any members of the Board?

All right. Let's move on to Item 9, construction contracts.

MS. MERRICK: Okay. So let's see. Moving on to Item Number 9, the new construction contracts. On the slide here, this is a continuation of the next slide, which are all of these. They have -- we have had 14 projects opened in the month of February. Six projects were in the consent agenda, which you've -- which were on the previous slide and you've approved earlier. So thank you.

And then there are eight here which are Item 9, which are new construction contracts that we'll be discussing here in a few minutes.

Looking at the bottom of this slide for the total this month, we ran about 14.9 percent under the department estimate. All eight projects, like I said, we'll be talking about here in a few minutes and they're being recommended for award today.

And then this is just our monthly total slide. You can see there in March, you see that 14 percent, again, where we ran under for the current month, and then year to date it looks like is 12.5 percent under for the current fiscal year.

So today, like I said, we do have those eight projects under Item 9. I can go ahead and talk about them individually if you'd like, Chair.

CHAIRMAN MAXWELL: So I'll ask if there's any members of the Board that want to pull out any of these. Otherwise, we can discuss a couple of the projects and then vote on them in their entirety. Anybody want to pull any items from the vote, take -- if we take it in its entirety? Okay. Everybody looks good on that.

I would like you, if you could, Audra, as we always try to (inaudible) talk to the one, the two that are over estimate, and I believe one of the ones was more than 50 percent or close to 50 percent under estimate. If you could just highlight those to us, that would be great.

MS. MERRICK: And Chair, those current numbers are --

CHAIRMAN MAXWELL: That's 9A --

MS. MERRICK: Uh-huh.

CHAIRMAN MAXWELL: Run through real quick. 9A, 9D and 9F. If we could get a briefing on A, D and F, then we'll take the package as a whole, 9A through 9F -- H. Sorry.

MS. MERRICK: Sure. So we'll move on first to Item 9A. Okay. I guess I have the slides.

This is a bridge rehab project on Interstate 17 at State Route 179 interchange. We have a low bid of 2,480,223.

It is over the State estimate by 685,646, or 38.2 percent.

This project consists of removing the existing bridge deck surface by some mechanical milling and then applying an overlay to that, what we call a PT -- PPC overlay or polyester polymer overlay.

The contractor when we reviewed the bid, they did propose some different phasing for this project and had some additional cost impacts due to the offered nighttime work, which was not assumed in the department estimate. It's likely that we may see some fire restrictions, unfortunately, and the assumed nighttime work could help mitigate this, depending what fire plan we end up in.

We did have three bidders for the project. All of those bidders were over the department estimate. In fact, they ranged from 30 -- about 38.2 to 58.3 percent.

So after review and analysis of the low bid, the bid was determined to be responsive and the bidder responsible for the recommended award to Combs Construction.

CHAIRMAN MAXWELL: Thank you.

MS. MERRICK: Uh-huh.

CHAIRMAN MAXWELL: Any questions on that project from anybody?

Okay. 9 delta, please.

MS. MERRICK: Okay. Moving on to Item 9D. This is a system enhancement project on State Route 101, Princess to

Shea. It's a diamond grind project. We do have a low bid of 3,972,000, under the department estimate by 3,167,524, at a difference 44.4 percent.

For this project, when we reviewed the bid, the contractor owns his own equipment and was able to offer more competitive production rates, but the department was unable -- that they didn't have in their estimate but were able to receive, obviously, the benefit of that with this bid.

We did receive four bids for this project. They were all under the department estimate, and they ranged from 28 to 44 percent. So after review and analysis of that low bid, the bid was determined to be responsive and the bidder responsible, and it's recommended to be awarded to Q&D Construction, LLC.

CHAIRMAN MAXWELL: Okay. Thank you.

Anybody have any questions on Item 9D?

Okay. Then 9F, please. Thank you.

MS. MERRICK: Okay. Next we have Item 9F, as in Frank, and this is a City of Douglas project. Chino Road extension phase two from 9th Street to State Route 80.

We have a low bid of 4,099,454, over the department estimate by 392,384, or a difference of 10.6 percent.

The difference here was the department did not take into account some of the remoteness of the project, and hence, some of, like, the travel expenditures for workers, so on

and so forth, weren't accounted for. Also, the contractor offered some higher material hauling cost. So we -- yeah. We were lower on that cost, essentially.

After review and analysis of the low bid, it was determined that it was responsive and responsible and was recommended to ISX Construction, LLC.

And just to add on to that, there were three bids and they were all higher, so...

CHAIRMAN MAXWELL: Perfect. Any questions for anybody on 9F? F.

I'm going to throw you a curve ball, because 9H was actually the other one that's over (inaudible) --

MS. MERRICK: I was wondering.

CHAIRMAN MAXWELL: That's the one I was a little more interested in.

MS. MERRICK: Would you like to do that one, too, sir?

CHAIRMAN MAXWELL: Glad you're quick on your feet.

MS. MERRICK: I usually guess these right.

Okay. Item 9H. This one is a bridge rehab project. It's a local project. Crookton Road at BNSF Railroad overpass. The work consists of removing and replacing the existing concrete bridge deck sitting on top of steel girders, over a railroad. We have a second low bidder of 2,171,287, who

is over the department estimate of 386,341, for a 21.6 percent difference.

The main dollar difference here is higher contractor cost items over the department estimate due to the site conditions of, quite frankly, working over the railroad track and the coordination, collaboration and things that need to take place for that to happen.

There were five bidders. All of the five bidders were over the department estimate. With that said, the apparent low bidder was notified of his failure to submit the required bidder documentation. They were provided their right to protest with a deadline. That deadline has passed, and we have received no protest response to date, so they have been deemed unresponsive.

Additionally, we have been in contact with Yavapai County. They want to move this forward. They've worked very quickly and diligently to provide us the funding needed for this project to be at the board meeting today, and so with that being said, after review and analysis of the second bidder, the bid was determined to be responsive and the bidder responsible, and we recommend the award to Technology Construction, Inc.

CHAIRMAN MAXWELL: All right. Thank you.

MS. MERRICK: Uh-huh.

CHAIRMAN MAXWELL: Anybody have any questions regarding that item?

All right. If I could ask for a motion to approve Items 9 alpha through 9 hotel as recommended.

MR. ELTERS: Mr. Chairman, I move to approve construction Items 9A through 9H as recommended by the state engineer.

MS. HERMOSILLO: And I second.

CHAIRMAN MAXWELL: All right. We have a motion from Member Elters and a second from Member Hermosillo.

Any further discussion, either online on the dais?

Hearing none. I'd ask all members to vote in favor by stating aye.

BOARD MEMBERS: Aye.

CHAIRMAN MAXWELL: Thank you, Vice Chair Howard.

Do anybody voting opposing these contracts? Just state nay.

All right. Hearing none. The Chair votes aye as well. We pass Items 9A through 9H unanimously.

MS. MERRICK: Thank you, Chair. Thank you, members of the Board.

CHAIRMAN MAXWELL: Thank you, Audra.

Okay. At this time, any members have any items they'd like to add to the agenda or anything they'd like to -- for future agendas or information for the -- for the staff or the (inaudible)?

All right. Well, we're not quite done, because there is more and more to happen. First off, I want to first thank all three of the members who joined us online and hope you all feel better or heal. It's good to see us as a group of eight, so I want to welcome Member Coleman to the -- to the bunch. I hope you will enjoy your time. It's a six-year term. Just saying.

But I also at this time would like to ask Floyd Roehrich to come up. We've kind of been, you know, joking the last several months, but Floyd has -- this is going to be his last official board meeting. I think he's going to be in attendance. Big shoes. Greg has taken -- obviously (inaudible) restructuring that the director's done, Greg will be responsible for us, which is not always the easiest thing to do. We're known to sometimes be needing a little help and guidance to keep us on track. Nevertheless, just on the agenda.

But what I want to say about Floyd is he -- when I first got approved to this board, he took me and made sure that I knew what my changing attitude from being on this side of the dais versus that side, because we were vocal transportation advocates from the Pima County area. And I think Floyd has spent numerous years, can't even start talking about how many, I wouldn't do that to him, just providing support and insight and guidance to the Board. It's -- I think the new structuring helps, because we can't say what Floyd would have done. It's a

different structure, so we can put things there.

But I personally want to say thank you to Floyd, and I want to at this time open it up to any members on the Board who have worked with Floyd, both as in this -- our capacity here, but also in other capacities. Anybody like to add any comments about Floyd Roehrich and his support of this board?

MR. ELTERS: Mr. Chairman.

CHAIRMAN MAXWELL: You've got it, Member Elters.

MR. ELTERS: I can't pass the opportunity. I (inaudible) Floyd what he did to me when I left ADOT, because he was funny and I'm not. I have known and worked with Floyd since 2005. That's 21 years. Floyd and I were at the State Engineer's office at the same time. He was my deputy at one time and then succeeded me, and so we've worked on and off all these years.

I will say I, on behalf of myself, the State, ADOT, the Board, I want to thank Floyd for his dedication, his loyalty, his professionalism, his can-do attitude. He has not found a hill that he cannot climb and a problem that he could not solve.

It's truly been a pleasure. I wish you well. I hope to experience that retirement world that you're going on as well, but I wish you the best of luck. It's been a true pleasure working with you, Floyd, and thank you for your service

and for all that you've done over the years.

MR. ROEHRICH: Thank you for hiring me back to be your deputy. That was probably one of the biggest surprises that I had. But thank you, sir.

CHAIRMAN MAXWELL: Mayor Hermosillo.

MS. HERMOSILLO: Yes. While Floyd and I have had a very short time working together, I will say Floyd has been instrumental in my success on this board. He's kept me in line, organized through various emails, and also, while I've been a remote participant, there's a few times I can recall where Floyd was my extension when we had some technical difficulties. And I want to say a sincere thank you, and I wish you the very best in your next chapter.

MR. ROEHRICH: Thank you.

CHAIRMAN MAXWELL: Member Peshlakai.

MS. PESHLAKAI: Thank you, Mr. Chair.

I don't know Floyd that well, but he's led me with the State Transportation Board, and I will admit I'm just a wee bit scared of you, Floyd.

CHAIRMAN MAXWELL: Oh, you're not alone.

MS. PESHLAKAI: And but with that, I want you to know that you taught me how important this job is, and thank you for your leadership and your public service. Many mai tais to you. Think of us.

MR. ROEHRICH: And I apologize for that scowl.

That comes from 47 years of being married. My wife doesn't watch these, so I'm safe.

CHAIRMAN MAXWELL: Board Member Coleman.

MR. COLEMAN: I just want to say thank you for your service.

MR. ROEHRICH: Thank you, sir. That's kind.

I will tell you, having been with -- basically working with this board when Sam left in 2008, and then I took state engineer, and then as a deputy director now, so since 2008, I've worked very intimately with the Board. This board does more work and is more professional as a body than we see in a lot of other areas. And I know every year rotates. You know, somebody goes off, somebody comes on, but the dynamic has always been a board that is engaging, challenging to the staff, and has really been advocates for transportation. So kudos to all of you. That's why it's been a pleasure to work with you, because I'm working with professionals that are dedicated as well.

CHAIRMAN MAXWELL: Well, Floyd, we greatly appreciate everything you've done for all of us, but I don't think that all the words are necessarily done.

Anybody online want to add something to Floyd?

VICE CHAIR HOWARD: If I could, Floyd, I just want to let you know I really wish I could be there. I've got some elongated healing from some surgery I had, so I am so sorry I missed this meeting. But Floyd, it's been such a pleasure to

work with you and alongside you. Not only have you been a central point of knowledge and expertise for the Board, but you have a very collaborative spirit, and your institute of knowledge will be very, very missed.

You've been a steady and dependable leader, and not every organization is blessed with that as a whole package, and that's just a great thing.

But I really wish you the best, and I hope in this next chapter it will be filled with much rest, some new adventures, a very long honey-do list, and some time with your family and those that you love. But Floyd, I really appreciate everything you've done, not only for the Board, but for me. Thank you so much.

MR. ROEHRICH: Thank you, Mrs. Howard.

MR. BRACKER: Mr. Chair,

CHAIRMAN MAXWELL: Go ahead, Member Bracker.

MR. BRACKER: So, Floyd, sorry I couldn't be there today. You've really meant a lot to me over the last 12 years, being able to talk to you as the constituent, and a county supervisor, and the last eight months as a board member.

What Jenny said about your knowledge is you've been able to answer so many questions so quickly and just be able to help me frame what I'm trying to do. But I wish you all the best in what you're going to do in your next chapter, and at some point I look forward to you calling me by my first name.

MR. ROEHRICH: I don't usually -- thank you, Mr. Bracker. It usually happens after the board. I try to be fully formal during the board. Then after the board, we can have those discussions, but it's important to treat you with the respect you all deserve.

I'm surprised you're sitting here so calmly. It's that sound of freedom --

(Inaudible.)

CHAIRMAN MAXWELL: Yeah, no. It's bringing back lots of memories.

So I'm not sure, Mayor Giles, I don't know if you're still with us, you want to comment?

MR. ROEHRICH: I think he did have to log off.

CHAIRMAN MAXWELL: Yeah, I think he had to leave early. You know, we were hoping to have the meeting done officially, but the Chair didn't do -- comply. So I've got to take a look eventually at the U of A basketball game and see how we're doing, but if we're losing this one, I'm probably glad I'm not watching it.

But Floyd, want to -- we've got a gift in there for you. If you want to take a look at it, you can.

MR. ROEHRICH: You're so kind, sir.

CHAIRMAN MAXWELL: But we appreciate everything you've always done for us. We look forward to hopefully keeping in touch.

MR. ROEHRICH: Oh, yes.
CHAIRMAN MAXWELL: You might come back just because you miss this board and miss the excitement of --
MR. ROEHRICH: I do.
CHAIRMAN MAXWELL: -- of the third --
MR. ROEHRICH: I --
CHAIRMAN MAXWELL: What are you going to do on the third Friday every month?
MR. ROEHRICH: I don't know. That honey-do list that you talked about.
CHAIRMAN MAXWELL: So we really appreciate you. You can (inaudible).
MR. ROEHRICH: (Inaudible.)
CHAIRMAN MAXWELL: I want to see if you... Trying to figure out what Floyd needs was a very, very difficult decision.
MR. ROEHRICH: Oh my word.
(Inaudible.)
MR. ROEHRICH: No, but I'm sure this was well. Did I get the proverbial -- there you go. Look at that. Nice little stop -- or yeah
CHAIRMAN MAXWELL: Watch.
MR. ROEHRICH: Yeah. Pocket watch. Oh my gosh. Engraved. This is fabulous. Thank you so much.
CHAIRMAN MAXWELL: And with that, the meeting's

adjourned.
(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 90 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 8th day of November 2026.

/s/ Teresa A. Watson

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

Adjournment

Chairman Ted Maxwell adjourned the State Transportation Board Meeting on March 20, 2026.

Meeting adjourned at 11:24a.m. PST.

Not Available for Signature_____
Ted Maxwell, Chairman
State Transportation Board

Not Available for Signature_____
Jennifer Toth, Director
Arizona Department of Transportation

AZ SMART PROGRAM - DISCUSSION & POSSIBLE ACTION

*ITEM 6b

AZ SMART Scores and Rankings Panel

AZ SMART Application Review and Scoring Panel

Application #: 77

Evaluation Date: 10/27/26

PPAC date: 11/4/26

Board date: 11/20/26

Item	Response		*Reviewer/Evaluator Comments*
App Date:	2/10/2026 15:36:09		
Project:	BNSF Railway at Mile Post 338.9 east of Country Club Drive		
Applicant:	City of Flagstaff		
Applicant Type:	Municipality		
Funding Category:	Municipality over 10K population		
Eng Dist: NC	Board Dist: 5	County: Coconino	
COG/MPO:	Flagstaff Metropolitan Planning Organization (MetroPlan)		
AZ SMART Request			
GDS:	0		
DOES:	0		
Match:	3,894,767		
Total AZ SMART:	**3,894,767**	**Can project proceed if awarded less?**	Yes, Project can proceed

Docusign Envelope ID: 29D8472A-4398-85FD-825D-217919D657B7

Cash from Applicant:	1,947,383		
Fed grant request:	13,661,778		
Total Project Budget:	**19,503,928**		
Project and Federal Grant Information			
Purpose:	This project addresses a critical infrastructure failure threatening Amtrak's Southwest Chief service between Chicago and Los Angeles, which includes intercity rail service in northern Arizona. At milepost 338.9 along the Burlington Northern Santa Fe (BNSF) Southern Transcon corridor, the project will replace two failing, undersized culverts and stabilize the embankment to reduce flood risk, protect the integrity of the existing rail line and allow for future track expansions to promote better train flows in and through Flagstaff. The installation of oversized culverts will also create a dedicated pedestrian underpass, providing a safe rail crossing alternative, mitigating trespassing, and connecting Flagstaff's regional trail network with adjacent county neighborhoods.	
Need:	This project addresses the FEMA Special Flood Hazard Area in the area of BNSF Mile Post 338.9 at the Rio de Flag crossing of the tracks and Historic Route 66. The area experienced catastrophic flooding in 1993 which resulted in new flood mapping of the area including a special study by FEMA in 2010 to map potential levee failure of the rail embankment during a large flood. Additionally there have been 52 pedestrian-rail encounters in Flagstaff in the last 5 years, this project will reduce pedestrian interaction with the rail.	

Docusign Envelope ID: 29D8472A-4398-85FD-825D-217919D657B7

Scope:	This project will replace an aging 8 foot culvert underneath the BNSF railroad embankment and Historic 66 road embankment with four 8 foot culverts and a 9 foot culvert. The project includes new headwalls and a combined outlet structure for the Rio de Flag and Penstock Wash. The 9 foot culvert will also double as a pedestrian-bike underpass of the railroad and Historic Route 66 allowing for access from Continental Park to Picture Canyon Natural and Historic Preserve. The project will reduce the base flood elevation of "Big Fill Lake" by 10 vertical feet, allowing for 51 homes to be removed from the FEMA Floodway.	
Application:	https://drive.google.com/file/d/1ydJIcXQOfMuJWiKZIt_LQF3CQME2f5ii/view?usp=drive_link	
Budget:	https://drive.google.com/file/d/1MY2Q6bygnImuoqEw9HfvCbDcilWsY5hQ/view?usp=drive_link	
Scoping or Assessment Info:	https://drive.google.com/file/d/1ieyz9j6s4kPWdvLLXHXakk6dtO8H7gbx/view?usp=drive_link	

Docusign Envelope ID: 29D8472A-4398-85FD-825D-217919D657B7

YOE Constr $:	2027	We anticipate an annualized maintenance budget of $5000/yr after the project is complete. This maintenance will be conducted by the City of Flagstaff under the Stormwater Utility. The Stormwater Utility is a separate utility authorized in 2003 with an annual budget of approximately $10M. The annual maintenance budget for the utility varies by year but is generally obligated in excess of $1M. This project is fully funded for maintenance and operations for the foreseeable future.	
Estimate development and age:	Developed by an engineering consultant within the last 6 months		
Federal Grant			
Grant Pursued:	Federal-State Partnership for Intercity Passenger Rail, Design, Construction		
Grant Status:	#2 Application submitted but not yet awarded		
Intended Administration:	Direct Recipient if allowed in NOFO		

Docusign Envelope ID: 29D8472A-4398-85FD-825D-217919D657B7

Technical Capacity (previous fed grants or formula funded projects?):	Fed grants: FHWA SS4A: Safe Streets for All Butler Avenue Complete Street Conversion, EPA EJG2G: Inflation Reduction Act - Environmental Justice Government-to-Government, FHWA RAISE: Butler Avenue and Fourth Street Safety and Multimodal Improvements, FRA Nationally Significant Multimodal Freight and Highways (INFRA): Downtown Mile Safety and Connectivity Improvement Project, FRA CRISI: Flagstaff Amtrak Station Accessibility Project, FAA AIP: Snow Removal Equipment Building; Formula: Department of Housing and Development Community Development Grant: 2022-2023, 2023-2024, 2024-2025. Department of Justice Edward Byrne Memorial Justice Assistance Grants FY2023, FY 2024		
Financial Capacity (>1.0 = applicant can meet short term obligations):	2024	2.65	
	2023	2.65	
	2022	2.55	
Priority Criteria and Scores			*Points*
Project addresses safety improvement(s):	The project will occur within the Rio de Flag, an ephemeral stream course that has an adjudicated determination for Waters of the United States (does not meet the criteria for a WOTUS). The area does not contain wetland features and is dominated by bunch grasses within a confined shallow canyon. the project will enhance the drainage under the human-built BNSF rail embankment as well as the human-built Historic Route 66 road embankment.		10
Evidence of public support for the Project :	Currently approved Municipal or County General Plan, Capital Improvement Program or other current, publicly adopted jurisdictional capital plan (10 points)		10

Docusign Envelope ID: 29D8472A-4398-85FD-825D-217919D657B7

Life Cycle costs or Long-term impacts:	We anticipate an annualized maintenance budget of $5000/yr after the project is complete. This maintenance will be conducted by the City of Flagstaff under the Stormwater Utility. The Stormwater Utility is a separate utility authorized in 2003 with an annual budget of approximately $10M. The annual maintenance budget for the utility varies by year but is generally obligated in excess of $1M. This project is fully funded for maintenance and operations for the foreseeable future.	5
Project location population:	City of Flagstaff	5
% cash monies from Applicant	9.98%	1
Partnering (count of letters of support submitted; maximum of five per project)		5
	Total points	36
	Application Rank	1
Additional Comments:	Only $1.1M is available in the Municipals over 10K category. The City of Flagstaff agreed to procede with the decreased amount	

We, the undersigned evaluators, attest the scores above to be a true and accurate representation of our review of the applications.

DocuSigned by: Michael DenBleyker 8F51D09EA7284F0...	10/28/2026
Michael DenBleyker	*Date*
DocuSigned by: James Windsor E5A3C02FD5FB4F3...	10/27/2026
James Windsor	*Date*
DocuSigned by: Barry Crockett 5B5417E2A33B494...	10/27/2026
Barry Crockett	*Date*

Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application Form

Please read the entire Request for Grant Applications and Agreement ("RFGAA") before starting this Application. The Application must be completed in a single sitting and the RFGAA contains a PDF version of this application to assist in developing the required responses, information and documents. **The Application Instructions provide additional information and guidance, and should be consulted in completing the Application.** To ensure the Application is Administratively Complete and will be presented to PPAC and the Board, please respond to all questions and submit all requested documents.

Required Documents: The following documents are required and should be assembled in advance of completing this application. ***These documents must be emailed to azsmart@azdot.gov and the names of the files identified as requested in this application.*** Documents may be sent in multiple emails. Failure to submit all documents will result in an incomplete application which will not be reviewed, retained or considered.

1. Applicant audited financial statements for the 3 most recent years.
2. If Applicant is a corporation: executed legal organizing documents such as Articles of Incorporation and IRS Determination Letter of non-profit status if a non-profit.
3. Project map clearly identifying the road(s) with beginning and ending termini or study area.
4. COG/MPO approval letter required by ARS §28-399.H.
5. Evidence of public support for the project (approved TIP, general plan or public meeting minutes)
6. Executed governing body resolution.
7. Scoping letter, project assessment or other technical documentation.
8. Project budget using the required AZ SMART Cost Estimate Tool for design and construction. Planning projects may submit another format with detailed expenditures. Lump sums are not acceptable.
9. Procurement solicitation, if requesting reimbursement of DOES or Match expenditures incurred after September 14, 2024.
10. Signed Offer and Acceptance form.
11. Up to five letters of support.

Clearly identify any trade secrets or other proprietary information which is to remain confidential. Stamp or mark the pages/information with **"CONFIDENTIAL"** in bold capital letters.

Email *

Edward.schenk@flagstaffaz.gov

Applicant Information

Name of Applicant *

INSTRUCTIONS: Provide the full legal name of the Applicant. This must be the entity that has provided the governing body resolution, is entering into this Request for Grant Application and Agreement, is financially responsible for the Project, and *will be applying for the Federal Grant identified in this application*. AZ SMART awards are specific to the Applicant and may not be transferred from one entity to another without further governing body and State Transportation Board approval.

City of Flagstaff

Applicant type *

INSTRUCTIONS: Select only one. "Non-governmental entity" means individuals, associations, clubs, corporations, any other private entity, or any organizations which are not cities/towns, counties, Tribal Nations, political subdivisions of this State, or ADOT. A non-governmental entity must be identified in the Notice of Funding Opportunity (NOFO) or federal statute as an eligible applicant for the Federal Grant identified in this application.

- (●) Municipality
- ( ) County
- ( ) Tribal Nation
- ( ) Metropolitan Planning Organization (MPO)
- ( ) Other Political Subdivision
- ( ) Non-governmental entity, including Councils of Governments (COG)
- ( ) Other:

Applicable COG/MPO *

INSTRUCTIONS: Select the COG/MPO in which the Project is located. This will be the same COG/MPO providing the required letter of approval. If Project crosses COG/MPO boundaries, select the one in which the greatest percentage of the Project is located.

Dropdown

Flagstaff Metropolitan Planning Organization (MetroPlan)

Federal Discretionary Grants awarded in last 2 years *

INSTRUCTIONS: Identify any Federal Discretionary Grant(s) awarded in the last 2 years, including the name of the project(s) and year(s) and amount(s) awarded, or enter "NA." Federal Discretionary Grants include Local and Regional Project Assistance (RAISE), Safe Streets for All (SS4A), and many others *awarded by a federal agency* (not ADOT or a COG/MPO). **DO NOT include** formula federal aid such as Surface Transportation Block Grant (STBGP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Off System Bridge (OSB), appropriations from the Arizona Legislature, or Congressionally Directed Spending (federal earmarks). Limited to 500 characters, including punctuation and spaces. ***Example response:*** First Avenue and Central St intersection, RAISE, 2024, $12,600,000

FHWA SS4A: Safe Streets for All Butler Avenue Complete Street Conversion, EPA EJG2G: Inflation Reduction Act - Environmental Justice Government-to-Government, FHWA RAISE: Butler Avenue and Fourth Street Safety and Multimodal Improvements, FRA Nationally Significant Multimodal Freight and Highways (INFRA): Downtown Mile Safety and Connectivity Improvement Project, FRA CRISI: Flagstaff Amtrak Station Accessibility Project, FAA AIP: Snow Removal Equipment Building

Formula federal aid projects funded in last 2 years *

INSTRUCTIONS: Identify any formula federal aid projects funded in the last 2 years, including the name of the project(s), year(s) and amount(s) received, or enter "NA." Formula federal aid includes Surface Transportation Block Grant (STBGP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Off System Bridge (OSB), etc. *provided by ADOT or a COG/MPO* (not a federal agency). **DO NOT include** appropriations from the Arizona Legislature, Congressionally Directed Spending (federal earmarks) or Federal Discretionary Grants. Limited to 500 characters, including punctuation and spaces. ***Example response:*** Main Street from Pine Ave to Willow Rd, HSIP, 2023, $320,000

Department of Housing and Development Community Development Grant: 2022-2023, 2023-2024, 2024-2025. Department of Justice Edward Byrne Memorial Justice Assistance Grants FY2023, FY 2024

Applicant financial statements for last 3 fiscal years. *

INSTRUCTIONS: Enter links to the audited financial statements. If not online, email azsmart@azdot.gov and enter the name(s) of that electronic file(s) below. Data from the financial statements will be used to calculation the Quick Ratio for Applicants requesting approval to self-administer design or those intending to be Direct Recipients for Federal Grants. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

https://www.flagstaff.az.gov/4825/Annual-Budget-Reports

Legal organizing documents (non-governmental entities only)

INSTRUCTIONS: Email the entity's legal organizing documents such as Articles of Incorporation to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

IRS Determination Letter (nonprofits only)

INSTRUCTIONS: If a non-profit, email the IRS Determination Letter to azsmart@azdot.gov and enter the name of that electronic file below. Determination Letters may be available online at the IRS website. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

Applicant Contacts

All contact information must be provided with the exception of the Consultant.

Authorized Representative Name and Title *

INSTRUCTIONS: This individual is the person authorized by the Applicant governing body to sign the Offer in this RFGAA and commit the Applicant to a contractual relationship. The Authorized Representative must have legal authority to sign binding contracts, including the Request for Grant Application and Agreement, on behalf of the Applicant.

Joanne Keene, City Manager

Authorized Representative 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

928-213-2053

Authorized Representative work mailing address *

211 W Aspen Ave, Flagstaff AZ 86001

Authorized Representative email address *

Joanne.Keene@flagstaffaz.gov

Authorized Representative Certification *

INSTRUCTIONS: The Authorized Representative is required to certify he/she has read and understands both the RFGAA and the most current document on the Questions and Answers page which is the only official source of updates, clarifications and revisions to the RFGAA. The most recent version of this information will be incorporated into the RFGAA.

Dropdown

I certify I have read and understand both the RFGAA and the Questions and Answers on the AZ SMART website.

Applicant's **Project Administration Contact** Name and Title *

INSTRUCTIONS: This is the individual who will work with ADOT on the study, design, or construction of the Project identified in this application.

Ed Schenk, Stormwater Section Director

Applicant Project Administration Contact 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

923-213-2470

Applicant Project Administration Contact work mailing address *

2323 N Walgreens Dr, Flagstaff, AZ 86004

Applicant Project Administration Contact email address *

edward.schenk@flagstaffaz.gov

Applicant's **Agreement Administration Contact** Name and Title *

INSTRUCTIONS: This is the individual ADOT will contact regarding contractual matters related to the RFGAA.

Stacey Brechler-Knaggs, Grants and Contracts Director

Applicant Agreement Administration Contact 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

928-213-2227

Applicant Agreement Administration Contact work mailing address *

211 W Aspen Ave, Flagstaff AZ 86001

Applicant Agreement Administration Contact email address *

sknaggs@flagstaffaz.gov

Applicant's **Financial Administration Contact** Name and Title *

INSTRUCTIONS: This individual is the individual ADOT will contact regarding invoices and other financial matters related to the RFGAA.

Rick Tadder, Management Services Director

Applicant Financial Administration Contact 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

928-213-2205

Applicant Financial Administration Contact work mailing address *

211 W Aspen Ave, Flagstaff AZ 86001

Applicant Financial Administration Contact email address *

rtadder@flagstaffaz.gov

Applicant's **Consultant Contact** Name, Company and Title

INSTRUCTIONS: Provide this information only if the AZ SMART application is being prepared by a consultant. Skip this contact if not applicable.

Applicant Consultant Contact 10-digit office phone number. Skip if not applicable.

INSTRUCTIONS: Please include the extension, if any.

Applicant Consultant Contact work mailing address.

Applicant Consultant Contact email address.

Project Details

Project Name *

INSTRUCTIONS: Enter the name(s) of street/route, etc. and the beginning and ending termini or other site specific information which will enable the project to be identified on a map. Limited to 250 characters, including spaces and punctuation. **DO NOT use** a marketing/branding name such as Downtown Infrastructure Improvements and **DO NOT include** any other type of information. Please follow the FHWA Project Naming Guidelines included in the RFGAA.

BNSF Railway at Mile Post 338.9 east of Country Club Drive

Functional Classification of street/route *

INSTRUCTIONS: For assistance in determining the Functional Classification, see the ADOT Functional Classification map. Select "Not Applicable" for other projects

Dropdown

Not applicable

Project Type *

INSTRUCTIONS: Select one only. If the desired project type is not listed, select Other and provide a BRIEF description of no more than 25 characters, including spaces and punctuation.
NOTE REGARDING MULTIMODAL PROJECTS: AZ SMART may only fund road, bridge, transit or rail components of a Multimodal project. This AZ SMART application should address only the eligible components of a multimodal project.

- ○ Road
- ○ Bridge
- ○ Transit
- ◉ Rail
- ○ Multimodal
- ○ Bike/pedestrian
- ○ Plan, Study, etc.
- ○ Other: _____

Project Funding Category *

INSTRUCTIONS: Identify in which of the following categories the project is located. Select one only. If Project crosses a city or county boundary, select the Funding Category in which the greatest percentage of the Project is located. The ADOT system option is reserved for ADOT applications only and should not be used by other applicants.
NOTE: Select a County option for projects located in *unincorporated* areas of a County. The County population is based on the total from the most recent decennial census, including in cities, towns and unincorporated areas.

Dropdown

Municipality over 10K population

Project Map *

INSTRUCTIONS: Email a PDF map clearly identifying Project location (route/street with beginning and ending termini noted) or study area to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

Big Fill Lake Study Area Map.pdf

Required COG/MPO approval letter *

INSTRUCTIONS: Email the required approval letter from the COG/MPO in which the largest share of the project is located to azsmart@azdot.gov and enter the name of that electronic file below. The letter must be on COG/MPO letterhead, indicate *approval* of the project and be signed and dated. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

Big Fill Lake MetroPlan Concurrence

Evidence of Public Support *

INSTRUCTIONS: Identify the document which includes the Project - select only one. TIPs, CIPs and General Plans must be *approved*, not draft or pending approval. The Priority Criteria scores (15 points maximum) for each option are identified below.

Dropdown

Currently approved Municipal or County General Plan, Capital Improvement Program or other current, publicly adopted jurisdictional capital plan (10 points)

Link to Public Support document *

INSTRUCTIONS: Provide a web link to the document evidencing public support for the Project *and identify the page number on which the project is listed*. If not posted on the internet, email the document to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

https://www.flagstaff.az.gov/Archive.aspx?ADID=9034 (City of Flagstaff Annual Budget and Financial Plan, 2026) Pages 134, 349, 417, 418, 433

Governing body resolution *

INSTRUCTIONS: Email the governing body resolution to azsmart@azdot.gov and enter the name of that electronic file below. The resolution must be approved, dated and signed. Failure to provide this document will result in an incomplete application which will not be reviewed, retained or considered.
NOTE: A Sample Resolution is provided in the RFGAA. Applicants may adapt the style of the resolution as desired. However, **all provisions identified in the Sample Resolution shall be addressed in the Applicant's resolution**, with the exception of the approval as to form, unless required or desired by the Applicant.

Resolution 2026-02

Project Purpose *

INSTRUCTIONS: This is one of the most important elements of the application. What problem does this Project address? Response should be as succinct and objective as possible. **DO NOT repeat** information provided in the Project Need or Scope. See FHWA's Purpose, Need and Alternatives for further information and guidance. Limited to 1000 characters, including punctuation and spaces.

This project addresses a critical infrastructure failure threatening Amtrak's Southwest Chief service between Chicago and Los Angeles, which includes intercity rail service in northern Arizona. At milepost 338.9 along the Burlington Northern Santa Fe (BNSF) Southern Transcon corridor, the project will replace two failing, undersized culverts and stabilize the embankment to reduce flood risk, protect the integrity of the existing rail line and allow for future track expansions to promote better train flows in and through Flagstaff. The installation of oversized culverts will also create a dedicated pedestrian underpass, providing a safe rail crossing alternative, mitigating trespassing, and connecting Flagstaff's regional trail network with adjacent county neighborhoods.

Project Need *

INSTRUCTIONS: This is one of the most important elements of the application. Provide DATA which substantiates the need for the project such as crash data, average daily traffic, or other applicable statistics. Response should be as succinct and objective as possible. **DO NOT repeat** information provided in the Project Purpose or Scope. See FHWA's Purpose, Need and Alternatives for further information and guidance. Limited to 1000 characters, including punctuation and spaces.

This project addresses the FEMA Special Flood Hazard Area in the area of BNSF Mile Post 338.9 at the Rio de Flag crossing of the tracks and Historic Route 66. The area experienced catastrophic flooding in 1993 which resulted in new flood mapping of the area including a special study by FEMA in 2010 to map potential levee failure of the rail embankment during a large flood. Additionally there have been 52 pedestrian-rail encounters in Flagstaff in the last 5 years, this project will reduce pedestrian interaction with the rail.

Safety Improvements Strategies *

INSTRUCTIONS: What safety strategies are addressed by the Project? See the Appendix to these Application Instructions for strategies in the 2024 Strategic Highway Safety Plan. Check all that apply. To identify strategies not listed in the options provided, check the Other box and enter the specific strategy(ies) on the Other line. Safety improvements addressing the selected strategy(ies) must be identified in the Project Scope.
NOTE: This question is worth up to 15 points in the Priority Criteria. See the RFGAA for further information on points awarded for these options.

- [x] Safety of vulnerable road/non-motorized users
- [ ] Intersection safety
- [ ] Roadway lane departures
- [ ] Project does not address safety improvements
- [ ] Other:

Project Scope *

INSTRUCTIONS: This is one of the most important elements of the application. Clearly identify the specific work elements to be undertaken, including safety improvements. **DO NOT repeat** information provided in the Project Purpose and Need. See the Application Instructions in the RFGAA for further information and guidance. Limited to 2000 characters, including punctuation and spaces.

This project will replace an aging 8 foot culvert underneath the BNSF railroad embankment and Historic 66 road embankment with four 8 foot culverts and a 9 foot culvert. The project includes new headwalls and a combined outlet structure for the Rio de Flag and Penstock Wash. The 9 foot culvert will also double as a pedestrian-bike underpass of the railroad and Historic Route 66 allowing for access from Continental Park to Picture Canyon Natural and Historic Preserve. The project will reduce the base flood elevation of "Big Fill Lake" by 10 vertical feet, allowing for 51 homes to be removed from the FEMA Floodway.

This initial project is to provide the structure or backbone for future pedestrian/bike improvements by the transportation group.

Scoping Letter or Project Assessment *

INSTRUCTIONS: Please email the Scoping Letter, Project Assessment, or other technical documentation describing the Project to azsmart@azdot.gov and enter the file name below. **DO NOT** give general descriptions. Provide as much technical detail as possible, including study/plan components, expected treatment types, lengths, locations, etc. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

Flagstaff FSP - Project Narrative

The "Flagstaff FSP - Project Narrative" provides the scope of the project (and what was submitted to FRA for Federal funding). The construction costs were calculated by the design engineer (TranSystems, now GFT), the project management and non-construction costs were determined by Wilson and Company in coordination with BNSF.

Right of Way *

INSTRUCTIONS: If the Project is:

- Completely contained in Applicant's Right of Way, check box #1.
- Involves any Right of Way owned by others, check box #2 AND the "Other" box. In the Other field, identify the owners, parcel numbers, status of discussions or approvals from each owner and any known issues.
- Non-infrastructure, check box #3.

NOTE: Applicants are responsible for identifying Right of Way ownership and issues before applying. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

- [ ] 1. Project is completely contained in Applicant's right of way
- [x] 2. Project involves right of way owned by others (see Instructions above for this question)
- [ ] 3. Not applicable (non-infrastructure projects only)
- [x] Other:

Right of way will be required from Nestle-Purina, discussions are ongoing and we do not foresee any issues with access agreements.

The City has been in negotiations with the downstream property owner since before they purchased the parcel from the Arizona State Land Trust. There are on-going negotiations for a permanent trail as well as donation of the FEMA floodplain/floodway to the City. The City has also been in long-term negotiations with Purina Nestle for trail easements, floodplain donation, and future regional park considerations. Both sets of negotiations are going well. Any purchases of easements will be conducted by other organizations than the Stormwater Utility and separate from this project. If needed this project will use temporary construction easements (TCEs) for the construction access and phase. This has not been a problem in the dozens of similar drainage and water utility projects around the community.

Environmental and other impacts *

INSTRUCTIONS: Identify any tribal or federal lands, protected species, wetlands, etc. involved or impacted by the project. Briefly summarize the physical/natural environmental, socioeconomic and cultural impacts of the project. **DO NOT repeat** information provided under Project Purpose, Need, Scope, etc. Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

The project will occur within the Rio de Flag, an ephemeral stream course that has an adjudicated determination for Waters of the United States (does not meet the criteria for a WOTUS). The area does not contain wetland features and is dominated by bunch grasses within a confined shallow canyon. the project will enhance the drainage under the human-built BNSF rail embankment as well as the human-built Historic Route 66 road embankment.

The 404 AJD letter for the Rio de Flag is included in this attachment.

Railroad impacts *

INSTRUCTIONS: If Project is located within 1/2 mile of a railroad, identify the railroad, area/crossing involved, anticipated impacts and the status of discussions, negotiations and clearances with the railroad company. If none, enter "None". Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

This project has been created in coordination with Burlington Northern Santa Fe (BNSF) Railroad. BNSF is a partner in this rail safety project.

Utility impacts *

INSTRUCTIONS: If Project will impact utilities, identify each utility involved, anticipated impacts and the status of discussions, negotiations and clearances with the utility company. If none, enter "None". Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

There are minor sewer utility impacts which are addressed in the design of the project. The City of Flagstaff Water Services Division is the owner of this project and aware of their own utility conflict.

Irrigation facility impacts *

INSTRUCTIONS: If Project will impact an irrigation facility, identify the owner and specific facility involved, anticipated impacts and the status of discussions, negotiations and clearances with the facility owner. If none, enter "None". Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

None

Project Schedule *

INSTRUCTIONS: Check only one box in each row to indicate the current status of each phase. Planning, studies and non-infrastructure projects - check the boxes under Not Applicable for all rows.

	Not started	In progress	Completed	Not Applicable
Scoping (up to 15% design)	☐	☑	☐	☐
Design	☐	☑	☐	☐
Right of Way	☐	☑	☐	☐
Utilities/Railroads	☐	☑	☐	☐
Environmental	☐	☑	☐	☐
Construction	☑	☐	☐	☐

Expected construction FISCAL year *

INSTRUCTIONS: Enter the state FISCAL year (runs July 1 through June 30) in which construction is *reasonably expected to begin*. Consider time required to design the project, apply for a federal grant, federal agency processing and award notification and execution of a federal grant agreement. See section B.4.w. of the Application Instructions for a sample timeline. If non-infrastructure, enter "NA".
NOTE: The expected construction fiscal year will generally also be the Year of Expenditure (YOE) for AZ SMART projects.

2027

Construction cost estimate in YOE dollars *

INSTRUCTIONS: On the *Itemized cost estimate tab* in the AZ SMART Cost Estimate form, use the YOE calculator to escalate the current estimated cost of the project to the expected construction fiscal year identified in the previous question. Enter the YOE estimate below in whole numbers (for example, 250000). If non-infrastructure, enter "Not applicable".
NOTE: The YOE construction estimate should be the amount reflected in the TIP in the expected construction fiscal year.

~~$18,579,309~~ $19,503,928

Project Budget *

INSTRUCTIONS: This is one of the most important elements of the application. Thoroughly complete the required AZ SMART Cost Estimate Tool showing the Project Budget, email it to azsmart@azdot.gov and enter the file name below. **DO NOT** delete rows or columns, revise formulas or otherwise change the AZ SMART Cost Estimate Tool file. Non-infrastructure cost estimates may use another format but must be broken out by work component. **Lump sum budgets will not be accepted.** See the Application Instructions in the RFGAA for important information and guidance. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.
NOTE: The amounts shown in the Project Budget should match the TIP, Capital Improvement Plan or other documents provided to demonstrate evidence of public support.

AZ-SMART-cost-estimate-form - Big Fill Lake

Source of cost estimates *

INSTRUCTIONS: If "Other" is selected, identify the **source and date** of the cost estimate.

- ( ) Developed by the Applicant within the last 6 months
- ( ) Developed by the Applicant more than 6 months ago
- (•) Developed by an engineering consultant within the last 6 months
- ( ) Developed by an engineering consultant more than 6 months ago
- ( ) Other: _____

Project Development Administration fees *

INSTRUCTIONS: If applying for DOES or Match for a federal grant that will fund any portion of design, indicate if the Project Budget includes *initial* ADOT Project Development (PDA) fees of $50,000. If non-infrastructure or no design work is contemplated, enter "Not applicable".
NOTE regarding PDA fees: ADOT will generally administer DOES projects (unless otherwise determined) and PDA fees will apply. *Initial* PDA fees of $50,000 are eligible for AZ SMART funding **only if they are included in the Project Budget** submitted with the AZ SMART application. ADOT may recommend a different initial amount during the Courtesy Technical Review. Any initial amount is an estimate only and additional PDA fees may be required. By submitting this application, the Applicant understands the Project may require, and ADOT may bill, additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- ( ) Yes
- (•) No
- ( ) Not applicable

Project's long-term impact *

INSTRUCTIONS: This question is worth 5 points in the Priority Criteria - see the RFGAA for further information. Responses are limited to 1000 characters, including punctuation and spaces. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

- **Infrastructure Projects -** Identify the estimated costs to operate and maintain the Project and the sources of the funding for these activities.
- **Non-infrastructure Projects -** Identify how and when the study, plan, etc. will be implemented.

We anticipate an annualized maintenance budget of $5000/yr after the project is complete. This maintenance will be conducted by the City of Flagstaff under the Stormwater Utility. The Stormwater Utility is a separate utility authorized in 2003 with an annual budget of approximately $10M. The annual maintenance budget for the utility varies by year but is generally obligated in excess of $1M. This project is fully funded for maintenance and operations for the foreseeable future.

AZ SMART Request

ARS §28-339.D requires DOES and Match expenditures to meet Federal Standards, which has been defined in the RFGAA (see Definitions). Applicants should not request funding for expenditures that do not, or will not, meet Federal Standards. Direct Recipients and self-administering Applicants are required to provide contract(s) or solicitation(s) under which DOES or Match expenditures were procured.
NOTE: AZ SMART funding requests must be documented and identified in the Project Budget submitted with this Application.

GDS $ requested

INSTRUCTIONS: Enter amount requested for Grant Development and Submission (GDS). The amount should be **no greater than 50% of the actual costs** to develop and submit the Federal Grant. Enter in whole dollars (for example, 10000 for a grant application expected to cost $20,000). Skip if not requesting GDS.
NOTE: This Eligible Use is limited to Projects located in counties with population under 100,000 and municipalities with population under 10,000. Enter in whole dollars (for example, 250000).

0

GDS $ purpose

INSTRUCTIONS: Identify if the requested GDS funding will be used to reimburse prior GDS expenditures for this Project or to fund development/submission of a future Federal Grant application. Skip if not requesting GDS.
NOTE: Eligible Expenditures for GDS are those incurred after September 14, 2024. If awarded GDS funds, Applicant will be required to submit invoices and proof of payment for reimbursement.

- ◯ Reimburse prior GDS expenditures for a Federal Grant application for this Project.
- ◯ Develop/submit a future Federal Grant application for this Project.

DOES $ requested

INSTRUCTIONS: Enter amount requested for Design and Other Engineering Services (DOES). The amount must be estimated in the Project Budget submitted with the Application. Enter in whole dollars (for example, $250,000). Skip if not requesting DOES.
NOTE regarding PDA fees: ADOT will administer DOES projects (unless otherwise determined) and PDA fees will apply. *Initial* PDA fees of $50,000 are eligible for DOES **only if included in the Project Budget** submitted with the AZ SMART application. ADOT may recommend a different initial amount during the Courtesy Technical Review. Any *initial* amount is an estimate only and additional PDA fees may be required. By submitting this application, the Applicant understands the Project may require, and ADOT may bill, additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

0

Match $ requested

INSTRUCTIONS: Enter amount requested for Match for expenditures meeting Federal Standards as defined in the RFGAA. Enter in whole dollars (for example, $65,000). Skip if not requesting Match.
NOTE: The amount requested must align with the Project Budget submitted with the Application. If no match is required by the Federal Grant, AZ SMART will not provide Match funding. Matching funds beyond that required by the grant which are intended to improve the competitive position of a project is the Applicant's responsibility.

$3,894,767

Procurement solicitation (reimbursements only)

INSTRUCTIONS: If requesting reimbursement of prior DOES or Match expenditures for this Project:

1. Email the *solicitation* under which the expenditures were procured to azsmart@azdot.gov, and
2. Enter the amount of and purpose for which reimbursement requested (DOES or Match), followed by the name of the electronic file of the solicitation document. Reimbursement requests will not be reviewed, retained or considered until the solicitation has been received. ***Example response:*** *$1,000,000 for DOES. Solicitation file name: 2024 Main St scoping.pdf*

NOTE regarding reimbursement of previous DOES or Match expenditures: Any amount to be reimbursed must be documented and identified in the Project Budget submitted with this Application.
DOES expenditures may include costs to develop scope, schedule, budget, or other preliminary engineering costs ***only if such expenditures were incurred****:*

- after September 14, 2024, **AND**
- under a solicitation which meets Federal Standards as defined in the *RFGAA*.

0

Project financial viability *

INSTRUCTIONS: Indicate if the Project will be able to proceed or can be scaled back if awarded less AZ SMART Funds than requested.
NOTE: The State Transportation Board may modify award amounts due to limited funding or other reasons. In such cases, the Applicant will be required to provide the remaining funding for the project and if awarded DOES, will still be required to submit a federal grant application within 2 years of the Date of Award.

- (●) Yes, Project can proceed
- ( ) Yes, but must be scaled back
- ( ) No, Project cannot proceed

Other Project Funding

This section is focused on project funding **other than AZ SMART. Do not include any amounts requested from AZ SMART in responding to the following questions.**

Applicant's own funds *

INSTRUCTIONS: Enter amount of cash monies provided by the Applicant from its own funds which will *supplement* (not supplant) the AZ SMART request. **DO NOT include** the amount requested from AZ SMART, match on federal formula funds, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources. Enter in whole dollars (for example, $25,000). Enter 0 if none.
NOTE: This question is worth up to 3 points in the Priority Criteria - see the RFGAA for further information. The amount entered here must be documented in both the Project Budget and the approved governing body resolution submitted with the Application, and will be invoiced to the applicant if ADOT is administering the Project.

$1,947,383

Federal formula funds *

INSTRUCTIONS: Indicate if any federal formula funds are programmed for the Project. Federal formula funds include but are not limited to Surface Transportation Block Grant Program (STBGP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Off System Bridge (OSB), Transit (5310, 5311, etc.) and other annual formula funding.

- If no federal formula funding is programmed, check box #1.
- If federal formula funding is programmed, **check box #2 AND the Other box**. On the Other line, enter the year, type of funds, and the amount of both the formula funding and required match programmed (in whole numbers and separated by commas). ***Example response:*** **2027, TA, $94,300, $5,700**
- **DO NOT include** the AZ SMART request, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, Applicant's own funds or any other sources.

- [x] 1. No federal formula funds
- [ ] 2. Federal formula funds are programmed (enter info on Other line)
- [ ] Other:

Congressionally Directed Spending (CDS) *

INSTRUCTIONS: Indicate if Congressionally Directed Spending has been requested from a member of Congress for this Project.

- If no CDS has been requested, check box #1.
- If CDS has been *requested but not awarded*, **check box #2 AND the Other box**. On the Other line, enter the year and the amount of both the CDS and required match (generally 5.7% *on top of the CDS amount requested*), in whole numbers and separated by commas. ***Example response:*** **2024, $94,300, $5,700**
- If CDS has been *awarded*, **check box #3 AND the Other box**. On the Other line, enter the year and the amount of both the CDS and required match (generally 5.7% *on top of the CDS amount requested*), in whole numbers and separated by commas. ***Example response:*** **2026, $1,000,000, $57,000**
- **DO NOT include** the formula federal aid, the AZ SMART request, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, Applicant's own funds or any other sources.

NOTE: Most CDS awards require a match of 5.7%.

- [x] 1. No CDS
- [ ] 2. CDS has been requested (enter info on Other line)
- [ ] 3. CDS has been awarded (enter info on Other line)
- [ ] Other: .....

Legislative Appropriation (Leg approp) *

INSTRUCTIONS: Indicate if an appropriation has been requested from the Arizona Legislature for this Project.

- If no Leg Approp has been requested, check box #1.
- If a Leg Approp has been *requested but not awarded*, **check box #2 AND the Other box**. On the Other line, enter the year and the amount in whole numbers and separated by commas. ***Example response:* 2027, $250,000**
- If a Leg Approp has been *awarded*, **check box #3 AND the Other box**. On the Other line, enter the year and the amount in whole numbers and separated by commas. ***Example response:* 2027, $500,000**
- **DO NOT include** formula federal aid, the AZ SMART request, Congressionally Directed Spending, the Federal Grant, Applicant's own funds or any other sources.

- [x] 1. No Leg Approp
- [ ] 2. Leg Approp has been requested (enter info on Other line)
- [ ] 3. Leg Approp has been awarded (enter info on Other line)
- [ ] Other:

Other funding *

INSTRUCTIONS: Identify any other funding which has been committed for this Project, such as from a developer, foundation, another project partner, federal/state/other grant, municipal bonds, or any other source.

- If no other funding is committed to the Project, check box #1.
- If any other type of funding has already been committed, **check box #2 AND the Other box**. On the Other line, enter the source/entity providing the funding, the year of the funding (if applicable) and the amount committed. Use whole numbers and separated with commas. ***Example response:* XYZ Developer, 2026, $250,000**
- Do not include the AZ SMART request, CDS, Legislative Appropriations, federal aid formula funds or match, the Federal Grant, Applicant's own funds or any other sources.

- [ ] 1. No other funds committed
- [x] 2. Other funds are committed (enter info on Other line)
- [x] Other: BNSF Railroad, committed, $1,947,383

NOTE: All AZ SMART applications must be associated with a federal discretionary grant administered by a federal agency for *surface transportation purposes*. Please note Congressionally Directed Spending is not a federal grant and will not fulfill the requirement for DOES applicants to apply for a federal discretionary grant within 2 years of the Date of Award of the DOES funding.

Federal Grant pursued *

INSTRUCTIONS: The Applicant must identify the federal grant it intends to pursue, or has already been awarded, for the Project. Select one grant only. If the desired grant is not listed, select Other and enter the name of the grant and the applicable federal agency.
NOTE: The list below includes common federal discretionary grants for Surface Transportation Purposes but does not include all which may be eligible for AZ SMART. Applicants are solely responsible for identifying appropriate federal grants for the Project and may wish to consult the US Department of Transportation Discretionary Grants Dashboard.

- ○ Bridge Investment Program
- ○ Defense Community Infrastructure Pilot
- ○ INFRA (Nationally Significant Freight and Highway Projects)
- ○ RAISE (Local and Regional Project Assistance)
- ○ MEGA (National Infrastructure Project Assistance)
- ○ National Culvert Removal, Replacement and Restoration
- ○ PROTECT
- ○ Railroad Crossing Elimination Program
- ○ RURAL (Rural Surface Transportation Grant Program)
- ○ Safe Streets For all
- ○ Transit Buses and Bus Facilities Program
- ◉ Other: Federal-State Partnership for Intercity Passenger Rail

Federal Grant REQUIRED Match % *

INSTRUCTIONS: Enter the percent of the match REQUIRED by the Federal Discretionary Grant. This information is identified in the NOFO or on the grant's webpage, which may be accessed through the US Department of Transportation's Discretionary Grants Dashboard. Enter a number without the percent symbol. ***Example response:*** **20%**
NOTE: AZ SMART will not provide match exceeding that required by the Federal Discretionary Grant. Applicants are responsible for providing any excess matching funds to improve the competitiveness of their federal application.

20%

Federal Grant application phase(s) *

INSTRUCTIONS: Indicate the Project phase(s) for which funding will be/has been requested in the Federal Grant application. Check all that apply. If selecting "Other," please identify the phase.

NOTE: The Applicant is responsible for determining the eligibility of each phase under the intended Federal Grant.

- [ ] Design
- [ ] Right of Way Acquisition
- [ ] Utilities/Railroad
- [x] Construction
- [ ] Other:

Federal grant application status *

INSTRUCTIONS: Identify the status of the Federal Grant application. Select only one.

- If the Federal Grant has **already been awarded, check box #1 AND the Other box**. On the Other line, enter the year and amount awarded, in whole numbers and separated with commas. ***Example response:* 2024, $16,250,000**
- If an application has been submitted but **not yet awarded**, **check box #2 AND Other box.** On the Other line, enter the year submitted and amount requested. ***Example response:* 2024, 16250000**
- In an application has not yet been submitted, select either box #3 or #4 as applicable.

- [ ] #1 Federal Grant has been awarded (enter info on Other line)
- [x] #2 Application submitted but not yet awarded (enter info on Other line)
- [ ] #3 Application will be submitted within next 6 months.
- [ ] #4 Application will be submitted in more than 6 months
- [x] Other: Application submitted to FRA on February 6, 2026

Intended Project Administration *

INSTRUCTIONS: Indicate how the Applicant intends to administer the Project if awarded a Federal Discretionary Grant. Select only one.

NOTE regarding Direct Recipient and self-administered projects:
1. ADOT cannot administer any phase or element of a SS4A grant.
2. ADOT PDA fees *generally* do not apply to Direct Recipient and self-administered Projects as ADOT may have little or no involvement beyond an AZ SMART award. Instead, Direct Recipient and self-administered Project sponsors will be solely responsible for all aspects of delivering a federal aid project, including but not limited to:

- Working directly with the federal awarding agency to obligate funds, obtain necessary clearances, and handle all design/construction administration, reporting and compliance related to the Federal Grant such as Title VI, disadvantaged business entities, and other federal requirements.
- Preparing bid documents and procuring all consultants and contractors under solicitations which meet Federal Standards.
- Making all payments directly to consultants, contractors or other service providers prior to requesting reimbursement from the federal agency and/or AZ SMART. Reimbursement may take a month or more.
- If ADOT administration is later requested by a Direct Recipient or self-administered Project sponsor, project development and/or construction administration fees will apply.

- (●) Direct Recipient if allowed in NOFO
- ( ) ADOT administration
- ( ) Other: .....

Other Required or Supplementary Information and Documents

Confidential Information

INSTRUCTIONS: Confidential data, information or documents include trade secrets or other proprietary information. All such information must be clearly marked as CONFIDENTIAL in capital letters. ADOT must agree the information is confidential. No public records may be deemed confidential.

- If Application contains no confidential data, information or documents, check box #1.
- If Application contains any confidential data, information or documents, **check box #2 and the Other box.** On the Other line, clearly identify the document, relevant page number(s) and the specific confidential data or information.

NOTE: Any documents containing confidential data or information are to be clearly marked with CONFIDENTIAL in capital letters.

- [x] #1 No confidential information
- [ ] #2 Application contains confidential information (identify on Other line)
- [ ] Other:

Signed Offer and Acceptance form *

INSTRUCTIONS: Email the Offer and Acceptance form *signed by the Authorized Representative* to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this document will result in an incomplete application which will not be reviewed, retained or considered.
NOTE: The signature must be applied by hand or through an electronic platform such as DocuSign. A form signed by anyone other than the Authorized Representative identified in this application or which contain a typed signature will not be accepted.

AZSMART_BigFillLake_OfferAndAcceptance

Letter of Support #1

INSTRUCTIONS: Email Letter of Support #1 to azsmart@azdot.gov and enter the name of that electronic file below.
NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the RFGAA for further information.

Amtrak LOS - FY24-25 NRP - Seligman Sub Big Fill Lake Project

Letter of Support #2

INSTRUCTIONS: Email Letter of Support #2 to azsmart@azdot.gov and enter the name of that electronic file below.
NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the RFGAA for further information.

EcoNA AZ Smart 1.7.26

Letter of Support #3

INSTRUCTIONS: Email Letter of Support #3 to azsmart@azdot.gov and enter the name of that electronic file below.
NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the RFGAA for further information.

F3 - Big Fill Lake AZ SMART

Letter of Support #4

INSTRUCTIONS: Email Letter of Support #4 to azsmart@azdot.gov and enter the name of that electronic file below.
NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the RFGAA for further information.

STB Support Letter -Chamber

Letter of Support #5

INSTRUCTIONS: Email Letter of Support #5 to azsmart@azdot.gov and enter the name of that electronic file below.
NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the RFGAA for further information.

Mountain Line - Big Fill Lake

Thank you for your submission.

This form was created inside of State of Arizona.

RESOLUTION NO. 2026-02

A RESOLUTION OF THE FLAGSTAFF CITY COUNCIL, AUTHORIZING THE SUBMISSION OF AN APPLICATION TO THE STATE OF ARIZONA FOR THE ARIZONA STATE MATCH ADVANTAGE FOR RURAL TRANSPORTATION (AZ SMART) FUND FOR THE SELIGMAN SUB BIG FILL LAKE PROJECT AND AUTHORIZING ACCEPTANCE UPON AWARD

RECITALS:

WHEREAS, in Chapter 322 of the Laws of 2022 ("the Act"), the Arizona Legislature established the AZ SMART Fund and program, and authorized the State Transportation Board, among other things, to award grants to Eligible Applicants for design and other engineering services ("DOES"), grant development and submission ("GDS"), and Match for a surface transportation project for which the Applicant will submit a Federal Grant application; and

WHEREAS, ARS §28-399.Q.1 as amended in Chapter 120 of the Laws of 2024 defines "Federal grant" to mean a federal discretionary grant program administered by any federal agency for surface transportation purposes; and

WHEREAS, the AZ SMART Fund Request for Grant Applications and Agreement ("RFGAA") defines "surface transportation purposes" to mean a road, bridge, transit, or rail infrastructure project, study, or plan document that is eligible for a Federal Grant; and

WHEREAS, Applicants for AZ SMART Fund must apply in accordance with the requirements of the Act and the RFGAA; and

WHEREAS, the City of Flagstaff has determined that it will apply to the AZ SMART Fund for design funding for the Seligman Sub Big Fill Lake Project (the "Project"); and

WHEREAS, the RFGAA requires that applications include a resolution from the governing body of the Applicant stating the Project is in the best interests of the residents of the municipality or county in which the Project is or will be located and requires the resolution to state the commitment of Applicant funds, if applicable; and

WHEREAS, the City is authorized upon award to accept the Grant Agreement from the AZ SMART Fund and program, authorized by the State Transportation Board.

ENACTMENTS:

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FLAGSTAFF AS FOLLOWS:

SECTION 1. That the City of Flagstaff Project described above is in the best interests of the residents of Flagstaff, Arizona.

SECTION 2. That the City of Flagstaff requests up to $4 million in construction funding ("Match") from the AZ SMART Fund for the "Seligman Sub Big Fill Lake" drainage and bimodal

transportation project.

SECTION 3. That the City of Flagstaff intends to pursue federal grant funding for construction of the Project within two years of the AZ SMART Fund award, in accordance with program requirements.

SECTION 4. That the City of Flagstaff is authorized to submit and sign the RFGAA.

SECTION 5. That the City of Flagstaff is authorized to accept the AZ SMART Fund grant award, if awarded, and the Mayor, City Manager, and City Attorney are authorized to execute the corresponding Grant Agreement and any other documents necessary to facilitate the acceptance of the award.

SECTION 6. Effective Date.

This resolution shall be immediately effective upon adoption.

PASSED AND ADOPTED by the City Council of the City of Flagstaff this 6th day of January, 2026.

Becky Daggett
MAYOR

ATTEST:

Stacy Saltzburg
CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

METROPLAN
GREATER FLAGSTAFF

ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT)
CITY OF FLAGSTAFF
COCONINO COUNTY
MOUNTAIN LINE
NORTHERN ARIZONA UNIVERSITY (NAU)

EXECUTIVE BOARD

Chair
Miranda Sweet
Vice-Mayor
City of Flagstaff

Vice-Chair
Judy Begay
Supervisor District 3
Coconino County

Austin Aslan
Councilmember
City of Flagstaff

Becky Daggett
Mayor
City of Flagstaff

Jeronimo Vasquez
Supervisor District 2
Coconino County

Tony Williams
Mountain Line Board of Directors

Jamescita Peshlakai
Arizona State Transportation Board

December 18, 2025

State Transportation Board
206 S 17th Avenue
Phoenix, AZ 85007

Dear State Transportation Board:

I write to confirm MetroPlan's approval of the City of Flagstaff's application for AZ SMART funding for the Seligman Sub Big Fill Lake Project for their application to the Federal-State Partnerships for Intercity Passenger Rail (FSP) grant. This project is included in MetroPlan's TIP, number MFH-25-28-28 and was adopted at MetroPlan's June 6, 2024, Executive Board meeting.

The project will improve safety, enhance reliability, and maintain the operational capacity necessary to support the Southwest Chief's vital intercity connectivity between major metropolitan areas including Los Angeles, Flagstaff, Albuquerque, Kansas City, and Chicago, directly benefiting the traveling public by preserving dependable long-distance intercity-passenger service. This shovel-ready project addresses an imminent threat to Amtrak's Southwest Chief, which serves 261,485 passengers annually across eight states, and BNSF Railway's Southern Transcon, one of America's most critical freight corridors connecting the Port of Long Beach to the nation's heartland.

This location has high trespassing incidents, with six (6) pedestrian trespassing fatalities between 2020 and 2024 alone. The project will reduce trespassing by providing a safe pedestrian crossing separated from the rails. Flagstaff Station serves as the primary rail gateway for visitors to Grand Canyon National Park, generating millions in annual tourism revenue. Infrastructure failure would eliminate critical connections for rural residents and threaten Arizona's tourism economy.

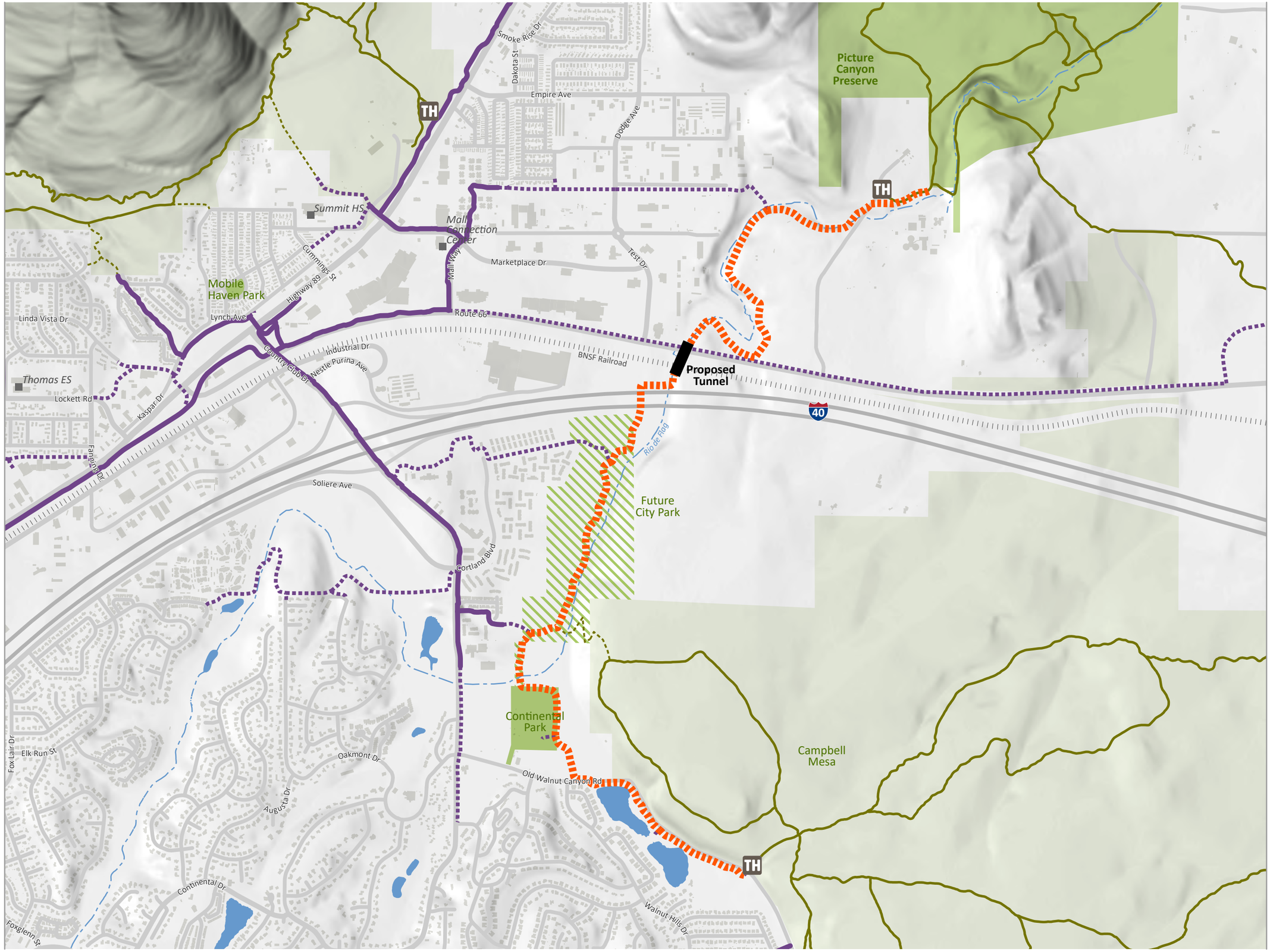
The Seligman Sub Big Fill Lake Project is an essential to providing reliable service and will and improve mechanic safety and efficiency. As such, we find the Seligman Sub Big Fill Lake Project not only qualifies for AZ SMART match funding but is of high importance for the MetroPlan region.

Thank you for your consideration.

Sincerely,

Kate Morley

Kate Morley, AICP
Executive Director, MetroPlan Flagstaff



Flagstaff Urban Trails System

Big Fill Lake Tunnel Trail Connection

Picture Canyon
Continental
Campbell Mesa

- Trail connection
- Existing FUTS
- Planned FUTS
- Existing singletrack
- Planned singletrack
- Trailhead
- Park
- Future park
- Preserve
- Coconino Natl Forest

0.25 Miles

City of Flagstaff
November 2025

AZ SMART - Estimated Project Costs

INSTRUCTIONS: Enter values into GREEN CELLS. List all items necessary to develop and construct your project. The Re which may be helpful in preparing this cost estimate. Itemized Cost Estimate tab facilitates detailed cost estimating and als calculator.

NOTE: The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the applicant.

For **Design and Other Engineering Services (DOES)** applications, enter values in the green boxes below. Do not use Federal Share and Local Match unless also applying for Match.

Total column should automatically calculate.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
STAGE 1 – SCOPING (15% Preliminary Design)				
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	$0.00	$0.00
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	$100,000.00	$100,000.00
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate $1,500. ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00
SUBTOTAL – PROJECT SCOPING COSTS				$ 100,000
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)				
DESIGN COSTS				
PS&E's - Plans, Special Provisions, Cost Estimates & Schedules (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	$519,524.00	$519,524.00
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) ***Enter $0 in Unit Price column if none required.***	LS	1	$100,000.00	$100,000.00
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) ***Enter $0 in Unit Price column if none required)***	LS	1	$100,000.00	$100,000.00
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$75,000.00	$75,000.00
SUBTOTAL – PROJECT DESIGN COSTS				$ 794,524
STAGE V – CONSTRUCTION				
SITE ACQUISITION & HARDSCAPE CONSTRUCTION				
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1	$0.00	$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1	$141,000.00	$141,000.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	$20,000.00	$20,000.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
DEMOLITION				
Sawcut	LF			$0.00
Remove Structures and Obstructions	LS	1	$217,400.00	$217,400.00
Remove Fencing	LF	0	$0.00	$0.00
Remove Structural Concrete	CY	3,075	$25.00	$76,875.00
Remove Asphaltic Concrete Pavement		45	$45,000.00	$2,025,000.00
Remove Concrete Sidewalks, Slabs				$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 5% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00
UTILITY RELOCATION (If necessary) Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible	LS	1	$350,000.00	$350,000.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF	198	$27.78	$5,500.00
EARTHWORK				
General Excavation	CY	18,935	$10.00	$189,350.00
Drainage Excavation				$0.00
Structural Excavation		3,072	$25.00	$76,800.00
Structural Backfill		1,305	$250.00	$326,250.00
Borrow (In Place)				$0.00
CURB & GUTTER	LF			$0.00
AGGREGATE BASE	CY			$0.00
PATHWAY OR SIDEWALK MATERIALS				
Concrete	SF			$0.00
Colored Concrete				$0.00
Stamped Color Concrete				$0.00
Precast Concrete Pavers				$0.00
Asphaltic Concrete	Ton			$0.00
Polymer or Resin Stabilized Surface	SF			$0.00
CROSSWALK ENHANCEMENT				
Concrete Pavers	SF			$0.00
Stamped Asphalt				$0.00
Stamped Concrete				$0.00
Concrete				$0.00
Integral Color Concrete				$0.00
PEDESTRIAN ADA RAMP	SF			$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
CULVERT EXTENSIONS	LF	1,100	$7,500.00	$8,250,000.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each	1	$10,000.00	$10,000.00
HANDRAIL				
Standard	LF	309	$75.00	$23,175.00
Decorative		420	$100.00	$42,000.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				$11,753,350.00
LANDSCAPING & IRRIGATION ITEMS				
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each			$0.00
TREES (15 GALLON SIZE)	Each			$0.00
TREES (5 GALLON SIZE)	Each			$0.00
SHRUBS (5 GALLON SIZE)	Each			$0.00
SHRUBS (1 GALLON SIZE)	Each			$0.00
CACTUS (5 GALLON SIZE)	Each			$0.00
MULCH				
Decomposed Granite	CY			$0.00
Organic				$0.00
TOPSOIL	CY	943	$150.00	$141,450.00
SEEDING	Acre			$0.00
TURF SOD	SY			$0.00
BOULDERS	Each			$0.00
IRRIGATION SYSTEM				
Drip	SF			$0.00
Turf				$0.00
SLEEVING FOR IRRIGATION SYSTEM				
Directional Bore	LF			$0.00
Cut and Patch				$0.00
LANDSCAPE HEADER CURB	LF			$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS			$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$141,450.00
SITE FURNISHINGS				
BENCHES	Each			$0.00
SEATWALLS	LF			$0.00
BIKE RACKS	Each			$0.00
TRASH RECEPTACLES	Each			$0.00
DRINKING FOUNTAINS	Each			$0.00
SIGNAGE (Standard Traffic Control)	Each			$0.00
TREE GRATES	Each			$0.00
SUBTOTAL – SITE FURNISHINGS				$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
OTHER CONSTRUCTION ITEMS (List line items)				
Cast in Place (Class40) Penstock Wash replacement	CY	938	$2,000.00	$1,876,000.00
Material delivered (96" 10ga type2 CMP - 4 lines)	LF	576	$360.00	$207,360.00
Material delivered (108" 10ga type 2 CMP - 1 line)	LF	144	$410.00	$59,040.00
Apron Riprap with filter fabric	CY	994	$300.00	$298,200.00
				$0.00
				$0.00
				$0.00
				$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				$ 2,440,600
MOBILIZATION AND ADMINISTRATION COSTS				
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	$1,400,000.00	$1,400,000.00
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	$60,000.00	$60,000.00
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	$100,000.00	$100,000.00
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	$2,183,909.00	$2,183,909.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	$500,000.00	$500,000.00
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				$ 4,243,909
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				$ 18,579,309
Initial ADOT REVIEW FEES (Additional fees may be required for project development or construction administration)	LS	1	$30,000.00	$30,000.00
TOTAL PROJECT COST (All subtotals + ADOT review fee)				$ 19,503,833

IX.OFFER AND ACCEPTANCE

This Offer must be completed, signed by the Authorized Representative and submitted with the Application. Applications that do not include this completed and signed Offer are not Administratively Complete and will not be further reviewed or processed.

A. **Offer** - To the State of Arizona:

The Undersigned hereby offers and agrees to furnish the material, service or construction in compliance with all terms, conditions, specifications and amendments in the RFGAA and any written exceptions included with the Application and which are accepted by ADOT.

1. Arizona Transaction (Sales) Privilege Tax License No.: 090000 21
2. Federal Employer Identification No. 86-6000272
3. Entity: City of Winslow
4. Address: 102 E 3rd St
5. City, State and Zip: Winslow, Arizona 86047
6. For clarification(s) of this Offer, contact the Authorized Representative listed in the Application.

B. **Certification** – By written or electronic signature on this Offer, the Authorized Representative certifies:

1. I am the Authorized Representative identified in the Application.
2. I have read and understand this RFGAA and the Questions and Answers page on the AZ SMART website.
3. Under penalty of perjury, the information contained herein and attached hereto is true and correct according to the best of my knowledge and belief after a reasonable investigation of the facts.
4. Submission of the Offer did not involve collusion or other anti-competitive practices.
5. The Applicant shall not discriminate against any employee or applicant for employment in violation of Federal Executive Order 11246, State Executive Order 99-4 or A.R.S. §§ 41-1461 through 1465.
6. The Applicant has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted offer. Failure to provide a valid signature affirming the stipulations required by this clause shall result in rejection of the Offer. Signing the Offer with a false statement shall void the Offer, any resulting contract and may be subject to legal remedies provided by law.

Written or electronic signature of authorized Representative:



C. **Acceptance –** The Offer is hereby accepted.

1. State Transportation Board award:
   a. Date of Award:
   b. Eligible Use(s) awarded:
   c. Amount awarded for each Eligible Use:

2. The Applicant is now bound to provide the material, service, or construction listed in the RFGAA, including all terms, conditions, specifications, amendments, etc., and the Contractor's application as approved by the State Transportation Board.

3. This contract shall henceforth be referred to as Contract No. _____.

4. The Applicant has been cautioned not to commence any billable work or to provide any material or service under this contract until Applicant receives purchase order, contact release document or written notice to proceed.

5. **Electronic signature of person authorized to accept offer:**

_____

State of Arizona

PPAC - PROJECT MODIFICATIONS DISCUSSION AND POSSIBLE ACTION

*ITEM 7a

Route & MP:	8 @ MP 13.7
Project Name:	FOOTHILLS BLVD - DOME VALLEY
Type of Work:	PAVEMENT REHABILITATION
County:	Yuma
District:	Southwest
Schedule:	FY 20 28
Project:	F083801C TIP#: 105003
Project Manager:	Maie Elkeshky
Program Amount:	$37,918,000
New Program Amount:	$37,918,000
Requested Action:	Advance Project to FY 27.



PRB Item #:

07

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/20/2026 2. Teleconference: No

ARIZONA DEPARTMENT OF TRANSPORTATION

3. Form Date / 5. Form By:

10/22/2026

Maie Elkeshky

4. Project Manager / Presenter:

Maie Elkeshky @ 480-330-4147

1615 W JACKSON ST, , 063R - 4983 PROJECT MANAGEMENT

6. Project Name:

FOOTHILLS BLVD - DOME VALLEY

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 #:
XB1Q	Southwest	8	Yuma	13.7	F083801C ?	6.75	008-A(243)T

16. Program Budget: $37,918

17. Program Item #: 105003

18. Current Approved Program Budget: $37,918

18a. (+/-) Program Budget Request: $0

18b Total Program Budget After Request: $37,918

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
105003	$37,918	.	

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
77228	($37,918)	.	
77227	$18,794	.	
72327	$19,124	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 28

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 27

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 12/18/2026

20. JPA #'s: SIGNED: NO ADV: YES

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

Advance Project to FY 27.

26. JUSTIFICATION OF REQUEST

This project is currently scheduled in FY28. Project Final Plans, Specifications, and Estimate are scheduled for completion in November 2026. Funding is available in FY27 to advance the project.
ICAP is included in the request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCHEDULE
CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/4/2026

PRB APPROVED

PPAC - PROJECT MODIFICATIONS DISCUSSION AND POSSIBLE ACTION

*ITEM 7b

Route & MP:	93 @ MP 90.8
Project Name:	I-40 - BLAKE RANCH RD
Type of Work:	PAVEMENT REHABILITATION
County:	Mohave
District:	Northeast
Schedule:	FY 20 28
Project:	F083901C TIP#: 105002
Project Manager:	Maie Elkeshky
Program Amount:	$60,865,000
New Program Amount:	$60,865,000
Requested Action:	Advance Project to FY 27. Change beginning mile post from 90.8 to 91.0.



PRB Item #:

08

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/20/2026 2. Teleconference: No

3. Form Date / 5. Form By:

10/22/2026

Maie Elkeshky

4. Project Manager / Presenter:

Maie Elkeshky @ 480-330-4147

1615 W JACKSON ST, , 063R - 4983 PROJECT MANAGEMENT

6. Project Name:

I-40 - BLAKE RANCH RD

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 #:
XC1Q	Northeast	93	Mohave	90.8	F083901C ?	15.0	093-B(231)T

16. Program Budget: $60,865

17. Program Item #: 105002

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$60,865	$0	$60,865

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
105002	$60,865	.	

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
77228	($60,865)	.	
77427	$60,865	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 28

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 27

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 4/9/2027

20. JPA #'s: SIGNED: NO ADV: YES

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE IV

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Advance Project to FY 27.
Change beginning mile post from 90.8 to 91.0.

26. JUSTIFICATION OF REQUEST

This project is currently scheduled in FY28. Project Final Plans, Specification and clearances are scheduled for completion in March 2027. Funding is available in FY27 to advance the project.
To align with the ADOT Highway Termini for US 93, the project beginning milepost needs to change from MP 90.8 to MP 91.
ICAP is included in the request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCHEDULE
CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/4/2026

PRB APPROVED

PPAC - PROJECT MODIFICATIONS DISCUSSION AND POSSIBLE ACTION

*ITEM 7c

Route & MP:	999 @ MP 0.0
Project Name:	DOUGLAS POE INSPECTION COMPLEX
Type of Work:	CONSTRUCT POE INFRASTRUCTURE
County:	Cochise
District:	Southeast
Schedule:	FY 2027
Project:	F079501C TIP#: 104949
Project Manager:	Tazeen Dewan
Program Amount:	$17,501,000
New Program Amount:	$14,160,000
Requested Action:	Decrease Budget.



PRB Item #: 15

ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/20/2026 2. Teleconference: No

3. Form Date / 5. Form By:
10/26/2026
Tazeen Dewan

4. Project Manager / Presenter:
Tazeen Dewan @ 480.521.1946
1611 W JACKSON ST, 117, 605E - 4210 MPD PLANNING TEAM

6. Project Name:
DOUGLAS POE INSPECTION COMPLEX

7. Type of Work:
CONSTRUCT POE INFRASTRUCTURE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UJ1Q	Southeast	999	Cochise	0.0	F079501C ?	0.0	999-A(649)T

16. Program Budget: $17,501

17. Program Item #: 104949

18. Current Approved Program Budget: $17,501

18a. (+/-) Program Budget Request: ($3,341)

18b Total Program Budget After Request: $14,160

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
104949	$16,502	.		STBGP Flex (ADOT only)
104949	$998	.		State Match

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
72327	($2,441)	.		
72327	($900)	.		($899,975K) Refund from GSA

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 27
22. CURRENT BID READY:
23. CURRENT ADV DATE: TBD

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: 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

Decrease Budget.

26. JUSTIFICATION OF REQUEST

Decrease budget by the amount GSA refunded from the Douglas Port of Entry Inspection Complex project, F0795. In addition, decrease the budget for funds not needed for this project.

Funding will be used on the James Ranch Road project.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/4/2026

PRB APPROVED

PPAC - PROJECT MODIFICATIONS DISCUSSION AND POSSIBLE ACTION

*ITEM 7d

Route & MP:	80 @ MP 0.0
Project Name:	JAMES RANCH ROAD, US BORDER - SR 80
Type of Work:	DOUGLAS POE CONNECTOR RD
County:	Cochise
District:	Southeast
Schedule:	FY 2027
Project:	F053401C TIP#: 103259
Project Manager:	Tazeen Dewan
Program Amount:	$41,209,000
New Program Amount:	$46,083,000
Requested Action:	Increase Budget.



PRB Item #:

16

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/20/2026 2. Teleconference: No

3. Form Date / 5. Form By:

10/26/2026

Tazeen Dewan

4. Project Manager / Presenter:

Tazeen Dewan @ 480.521.1946

1611 W JACKSON ST, 117, 605E - 4210 MPD PLANNING TEAM

6. Project Name:

JAMES RANCH ROAD, US BORDER - SR 80

7. Type of Work:

DOUGLAS POE CONNECTOR RD

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
EY1Q	Southeast	80	Cochise	0.0	F053401C	0.0	STBG999-A(561)T

16. Program Budget: $41,209

17. Program Item #: 103259

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$41,209	$4,874	$46,083

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
103259	$20,000	.		Federal Earmark
103259	$18,860	.		STBGP Flex (ADOT only)
103259	$2,349	.		State Match

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
OTHR27	$1,533	.		Leg Appropriated Funding from City of Douglas.
72327	$900	.		GSA Refund ($899,975)
72327	$2,441	.		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 27

22. CURRENT BID READY:

23. CURRENT ADV DATE: 10/8/2026

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: IGA 26-0011760-I SIGNED: YES ADV: YES ☑ 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

Increase Budget.

26. JUSTIFICATION OF REQUEST

This request is to add State legislative appropriations from the City of Douglas, a GSA refund, and surplus funds not needed for the Douglas Port of Entry Inspection Complex project to this road construction project.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/4/2026

PRB APPROVED

PPAC - PROJECT MODIFICATIONS DISCUSSION AND POSSIBLE ACTION

*ITEM 7e

Route & MP:	40 @ MP 185.0
Project Name:	BELLEMONT - A1 MOUNTAIN RD
Type of Work:	REPLACE FENCE
County:	Coconino
District:	Northcentral
Schedule:	
Project:	F079001C TIP#: 104963
Project Manager:	Chinwe Iwuchukwu
Program Amount:	$0
New Program Amount:	$1,670,000
Requested Action:	Establish Construction Project.



PRB Item #:

01

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/27/2026 2. Teleconference: No

3. Form Date / 5. Form By:
10/27/2026
Chinwe Iwuchukwu

4. Project Manager / Presenter:
Chinwe Iwuchukwu @ (626) 222-7982
205 S 17TH AVE, , - 4983 PROJECT MANAGEMENT

6. Project Name:
BELLEMONT - A1 MOUNTAIN RD

7. Type of Work:
REPLACE FENCE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UC1Q	Northcentral	40	Coconino	185.0	F079001C ?	6.0	040-C(231)

16. Program Budget: $0

17. Program Item #: 104963

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $1,670

18b Total Program Budget After Request: $1,670

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
73327	$1,670	.	

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 IV

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish Construction Project.

26. JUSTIFICATION OF REQUEST

This is a fence replacement project on I-40 from BELLEMONT - A1 MOUNTAIN RD.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

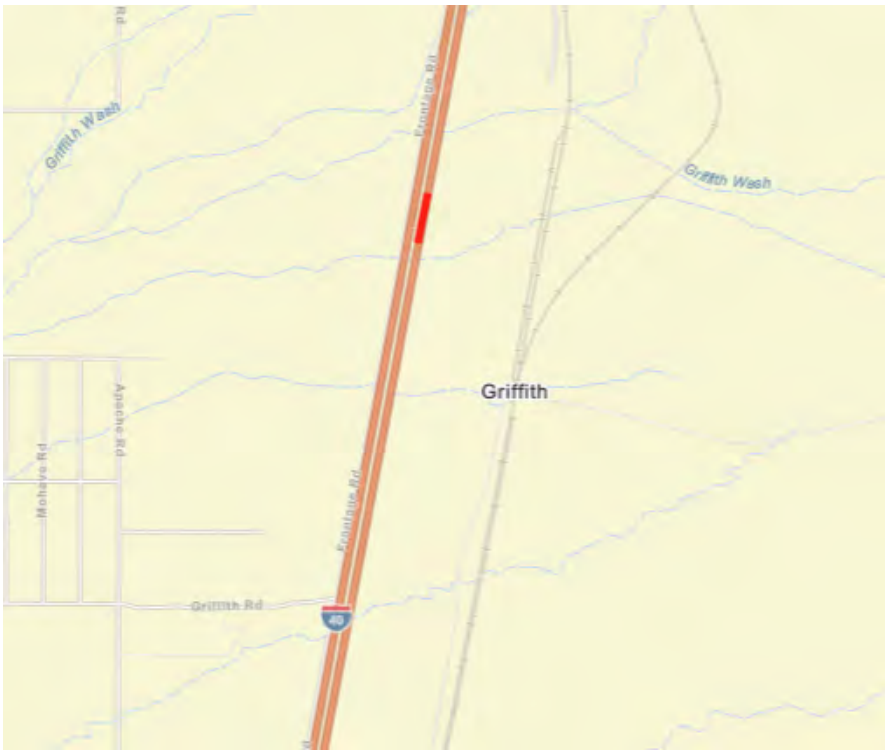
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/4/2026

PRB APPROVED

PPAC - PROJECT MODIFICATIONS DISCUSSION AND POSSIBLE ACTION

*ITEM 7f

Route & MP:	40 @ MP 25
Project Name:	I-40 EB Exit 25
Type of Work:	Widen Roadway
County:	Mohave
District:	Northwest
Schedule:	FY 20 27
Project:	F088501C TIP#: 105951
Project Manager:	Steve Boschen
Program Amount:	$800,000
New Program Amount:	$1,550,000
Requested Action:	Increase budget



PRB Item #:

04

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/27/2026 2. Teleconference: No

ARIZONA DEPARTMENT OF TRANSPORTATION

3. Form Date / 5. Form By:

10/27/2026

Steve Boschen

4. Project Manager / Presenter:

Steve Boschen @ 602-320-7148

, , - *4983 PROJECT MANAGEMENT*

6. Project Name:

I-40 EB Exit 25

7. Type of Work:

Widen Roadway

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
DC1R	Northwest	40	Mohave	25	F088501C ?	1.0	040-A(387)T

16. Program Budget: $800

17. Program Item #: 105951

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$800	$750	$1,550

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
105951	$800	.	

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
73327	$750	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 27

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: YES ☑ 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:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Increase budget

26. JUSTIFICATION OF REQUEST

Additional funding is needed due to increased quantity of borrow for roadway embankment to flatten the slope than was originally estimated in the District Minor project application. The flattened slopes allow removal of semi-truck hit-prone guard rail. Amount requested includes ICAP.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:	APPROVED / RECOMMENDED ACTIONS:	
CHANGE IN BUDGET	REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 11/4/2026	PRB APPROVED

*ITEM 7g

Route & MP:	I-10 @ MP 145
Project Name:	3rd St Pump Station
Type of Work:	Pump Station Rehabilitation
County:	Maricopa
District:	Central
Schedule:	FY 2027
Project:	F097301D
Project Manager:	Brad Burgess
Program Amount:	$0
New Program Amount:	$100,000
Requested Action:	Establish new project



PRB Item #:

02

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/20/2026 2. Teleconference: No

ARIZONA DEPARTMENT OF TRANSPORTATION

3. Form Date / 5. Form By:

10/27/2026

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:

3rd St Pump Station

7. Type of Work:

Pump Station Rehabilitation

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MK1R	Central	I-10	Maricopa	145	F097301D ?	0.1	

16. Program Budget: $0

17. Program Item #:

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $100

18b Total Program Budget After Request: $100

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78827	$100	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 27

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: 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 request is for design of the pump station rehabilitation. The rehabilitation work involves upgrading stormwater pump stations by replacing the existing pumps, gear drives, engines, and improving the electrical and control systems. The PROTECT subprogram funds are anticipated to be used for construction though this funding has not yet been finalized.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 11/4/2026

PRB APPROVED

Docusign Envelope ID: 95AC1F6B-EB6C-81E2-827D-2E91AC9B0616

*ITEM 7h

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: Grand Canyon National Park Airport ☐ **New Project**

SPONSOR: State of Arizona **X Changed Project(s)**

CATEGORY: Commercial Service
PROJECT NUMBER: eSTIP 106342
STATE AIRPORT ENGINEER: Tim Morrison
AIP NUMBER: 3-04-0023-046-2026
DATE: 9/21/2026

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Acquire Vehicle Movement Area Transponders (VMATs)	2027	$1,250	$1,250	$47,500	$50,000	
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Acquire Vehicle Movement Area Transponders (VMATs)	2027	$2,789	$2,789	$105,982	$111,560	

Justification:

State Match for FAA Grant AIP 3-04-0023-046-2026 Acquisition of Vehicle Movement Area Transponders (VMATs). This is currently listed on FY 2027 CIP but the federal grant is larger than expected. (FSL)

Aeronautics Recommends for PPAC action

Aeronautics Group Manager: DocuSigned by: Matthew Munden C2D0E33391684F4... **Date:** 9/22/2026

Matthew Munden

FMS Review and Approval: Signed by: Elizabeth Allen 24B5A... **Date:** 9/22/2026

Elizabeth Allen

Docusign Envelope ID: 7FD7A8AF-A0E0-8511-8161-679964266B10

*ITEM 7i

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: **Cottonwood Municipal Airport** ☐ **New Project**

SPONSOR: **City of Cottonwood** **X** **Changed Project(s)**

CATEGORY: **Federal/State/Local**

PROJECT NUMBER: **N/A**

STATE AIRPORT ENGINEER: **Tim Morrison**

AIP NUMBER: **3-04-0012-026-2026**

eSTIP #: 106233

DATE: 9/22/26

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Cottonwood Airport – Airport Drainage (IIJA)	2027	$13,112	$13,112	$498,250	$524,474	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Cottonwood Airport – Reconstruct Taxiway A (AIP)	2027	$13,112	$13,112	$498,250	$524,474	N/A

Justification:

Sponsor originally requested the wrong description. PPAC action is to correct the project description to (Cottonwood Airport – Reconstruct Taxiway A (AIP)) (FSL)

Aeronautics Recommends for PPAC action

Aeronautics Group Manager: Signed by: Matthew Munden C2D0E33391684E4... **Date:** 10/2/2026

Matthew Munden

FMS Review and Approval: Signed by: Elizabeth Allen DE1D6C4D0A49E... **Date:** 9/25/2026

Elizabeth Allen

Docusign Envelope ID: 7FD7A8AF-A0E0-8511-8161-679964266B10

*ITEM 7j

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: **Cottonwood Municipal Airport** ☐ **New Project**

SPONSOR: **City of Cottonwood** **X** **Changed Project(s)**
CATEGORY: **Federal/State/Local**
PROJECT NUMBER: **N/A**
STATE AIRPORT ENGINEER: **Tim Morrison**
AIP NUMBER: **3-04-0012-027-2026**
eSTIP #: 106230
DATE: 9/22/26

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Cottonwood Airport – Airport Drainage (AIP)	2027	$14,128	$14,128	$536,876	$565,132	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Cottonwood Airport - Reconstruct Taxiway A (IIJA)	2027	$14,128	$14,128	$536,876	$565,132	N/A

Justification:

Sponsor originally requested the wrong description. PPAC action is to correct the project description to (Cottonwood Airport - Reconstruct Taxiway A (IIJA)) (FSL)

Aeronautics Recommends for PPAC action

Aeronautics Group Manager: Signed by: Matthew Munden C2D0E33391684F4... **Date:** 10/2/2026
Matthew Munden

FMS Review and Approval: Signed by: Elizabeth Allen 8B8E6CCD1DA49E... **Date:** 9/25/2026
Elizabeth Allen

Docusign Envelope ID: 18293ACB-E4DB-8457-804C-3E4DAB03FA0D

*ITEM 7k

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: San Manuel Airport

SPONSOR: Pinal County

CATEGORY: Federal State Local

PROJECT NUMBER: N/A

STATE AIRPORT ENGINEER: Tim Morrison

AIP NUMBER: 3-04-0080-011-2026

eSTIP: TBD 106717

DATE: September 29, 2026

X New Project

☐ **Changed Project(s)**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
N/A						
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Shift existing paved Taxiway A4 by 105 feet	2027	$4793	$4793	$182,120	$191,706	N/A

Justification:

- **Sponsor requesting a State Match for FAA Grant AIP 3-04-0080-011-2026 (**Shift existing paved Taxiway A4 by 105 feet**). This is a new project not currently listed on FY 2027 CIP.** (FSL)

Aeronautics Recommends for PPAC action

Aeronautics Group Manager: Signed by: Matthew Munden C2D0E33391684F4... **Matthew Munden** **Date:** 10/20/2026

FMS Review and Approval: Signed by: Elizabeth Allen D4D5C1DA1DA49E... **Elizabeth Allen** **Date:** 10/23/2026

Docusign Envelope ID: 18293ACB-E4DB-8457-804C-3E4DAB03FA0D

*ITEM 7l

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: Grand Canyon West

SPONSOR: Hualapai Indian Tribe

CATEGORY: Federal State Local

PROJECT NUMBER: N/A

STATE AIRPORT ENGINEER: Tim Morrison

AIP NUMBER: 3-04-0068-031-2026

eSTIP #: 106266

DATE: 09/30/2026

☐ New Project

X Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
106266 - Install Airport Rotating Beacon 106267 - automatic gate (construction) 106268 - Install Runway Lighting 17/35 106270 - Taxiway A Edge Lighting (Construction)	2027	$31,250	$31,250	$1,187,500	$1,250,000	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Construct Perimeter Fencing, Install Airport Rotating Beacon, Install Runway Lighting 17/35,Install Runway Signage/Markings 17 /35,Install Taxiway Lighting A, Install Taxiway Signage/Markings A (Construction). eSTIP 106266	2027	$35,461	$35,461	$1,347,535	$1,418,457	N/A

Justification:

- Four projects on the 5-Year Construction Program were combined on one FAA Grant. Request to combine these four projects into one eSTIP number 106266.
- One of the grant names has changed. Automatic gate (construction) is now described as Construct Perimeter Fencing.
- Delete eSTIP Numbers 106267, 106268 ands 106270

Docusign Envelope ID: 18293ACB-E4DB-8457-804C-3E4DAB03FA0D

Aeronautics Recommends for PPAC action

Aeronauti s Group Manager: Signed by: Matthew Munden C2D0E33391684F4... **Date:** 10/20/2026

Matthew Munden

FMS Review and Approval: Signed by: Elizabeth Allen [illegible] **Date:** 10/23/2026

Elizabeth Allen

Docusign Envelope ID: 18293ACB-E4DB-8457-804C-3E4DAB03FA0D

*ITEM 7m

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Sierra Vista Municipal

X New Project

SPONSOR: CITY OF SIERRA VISTA

☐ Changed Project(s)

CATEGORY: GA COMMUNITY
PROJECT NUMBER: TBD106720
State Airport Engineer: Tim Morrison
AIP NUMBER: 3-04-0060-040-2026
DATE: 10/01/2026

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Main Apron Rehabilitation (Design and Construct)	2027	$5,865	$5,865	$222,859	$234,589	
Justification:						
Sponsor requesting a State Match for FAA Grant AIP 3-04-0060-040-2026 Main Apron Rehabilitation (Design and Construct). This is a new project not currently listed on FY 2027 CIP. (FSL)						

Aeronautics Recommends for PPAC action

Aeronautics Approval: DocuSigned by: Matthew Munden C2D0E33391684F4... **Date:** 10/20/2026

Matthew Munden

FMS Review and Approval: Signed by: Elizabeth Allen [illegible] **Date:** 10/23/2026

Elizabeth Allen

Docusign Envelope ID: 0B569AFD-E559-85AB-801F-74EA43BB318D

*ITEM 7n

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: Chandler Municipal Airport ☐ **New Project**

SPONSOR: City of Chandler **X** **Changed Project(s)**

CATEGORY: Federal State Local
PROJECT NUMBER: N/A
STATE AIRPORT ENGINEER: Tim Morrison
AIP NUMBER: 3-04-0008-035-2026
eSTIP #: 106225
DATE: 10/23/2026

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
106225 - Reconstruct Taxiway Lighting	2027	$11,842	$11,842	$450,000	$ 473,684	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Reconstructs existing Taxiway B and Runway 04L/22R lighting	2027	$3,125	$3,125	$118,750	$125,000	N/A

Justification:

- **Correcting project description and coordinating with the issued federal grant. PPAC action is to correct the project description to Reconstruct existing Taxiway B and Runway 04L/22R lighting and a reduction in authorized amount.**
- **Project changed from when ADOT received preliminary data and when the final grant was issued by the FAA.**

Aeronautics Recommends for PPAC action

Aeronautics Group Manager: DocuSigned by: Matthew Munden C2D0E33391684F4... **Date:** 10/26/2026

Matthew Munden

FMS Review and Approval: Signed by: Elizabeth Allen [illegible]9E... **Date:** 10/27/2026

Elizabeth Allen

STATE ENGINEER'S REPORT
October 2026

The Status of Projects Under Construction report for October 2026 shows 121 projects under construction valued at $3,452,439,890.98. The transportation board awarded 3 projects during October valued at approximately $4.8 million.

During October, the Department finalized 5 projects valued at $21,444,948.39. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 22 projects. The total cost of these 22 projects has exceeded the contractors bid amount by 14.1%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 12.8%.

MONTHLY CONSTRUCTION REPORT

October 2026

PROJECTS UNDER CONSTRUCTION	121
MONETARY VALUE OF CONTRACTS	$3,452,439,890.98
PAYMENTS MADE TO DATE	$1,961,852,419.15
STATE PROJECTS	90
LOCAL GOVERNMENT	31
OTHER	
CONTRACTS EXECUTED IN OCTOBER 2026	12
MONETARY AMOUNT OF CONTRACTS EXECUTED	$61,472,529.39

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2027
October, 2026

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
GLN-0-(266)T T034301C Working Days: 224 Days Used: 224	67th Ave and Montebello Central District	433,304.00	AJP ELECTRIC, INC.	Low Bid = $441,768.00	$8,464.00 or 1.95% over State Estimate $408,434.12	($33,333.88)	-7.5 %
B40-G-(203)T F054401C Working Days: 90 = 55 + 15 + 20 Days Used: 85	Crest View Drive to Joy Nevin NorthEast District	1,616,046.00	SUNLAND ASPHALT & CONSTRUCTION LLC	Low Bid = $2,107,000.00	$490,954.00 or 30.38% over State Estimate $2,090,676.23	($16,323.77)	-0.8 %
095-C-(227)T F059101C Working Days: 220 = 190 + 30 Days Used: 211	Tyson St - N of Quartsite SouthWest District	9,137,545.60	FNF CONSTRUCTION, INC.	Low Bid = $7,897,036.65	($1,240,508.95) or 13.58% under State Estimate $8,953,147.91	$1,056,111.26	13.4 %
377-A-(204)T F069401C Working Days: 80 Days Used: 81	Phoenix Park Wash - Jct SR 77 NorthEast District	9,003,256.45	SUNLAND ASPHALT & CONSTRUCTION LLC	Low Bid = $7,294,000.00	($1,709,256.45) or 18.98% under State Estimate $6,935,562.62	($358,437.38)	-4.9 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2027
October, 2026

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
264-A-(224)T F069301C Working Days: 65 Days Used: 66	Cross Canyon - Summit NorthEast District						
			CACTUS TRANSPORT II, LLC.	Low Bid =	$404,584.15 or 14.58% over State Estimate		
		2,775,659.65		$3,180,243.80	$3,057,127.51	($123,116.29)	-3.9 %

Docusign Envelope ID: 58C43037-5ADA-86E4-81C2-3DCBC0F64D73

Accumulation to Date (FiscalYear 2027 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
21	$276,129,948.46	$304,191,056.83	$347,082,418.98	$42,891,362.15	14.1%

Prepared By:

DocuSigned by:
Ladd Bouts
4121CC0804A942B...
11/4/2026

Field Reports Unit, X7301

Checked By:

DocuSigned by:
Irene Del Castillo
697D5935C248471...
11/4/2026

IRENE DEL CASTILLO, FR Manager
Field Reports, X7321

Completed Contracts (FiscalYear 2027)

October, 2026

Totals	No. of Contracts	State Estimate	Bid Amount	Final Cost
# of Projects: 5	5	$22,965,811.70	$20,920,048.45	$21,444,948.39
		Monetary ($2,045,763.25)		Monetary $524,899.94

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2027

		LESS ADJUSTMENTS FOR						
MONTH	CUMULATIVE FINAL COST	REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
Jul-26	$ 44,744,113	$ 942,613	$ 157,704	$ 25,852	$ 1,126,169	$ 39,720,867	$ 43,617,943	9.8%
Aug-26	$ 77,586,398	$ 309,323	$ 57,908	$ 20,015	$ 1,513,415	$ 73,358,990	$ 76,072,983	3.7%
Sep-26	$ 325,637,471	$ 2,285,301	$ 284,092	$ 143,183	$ 4,225,990	$ 283,271,008	$ 321,411,480	13.5%
Oct-26	$ 347,082,419	$ (169,769)	$ 27,801	$ 7,171	$ 4,091,193	$ 304,191,057	$ 342,991,226	12.8%
Nov-26					$ 4,091,193		$ (4,091,193)	
Dec-26					$ 4,091,193		$ (4,091,193)	
Jan-27					$ 4,091,193		$ (4,091,193)	
Feb-27					$ 4,091,193		$ (4,091,193)	
Mar-27					$ 4,091,193		$ (4,091,193)	
Apr-27					$ 4,091,193		$ (4,091,193)	
May-27					$ 4,091,193		$ (4,091,193)	
Jun-27					$ 4,091,193		$ (4,091,193)	
		$ 3,367,468	$ 527,505	$ 196,221	$ 4,091,193			

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:10a BOARD DISTRICT NO.: 3

BIDS OPENED: OCTOBER 02, 2026

HIGHWAY: SIERRA VISTA – BISBEE HWY

SECTION: HEREFORD RD – PALOMINAS RD

COUNTY: COCHISE

ROUTE NO.: SR 92

PROJECT : TRACS: 092-A-NFA: 092 CH 329 F079301C

FUNDING: 100% STATE

LOW BIDDER: SHOW LOW CONSTRUCTION, INC.

LOW BID AMOUNT: $ 1,348,845.81

DEPARTMENT ESTIMATE: $ 1,870,624.50

$ UNDER ESTIMATE: $ 521,778.69

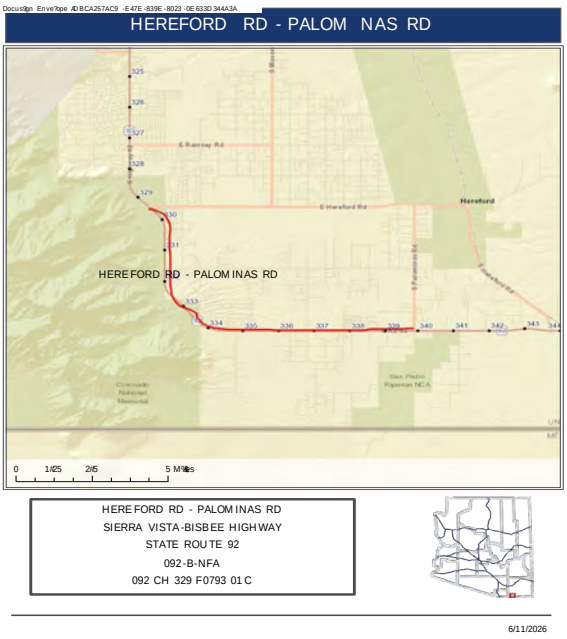
% UNDER ESTIMATE: 27.9%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM:10b BOARD DISTRICT NO.: 6

BIDS OPENED: OCTOBER 02, 2026

HIGHWAY: HOOVER DAM-KINGMAN HWY (US 93)

SECTION: US 93 AT BONANZA DRIVE

COUNTY: MOHAVE

ROUTE NO.: US 93

PROJECT : TRACS: 093-A(214)T: 093 MO 027 F073601C

FUNDING: 94.34% FED 5.66% STATE

LOW BIDDER: CS CONSTRUCTION, INC.

LOW BID AMOUNT: $ 799,995.00

DEPARTMENT ESTIMATE: $ 596,760.50

$ OVER ESTIMATE: $ 203,234.50

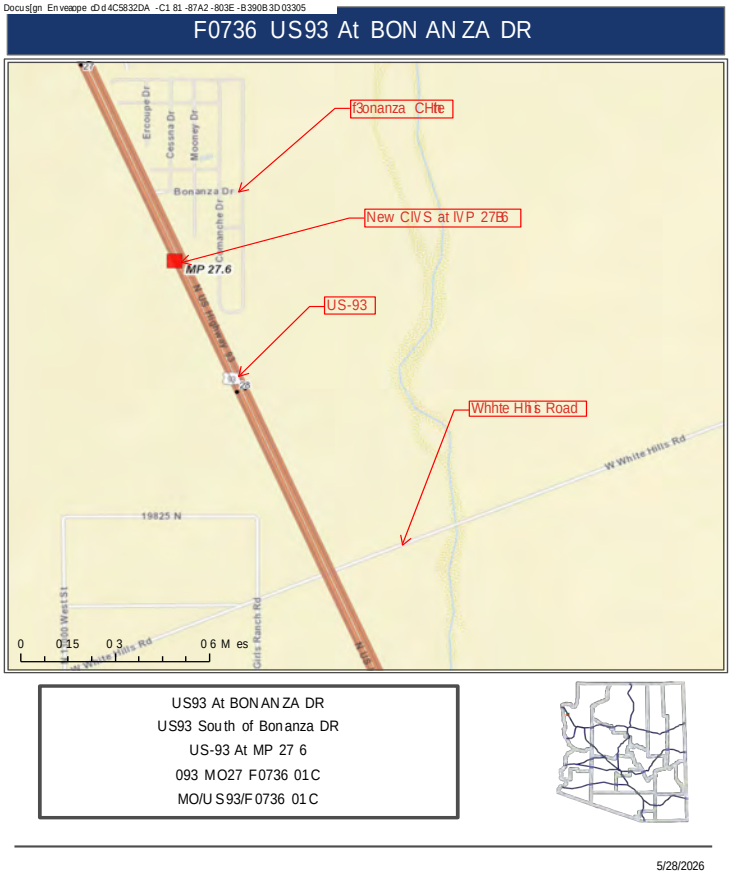
% OVER ESTIMATE: 34.1%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM:10c BOARD DISTRICT NO.: 1

BIDS OPENED: OCTOBER 23, 2026

HIGHWAY: CITY OF BUCKEYE

SECTION: BUCKEYE FIBER OPTIC BACKBONE (MC 85/MILLER RD)

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: BKY-0(216)T: 0000 MA BKY T063001C

FUNDING: 94.3% FED 5.7% LOCAL

LOW BIDDER: ROADWAY ELECTRIC, LLC.

LOW BID AMOUNT: $ 1,900,584.10

DEPARTMENT ESTIMATE: $ 1,535,398.00

$ OVER ESTIMATE: $ 365,186.10

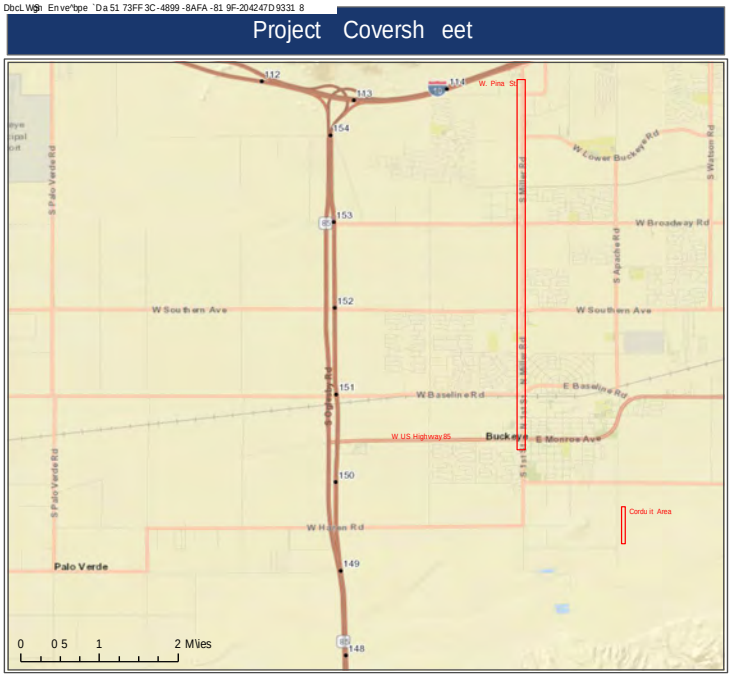
% OVER ESTIMATE: 23.8%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 5

RECOMMENDATION: POSTPONE



Buckeye F\ber Opt\c Backbon e (MC85/M\iier Rd)
M\iier Rd. P\ma St-Monroe Ave. M\iier Rd-Eason Ave
N/A
CMAQ -BKY-0(216)T
T0630 01 C



8/31 /2026

*ITEM:10d BOARD DISTRICT NO.: 6

BIDS OPENED: OCTOBER 16, 2026

HIGHWAY: CITY OF YUMA

SECTION: VARIOUS LOCATIONS

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: YUM-0(244)T: 0000 YU YUM T040901C

FUNDING: 100% FED

LOW BIDDER: DPE CONSTRUCTION, INC.

LOW BID AMOUNT: $ 165,000.00

DEPARTMENT ESTIMATE: $ 208,555.00

$ UNDER ESTIMATE: $ 43,555.00

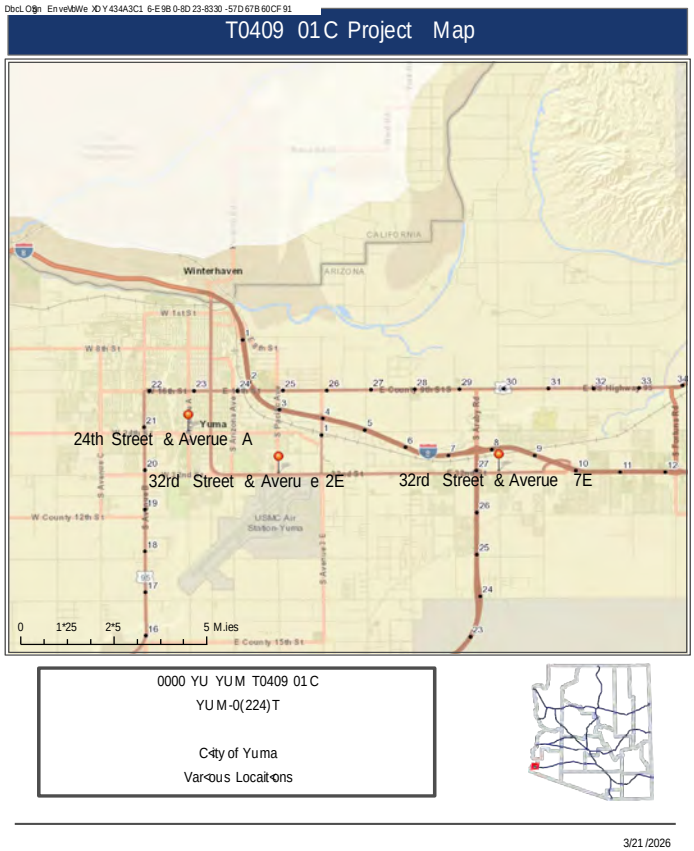
% UNDER ESTIMATE: 20.9%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 2

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

1150 Calendar Days

The proposed project is located within Maricopa and Pinal Counties on SR 24 and SR 202L. The project limits extend east and north from Recker Road to Guadalupe Road along SR 202L and east from SR 202L to Ironwood Drive along SR 24, between SR 202L MP 31.60 to MP 37.59 and SR 24 MP 0.00 to MP 5.64, within the City of Mesa, Town of Gilbert, Town of Queen Creek, Maricopa County, and Pinal County. The work consists of widening SR 24 and SR 202L to add general purpose lanes, constructing new system interchange ramp connections between SR 202L and SR 24, and reconstructing Ironwood Drive to a diverging diamond interchange. The work includes removing existing pavement and roadway edge treatments on SR 202L and SR 24 required to construct new roadway widening. Roadway work includes excavation, borrow material, embankment, concrete and asphaltic concrete paving, new concrete bridges, concrete bridge widening, retaining walls, sound walls, storm drain, catch basins, landscaping, erosion control, AC friction course removal, concrete pavement diamond griding, AC milling, pavement markings, signing, traffic signals, lighting, FMS, and other related work.

Bid Opening Date : 10/2/2026, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
024 MA 000 F071901C 000-A-(201)T	GATEWAY FREEWAY (SR 24)	SR 202L Ironwood Central District	104373

Rank	Bid Amount	Contractor Name	Address of Contractor
	$261,616,502.00	DEPARTMENT	
1	$267,876,760.60	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	$273,770,221.00	SKANSKA USA CIVIL WEST CALIFORNIA DISTRICT INC	1995 AGUA MANSA ROAD RIVERSIDE, CA 92509-
3	$283,688,415.04	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

Apparent Low Bidder is 2.4% Over Department Estimate (Difference = $6,260,258.60)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 04, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	024 MA 000 F071901C
PROJECT NO	024-A (201)T
TERMINI	GATEWAY FREEWAY (SR 24)
LOCATION	SR 24 – SR 202L TO IRONWOOD DR

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
024	0.00 to 5.64	CENTRAL	104373

The amount programmed for this contract is $351,688,000. The location and description of the proposed work are as follows:

The proposed project is located within Maricopa and Pinal Counties on SR 24 and SR 202L. The project limits extend east and north from Recker Road to Guadalupe Road along SR 202L and east from SR 202L to Ironwood Drive along SR 24, between SR 202L MP 31.60 to MP 37.59 and SR 24 MP 0.00 to MP 5.64, within the City of Mesa, Town of Gilbert, Town of Queen Creek, Maricopa County, and Pinal County. The work consists of widening SR 24 and SR 202L to add general purpose lanes, constructing new system interchange ramp connections between SR 202L and SR 24, and reconstructing Ironwood Drive to a diverging diamond interchange. The work includes removing existing pavement and roadway edge treatments on SR 202L and SR 24 required to construct new roadway widening. Roadway work includes excavation, borrow material, embankment, concrete and asphaltic concrete paving, new concrete bridges, concrete bridge widening, retaining walls, sound walls, storm drain, catch basins, landscaping, erosion control, AC friction course removal, concrete pavement diamond griding, AC milling, pavement markings, signing, traffic signals, lighting, FMS, and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 940 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, 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 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: Mohammed Patwary, MPatwary@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: 06/10/2026.

ARIZONA — DEPARTMENT OF — TRANSPORTATION

ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

55 Working Days

The proposed project is located in Coconino County along Brewer Road in the City of Sedona. The proposed work consists of removing existing concrete sidewalk and driveways and constructing new concrete sidewalk, driveways, and decomposed granite paths. The work also includes installing drainage improvements, sidewalk ramps, retaining walls, metal handrail, scuppers, fence, curb, curb and gutter, signs, pavement markings, utility adjustments and relocations, and other related work.

Bid Opening Date : 10/23/2026, Prequalification Required, Engineer Specialist : Mike Wechselberger

Project No.	Highway Termini	Location	Item
00000 CN SED T053701C SED-0-(203)T	CITY OF SEDONA	BREWER ROAD RANGER STATION PAR SouthCent District	104245

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$2,189,293.70	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
	$2,287,656.50	DEPARTMENT	
2	$2,644,935.20	COMBS CONSTRUCTION COMPANY, LLC.	P.O. BOX 10789 GLENDALE, AZ 85318-

Apparent Low Bidder is 4.3% Under Department Estimate (Difference = ($98,362.80))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 23, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	000 CN SED T053701C
PROJECT NO	SED-0(203)T
TERMINI	CITY OF SEDONA
LOCATION	BREWER ROAD; RANGER STATION PARK-BREWER TRAILHEAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHCENTRAL	104245

The amount programmed for this contract is $2,800,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County along Brewer Road in the City of Sedona. The proposed work consists of removing existing concrete sidewalk and driveways and constructing new concrete sidewalk, driveways, and decomposed granite paths. The work also includes installing drainage improvements, sidewalk ramps, retaining walls, metal handrail, scuppers, fence, curb, curb and gutter, signs, pavement markings, utility adjustments and relocations, and other related work.

The time allowed for the completion of the work included in this contract will be 55 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 three 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 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: 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.

Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 06/25/2026

ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

190 Working Days

The proposed project 0000 YU YYU T0437 01C is located in Yuma County on Avenue G, between County 11th Street and County 16th Street. The work consists of shoulder widening, centerline and edge line rumble strips installation, signing, pavement marking, and other related work.
The proposed project 0000 YU YYU T0439 01C is located in Yuma County on Avenue B, between County 18th Street and SR 195. The work consists of shoulder widening, edge line and centerline rumble strips installation, signing, pavement marking, and other related work.

Bid Opening Date : 10/23/2026, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.			Highway Termini	Location		Item
0000	YU YYU	T043701C YYU-0-(225)T	YUMA COUNTY	AVE G CO 11TH ST CO 16TH ST	SouthWest District	LOCAL
0000	YU YYU	T043901C YYU-0-(221)T	YUMA COUNTY	AVE B COUNTY 18TH ST SR 195	SouthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$6,217,500.00	DPE CONSTRUCTION, INC.	1636 E 20TH STREET YUMA, AZ 85365-
	$6,346,282.05	DEPARTMENT	
2	$6,896,249.93	Gutierrez Canales Engineering, PC	3136 E. 33rd Place Yuma, AZ 85365-
3	$7,589,099.00	COMBS CONSTRUCTION COMPANY, LLC.	P.O. BOX 10789 GLENDALE, AZ 85318-
4	$11,111,111.11	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

Apparent Low Bidder is 2.0% Under Department Estimate (Difference = ($128,782.05))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 11, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 YU YYU T0437 01C
PROJECT NO	YYU-0(225)T
TERMINI	YUMA COUNTY
LOCATION	AVENUE G, COUNTY 11TH ST - COUNTY 16TH ST

TRACS NO	0000 YU YYU T0439 01C
PROJECT NO	YYU-0(221)T
TERMINI	YUMA COUNTY
LOCATION	AVENUE B, COUNTY 18TH ST – SR 195

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHWEST	LOCAL
N/A	N/A	SOUTHWEST	LOCAL

The amount programmed for this contract is $8,173,000. The location and description of the proposed work are as follows:

The proposed project 0000 YU YYU T0437 01C is located in Yuma County on Avenue G, between County 11th Street and County 16th Street. The work consists of shoulder widening, centerline and edge line rumble strips installation, signing, pavement marking, and other related work.

The proposed project 0000 YU YYU T0439 01C is located in Yuma County on Avenue B, between County 18th Street and SR 195. The work consists of shoulder widening, edge line and centerline rumble strips installation, signing, pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 190 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 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.

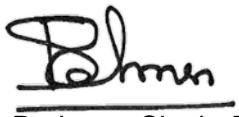
Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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: 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 Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 7/31/2026

ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

290 Working Days

The proposed project is located in the Town of Prescott Valley and Dewey-Humboldt in Yavapai County at SR69 and SR169. The proposed work consists of constructing a roundabout and any other intersection improvements as needed at the intersection. The work also includes drainage improvements, signing and marking, roadway lighting, and other related work.

Bid Opening Date : 10/23/2026, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location		Item
069 YV 280 F028801C 069-A-NFA	CORDES JCT-PRESCOTT HIGHWAY (SR 69)	SR 69 @ SR 169	NorthWest District	103036

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$6,362,768.44	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
2	$6,731,917.84	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-
	$7,286,005.00	DEPARTMENT	
3	$9,925,000.99	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
4	$12,222,222.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

Apparent Low Bidder is 12.7% Under Department Estimate (Difference = ($923,236.56))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 02, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	069 YV 280 F0288 01C
PROJECT NO	069-A-NFA
TERMINI	CORDES JCT-PRESCOTT HIGHWAY (SR 69)
LOCATION	SR 69 @ SR 169

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 69	280.60 to 281.00	NORTHWEST	103036

The amount programmed for this contract is $9,566,000. The location and description of the proposed work are as follows:

The proposed project is located in the Town of Prescott Valley and Dewey-Humboldt in Yavapai County at SR69 and SR169. The proposed work consists of constructing a roundabout and any other intersection improvements as needed at the intersection. The work also includes drainage improvements, signing and marking, roadway lighting, 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 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.

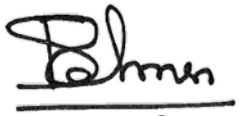
Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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: 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 Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 06/18/2026

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 Yavapai County along SR 89A from southbound MP 362.18 to MP 362.73, and northbound MP 362.24 to MP 362.91. The work consists of reconstructing the existing SR 89A Page Springs Road Intersection. The existing movement to and from SB SR 89A will be removed and two new U-Turns north and south of Page Springs Road intersection will be constructed. The work includes AC removal, excavation, embankment, asphaltic concrete paving, pipe culvert installation and extensions, reinforced concrete box culvert installation and extensions, asphaltic concrete milling and micro-surfacing, erosion control, pavement markings, signing, lighting, and other related work.

Bid Opening Date : 10/23/2026, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location	Item
089A YV 362 F062401C A89-B-(225)T	PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)	SR 89A AT PAGE SPRINGS ROAD NorthCent District	103629

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$3,276,976.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
2	$3,488,600.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
	$3,773,133.60	DEPARTMENT	
3	$3,852,930.22	COMBS CONSTRUCTION COMPANY, LLC.	P.O. BOX 10789 GLENDALE, AZ 85318-
4	$4,427,517.60	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-

Apparent Low Bidder is 13.1% Under Department Estimate (Difference = ($496,157.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 16, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	089A YV 362 F0624 01C
PROJECT NO	A89-B(225)T
TERMINI	PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)
LOCATION	SR 89A AT PAGE SPRINGS ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	362.18 to 362.73(SB) 362.24 to 362.91(NB)	NORTHCENT	103629

The amount programmed for this contract is $5,087,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County along SR 89A from southbound MP 362.18 to MP 362.73, and northbound MP 362.24 to MP 362.91. The work consists of reconstructing the existing SR 89A Page Springs Road Intersection. The existing movement to and from SB SR 89A will be removed and two new U-Turns north and south of Page Springs Road intersection will be constructed. The work includes AC removal, excavation, embankment, asphaltic concrete paving, pipe culvert installation and extensions, reinforced concrete box culvert installation and extensions, asphaltic concrete milling and micro-surfacing, erosion control, pavement markings, signing, lighting, 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.

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.

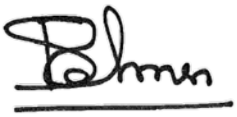
Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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: 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.



Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 8/17/2026

ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed project is located in Cochise County along Arizona State Route 92 (SR92) between mileposts 329.43 and 340.00 near Palominas. The work consists of removing and replacing right of way fence.

Bid Opening Date : 10/2/2026, Prequalification Required, Engineer Specialist : Mike Wechselberger

Project No.	Highway Termini	Location	Item
092 CH 329 F079301C 092-A-NFA	SIERRA VISTA-BISBEE HWY	Hereford Rd to Palominas Rd SouthEast District	104959

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$1,348,845.81	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-
2	$1,504,750.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
	$1,870,624.50	DEPARTMENT	

Apparent Low Bidder is 27.9% Under Department Estimate (Difference = ($521,778.69))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 2, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	092 CH 329 F0793 01C
PROJECT NO	092-A-NFA
TERMINI	SIERRA VISTA - BISBEE HWY
LOCATION	HEREFORD RD - PALOMINAS RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR92	329.43 to 340.00	SOUTHEAST	104959

The amount programmed for this contract is $2,910,000. The location and description of the proposed work are as follows:

The proposed project is located in Cochise County along Arizona State Route 92 (SR92) between mileposts 329.43 and 340.00 near Palominas. The work consists of removing and replacing right of way fence.

The time allowed for the completion of the work included in this contract will be 95 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 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: 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.

Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 06/23/2026

ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

240 Working Days

The proposed project is located in Mohave County on US 93 from milepost 27.3 to milepost 27.6, approximately 44 miles northwest of the City of Kingman. The work consists of removing the existing Dynamic Message Sign (DMS) north of the Bonanza Drive intersection and installing a new DMS south of the intersection at approximately milepost 27.6. Additional work includes removing existing ITS cabinets and equipment, installation of new CCTV camera, ITS cabinets, load center, construction of a maintenance pad to service the new DMS and other related work.

Bid Opening Date : 10/2/2026, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
093 MO 027 F073601C 093-A-(214)T	HOOVER DAM - KINGMAN HIGHWAY (US 93)	US 93 at Bonanza Drive NorthWest District	104461

Rank	Bid Amount	Contractor Name	Address of Contractor
	$596,760.50	DEPARTMENT	
1	$799,995.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
2	$908,868.64	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	833 FEATHERSTONE ROAD ROCKFORD, IL 61107-
3	$910,910.00	MICHIANA CONTRACTING, INC.	7843 LILAC ROAD PLYMOUTH, IN 46563-

Apparent Low Bidder is 34.1% Over Department Estimate (Difference = $203,234.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 2, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	093 MO 027 F0736 01C
PROJECT NO	093-A(214)T
TERMINI	HOOVER DAM-KINGMAN HWY (US 93)
LOCATION	US 93 AT BONANZA DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 93	27.60 to 27.30	NORTHWEST	104461

The amount programmed for this contract is $1,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on US 93 from milepost 27.3 to milepost 27.6, approximately 44 miles northwest of the City of Kingman. The work consists of removing the existing Dynamic Message Sign (DMS) north of the Bonanza Drive intersection and installing a new DMS south of the intersection at approximately milepost 27.6. Additional work includes removing existing ITS cabinets and equipment, installation of new CCTV camera, ITS cabinets, load center, construction of a maintenance pad to service the new DMS 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.

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 three 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 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: Brandon Campbell, bcampbell2@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: 6/24/26

ARIZONA
— DEPARTMENT OF —
TRANSPORTATION

ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

495 Calendar Days

The proposed project is located in Maricopa County within the City of Buckeye along Miller Road between Pima Street and Monroe Avenue and along Monroe Avenue between Miller Road and Eason Avenue. The work includes the installation of fiber optic conduit and cables, ethernet switches, connection of fiber to existing traffic signals and other equipment necessary to extend the City's traffic management system.

Bid Opening Date : 10/23/2026, Prequalification Required, Engineer Specialist : Noun Mohamed Ali

Project No.	Highway Termini	Location	Item
0000 MA BKY T063001C BKY-0(216)T	CITY OF BUCKEYE	FIBER OPTIC (MC 85/MILLER RD) Central District	104421

Rank	Bid Amount	Contractor Name	Address of Contractor
	$1,535,398.00	DEPARTMENT	
1	$1,900,584.10	ROADWAY ELECTRIC, LLC	8660 E. Hartford Drive # 305 Scottsdale, AZ 85255-
2	$1,953,627.72	B & F CONTRACTING, INC.	11011 N 23RD AVE PHOENIX, AZ 85029-
3	$2,769,000.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
4	$2,788,977.71	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	833 FEATHERSTONE ROAD ROCKFORD, IL 61107-
5	$3,849,997.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125

Apparent Low Bidder is 23.8% Over Department Estimate (Difference = $365,186.10)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 23, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 MA BKY T0630 01C
PROJECT NO	BKY-0(216)T
TERMINI	CITY OF BUCKEYE
LOCATION	BUCKEYE FIBER OPTIC BACKBONE (MC 85/MILLER RD)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	BKY	CENTRAL	104421

The amount programmed for this contract is $1,936,873. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County within the City of Buckeye along Miller Road between Pima Street and Monroe Avenue and along Monroe Avenue between Miller Road and Eason Avenue. The work includes the installation of fiber optic conduit and cables, ethernet switches, connection of fiber to existing traffic signals and other equipment necessary to extend the City's traffic management system.

The time allowed for the completion of the work included in this contract will be 226 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 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: Mohamed Ali Noun, mnoun@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: 9/17/2026

ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Calendar Days

The proposed project is in Yuma County within the City of Yuma at three city intersections 24th Street and Avenue A, 32nd Street and Avenue 2E (Pacific Avenue), and 32nd Street and Avenue 7E. The work consists of the installation of traffic signal improvements for flashing yellow arrows, signing, and other related work.

Bid Opening Date : 10/16/2026, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 YU YUM T040901C YUM-0-(224)T	CITY OF YUMA	3 Ctywde Turn Signal Locations SouthWest District	101669

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$165,000.00	DPE CONSTRUCTION, INC.	1636 E 20TH STREET YUMA, AZ 85365-
	$208,555.00	DEPARTMENT	
2	$211,111.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

Apparent Low Bidder is 20.9% Under Department Estimate (Difference = ($43,555.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 16, 2026, AT 11:00 A.M. (M.S.T.)

TRACS No: 0000 YU YUM T0409 01C
PROJECT NO: YUM-0(244)T
TERMINI: City of Yuma
LOCATION: Various Locations

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Southwest	101669

The amount programmed for this contract is $264,000. The location and description of the proposed work are as follows:

The proposed project is in Yuma County within the City of Yuma at three city intersections 24th Street and Avenue A, 32nd Street and Avenue 2E (Pacific Avenue), and 32nd Street and Avenue 7E. The work consists of the installation of traffic signal improvements for flashing yellow arrows, signing, and other related work.

Project plans, special provisions, and proposal pamphlets, as electronic files, are available free of charge from the Contracts and Specifications website.

The time allowed for the completion of the work included in this contract will be **90** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d 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 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: July 31, 2026