

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Michael S. Hammond, Chairman
Steven E. Stratton, Vice Chairman
Jesse Thompson, Member
Sam Elters, Member
Gary Knight, Member
Richard Searle, Member
Jenn Daniels, Member

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

BOARD AUTHORITY

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

PUBLIC INPUT

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

MEETINGS

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

BOARD MEETING PROCEDURE

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

BOARD CONTACT

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

NOTICE OF PUBLIC HEARING AND BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a public hearing and board meeting open to the public on Friday, March 20, 2020, at 9:00 a.m. in the Town of Marana Council Chambers, 11555 W Civic Center Drive, Marana, Arizona, 85653. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, March 20, 2020, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

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

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

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

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Room 135, Phoenix, Arizona at least 24 hours in advance of the meeting.

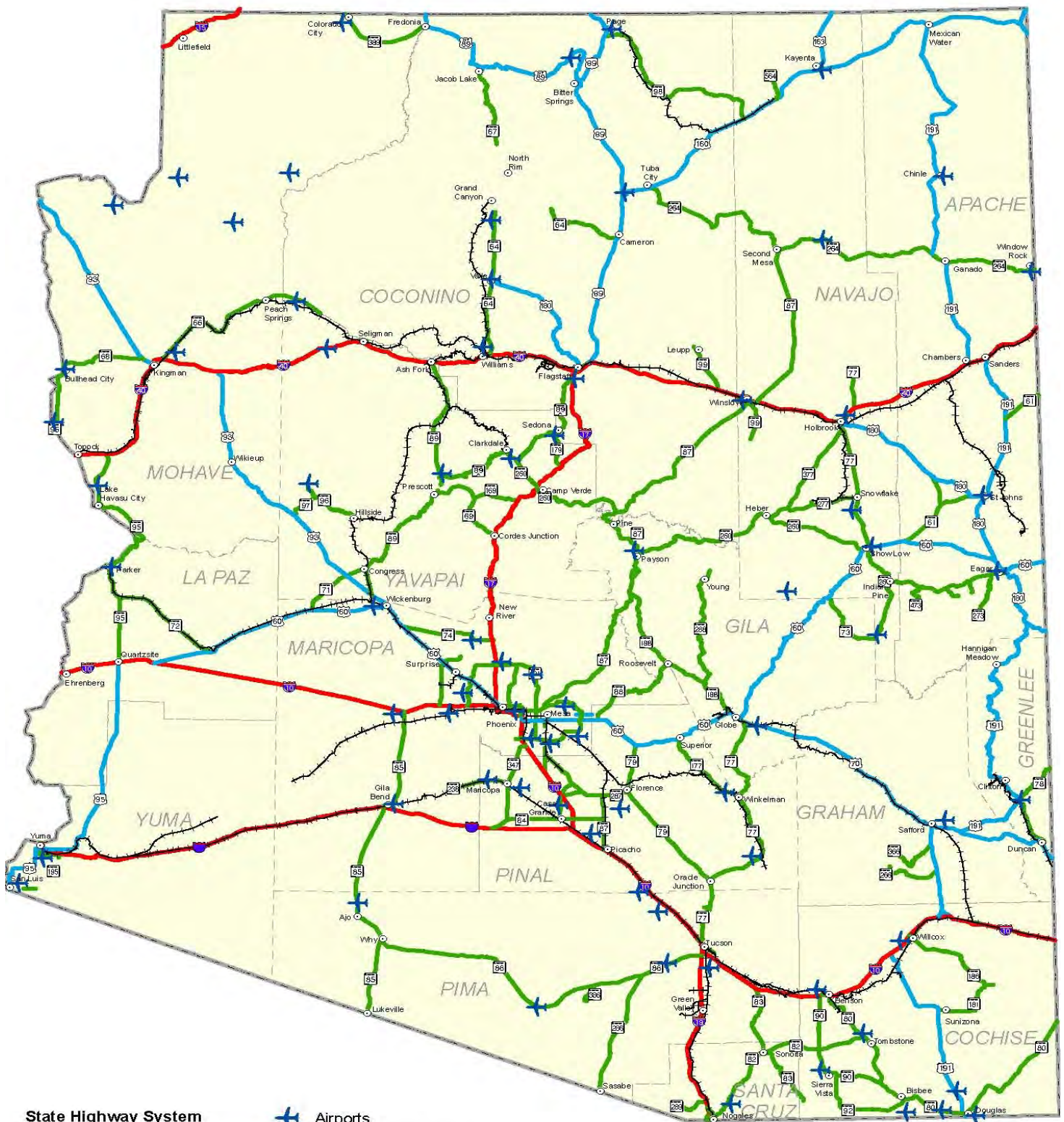
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such 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 Linda Priano, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-7550. Please be prepared to identify the specific agenda item or items of interest.

Dated this 13th day of March, 2020

Arizona Highways, Airports, and Railroads



State Highway System

- Interstate
- State Route
- US Highway

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



Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Data Bureau GIS Section
(602) 712-7333
July 2009

0 20 40 60 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, March 20, 2020
Town of Marana Council Chambers
11555 W. Civic Center Drive
Marana, AZ 85653**

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a public hearing and board meeting open to the public on Friday, March 20, 2020, at 9:00 a.m. in the Town of Marana Council Chambers, 11555 W. Civic Center Drive, Marana, Arizona, 85653. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, March 20, 2020. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Chairman Hammond

ROLL CALL

Roll call by Board Secretary Linda Priano

OPENING REMARKS

Opening remarks by Chairman Hammond

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

Reminder to sign in at meeting entrance and fill out survey cards by Floyd Roehrich, Jr.

PUBLIC HEARING

CALL TO THE AUDIENCE for Public Hearing on the FY 2021-2025 Tentative Five-Year Transportation Facilities Construction Program (information and discussion)

An opportunity for citizens to discuss items of interest with the Board regarding the Tentative Five-Year Transportation Facilities Construction Program. 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.

Presentation of FY 2021-2025 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations (<http://azdot.gov/planning/transportation-programming/tentative-program>)

(ADOT website link will be live by Monday, March 16, 2020 at 5:00 p.m.)

(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

- ITEM A: Overview of the Tentative FY 2021 - 2025 Five-Year Transportation Facilities Construction Program**
Staff will present an overview of the tentative FY 2021–2025 Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM B: FY 2021 - 2025 Statewide Highway Construction Program**
Staff will present an overview of the FY 2021-2025 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM C: FY 2021 - 2025 MAG Transportation Improvement Program**
Staff will present an overview of the FY 2021-2025 MAG Transportation Improvement Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM D: FY 2021 - 2025 PAG Regional Freeway Highway Program**
Staff will present an overview of the FY 2021-2025 PAG Regional Freeway Highway Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM E: FY 2021 - 2025 Airport Development Program**
Staff will present an overview of the FY 2021-2025 Airport Development Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

***Adjournment**

BOARD MEETING

CALL TO THE AUDIENCE (Information and discussion)

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

ITEM 1: Director's Report

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — John Halikowski, Director)

A) Legislative Update

Staff will provide a report on State and Federal legislative issues.

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 Engineer's Report

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

(For information and discussion only — Rod Lane, Southcentral District Engineer)

***ITEM 3: Consent Agenda**

Page 8

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 exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Financial Report

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

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

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

ITEM 5: Multimodal Planning Division Report

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506.

(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

***ITEM 6: Priority Planning Advisory Committee (PPAC) Page 214**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2020 - 2024 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Greg Byres, Division Director, Multimodal Planning Division)

ITEM 7: State Engineer's Report Page 232

Staff will present a report showing the status of highway projects under construction, including total number and dollar value.

(For information and discussion only — Dallas Hammit, Deputy Director of Transportation/State Engineer)

***ITEM 8: Construction Contracts Page 240**

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

(For discussion and possible action — Dallas Hammit, Deputy Director of Transportation/State Engineer)

Item 9: Grant Application Letters of Support

Board Members will discuss the policy or process regarding if, as a body, the board will submit a letter of support for another agency's grant application submission.

(For information and discussion - Floyd Roehrich, Jr., Executive Officer)

***Item 10: Letter of Support for Transportation Revenues**

Board Members will discuss the option to prepare a letter to send to the Governor and Legislature regarding the need to increase transportation revenues.

(For discussion and possible actions - Floyd Roehrich, Jr, Executive Officer)

ITEM 11: Suggestions

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

***Adjournment**

***ITEMS that may require Board Action**

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

- | | | |
|------------------|---|---------|
| *ITEM 3a: | Approval of the February 21, 2020 Board Meeting Minutes | Page 16 |
| *ITEM 3b: | Approval of the January 28th Study Session Minutes | Page 82 |

RIGHT OF WAY RESOLUTIONS (action as noted)	Page 161
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*ITEM 3c:	<p>RES. NO. 2020-03-A-015</p> <p>PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802</p> <p>HIGHWAY: SANTAN FREEWAY</p> <p>SECTION: Price Road – Arizona Avenue (Dobson Road T. I. - South)</p> <p>ROUTE NO.: State Route 202 Loop</p> <p>DISTRICT: Central</p> <p>COUNTY: Maricopa</p> <p>DISPOSAL: D – C – 069</p> <p>RECOMMENDATION: Abandon to the City of Chandler, in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 07, 2019, right of way acquired for construction of the Dobson Road Traffic Interchange that is no longer needed for the State Transportation System.</p>
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*ITEM 3d:	<p>RES. NO. 2020-03-A-016</p> <p>PROJECT: 202L MA 000 H5381 01R / RAM 600-7-803</p> <p>HIGHWAY: SANTAN FREEWAY</p> <p>SECTION: Arizona Ave. – Gilbert Rd. (Gilbert Road T. I. - South)</p> <p>ROUTE NO.: State Route 202 Loop</p> <p>DISTRICT: Central</p> <p>COUNTY: Maricopa</p> <p>DISPOSAL: D – C – 070</p> <p>RECOMMENDATION: Abandon to the City of Chandler, in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 08, 2019, right of way acquired for construction of the Gilbert Road Traffic Interchange that is no longer needed for the State Transportation System.</p>
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***ITEM 3e:**

RES. NO. 2020-03-A-017
 PROJECT: 070 GH 294 H7637 / 070-A(209)T
 HIGHWAY: GLOBE – LORDSBURG
 SECTION: Bylas
 ROUTE NO.: U. S. Route 70
 DISTRICT: Southeast
 COUNTY: Graham
 DISPOSAL: D – SE – 015
 RECOMMENDATION: Extinguish and relinquish, in accordance with Intergovernmental Agreement No. 16-0005931, dated January 31, 2017, and any and all Amendments thereto, all right and title in and to highway easement right of way temporarily acquired for the Bylas Improvement Project that is no longer needed for the State Transportation System.

***ITEM 3f:**

RES. NO. 2020-03-A-018
 PROJECTS: 202L MA 000 H5439; and
 202L MA 056 H8827 01R / 202-D(200)S
 HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
 SECTION: Salt River – Jct. I-10 Papago Segment
 ROUTE NO.: State Route 202 Loop
 DISTRICT: Central
 COUNTY: Maricopa
 PARCEL: 7-10784-A
 RECOMMENDATION: Establish new right of way as a state route and state highway for widening and augmented design features necessary to enhance convenience and safety for the traveling public.

***ITEM 3g:**

RES. NO. 2020-03-A-019
 PROJECT: 030 MA 000 H6876
 HIGHWAY: TRES RIOS FREEWAY
 SECTION: S. R. 303L – S. R. 202L
 ROUTE NO.: State Route 30
 DISTRICT: Central
 COUNTY: Maricopa
 PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456, 7-12457, 7-12460, and 7-12463 through 7-12466, inclusive
 RECOMMENDATION: Establish new right of way as a state route through early and advance acquisition necessary to alleviate hardship situations and forestall development along the alignment of the future Tres Rios Freeway.

CONSENT 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 3h:** BOARD DISTRICT NO.: 5 Page 246

BIDS OPENED: FEBRUARY 07, 2020

HIGHWAY: SHOW LOW – SPRINGERVILLE HIGHWAY (US 60)

SECTION: 40TH STREET – SR-61

COUNTY: NAVAJO

ROUTE NO.: US 60

PROJECT : TRACS: STP-060-E(219)T: 060 NA 343 F016801C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 4,598,700.00

STATE ESTIMATE: \$ 5,122,652.19

\$ UNDER ESTIMATE: \$ 523,952.19

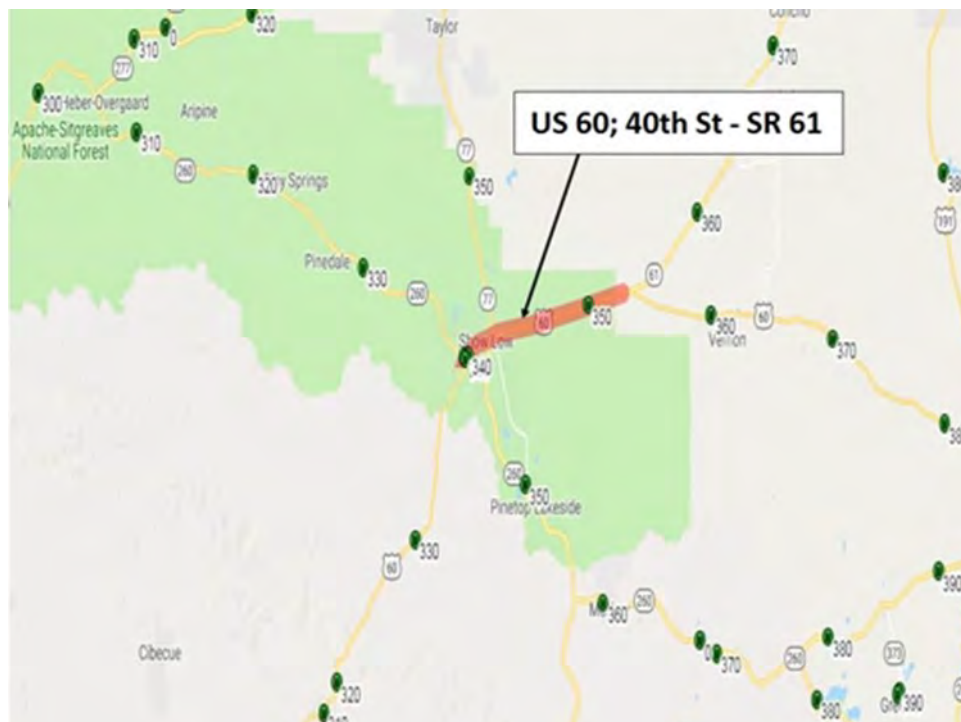
% UNDER ESTIMATE: 10.2%

PROJECT DBE GOAL: 5.47%

BIDDER DBE PLEDGE: 5.65%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



***ITEM 3i:**

BOARD DISTRICT NO.: 6

Page 249

BIDS OPENED: FEBRUARY 28, 2020

HIGHWAY: CORDES JUNCTION – PRESCOTT HIGHWAY (SR 69)

SECTION: MAIN STREET – PRESCOTT LAKE PARKWAY

COUNTY: YAVAPAI

ROUTE NO.: SR 69

PROJECT : TRACS: NHPP-069-A(220)T: 069 YV 279 F027401C

FUNDING: 94.3% FEDS 5.70% STATE

LOW BIDDER: ASPHALT PAVING & SUPPLY, INC.

LOW BID AMOUNT: \$ 1,645,887.85

STATE ESTIMATE: \$ 1,887,292.53

\$ UNDER ESTIMATE: \$ 241,404.68

% UNDER ESTIMATE: 12.8%

PROJECT DBE GOAL: 2.78%

BIDDER DBE PLEDGE: 2.78%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



***ITEM 3j:**

BOARD DISTRICT NO.: 4

Page 252

BIDS OPENED: FEBRUARY 21, 2020

HIGHWAY: PICACHO – COOLIDGE – CHANDLER – MESA HIGHWAY (SR 87)

SECTION: SR 87, SR 187 – GILBERT ROAD

COUNTY: PINAL

ROUTE NO.: SR 87

PROJECT : TRACS: HSIP-087-A(211)T: 087 PN 146 F019001C

FUNDING: 100% FEDS

LOW BIDDER: CONTRACTORS WEST, INC.

LOW BID AMOUNT: \$ 1,197,488.16

STATE ESTIMATE: \$ 1,170,000.00

\$ OVER ESTIMATE: \$ 27,488.16

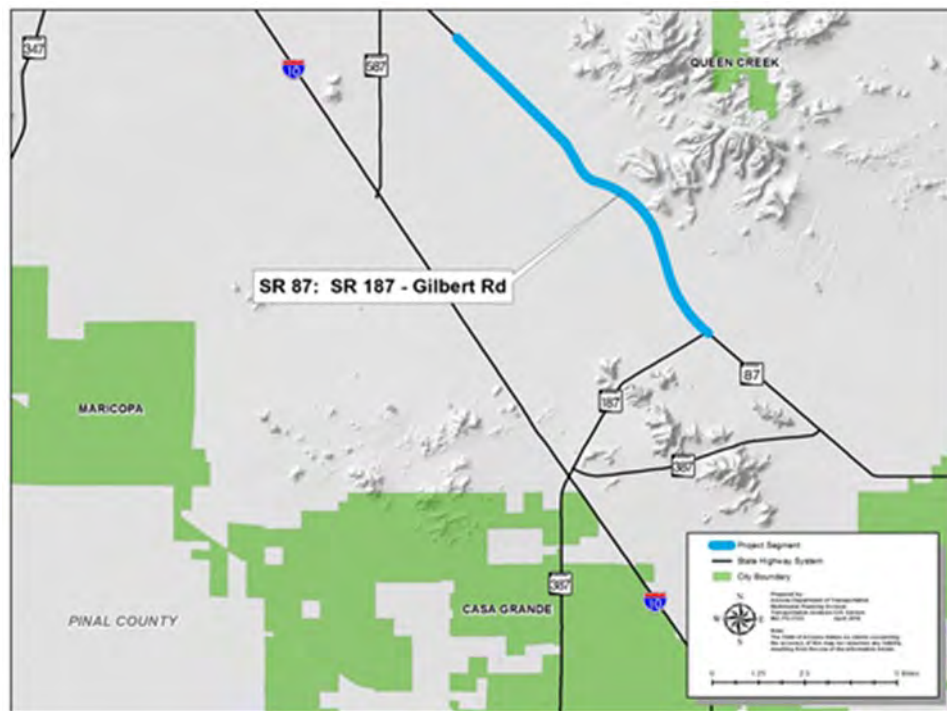
% OVER ESTIMATE: 2.3%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



***ITEM 3k:** BOARD DISTRICT NO.: 6

Page 256

BIDS OPENED: FEBRUARY 21, 2020

HIGHWAY: WICKENBURG – PRESCOTT HIGHWAY (SR 89)

SECTION: WALDEN BLVD – PONDEROSA PARK RD

COUNTY: YAVAPAI

ROUTE NO.: SR 89

PROJECT : TRACS: STBGP-089-A(212)T: 089 YV 295 F027501C

FUNDING: 94.3% FEDS 5.70% STATE

LOW BIDDER: VSS INTERNATIONAL, INC.

LOW BID AMOUNT: \$ 1,184,000.00

STATE ESTIMATE: \$ 1,153,377.10

\$ OVER ESTIMATE: \$ 30,622.90

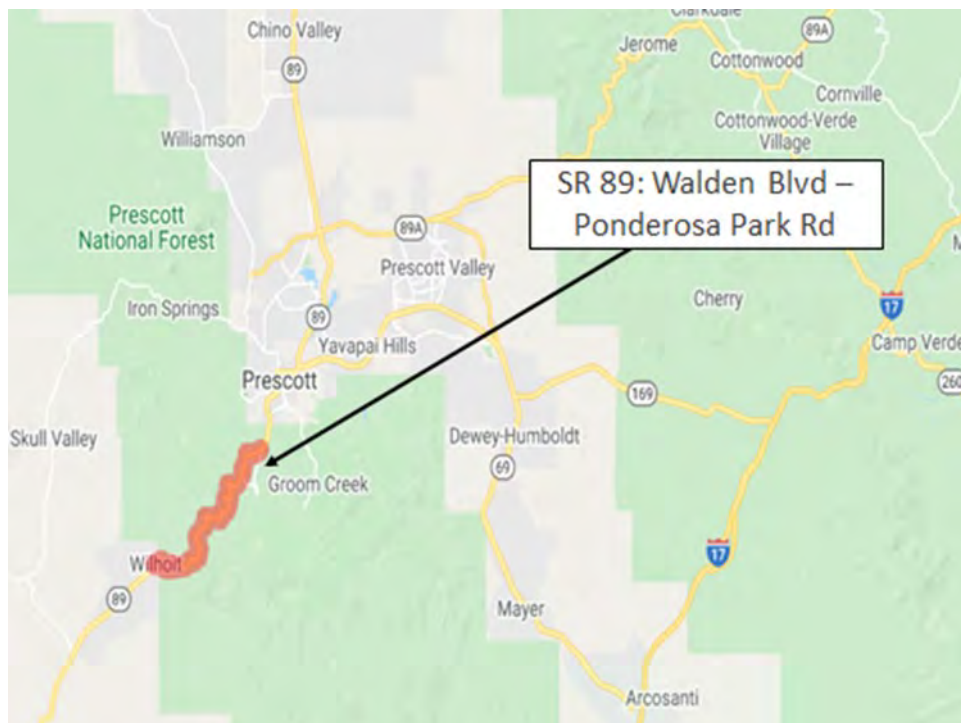
% OVER ESTIMATE: 2.7%

PROJECT DBE GOAL: 6.57%

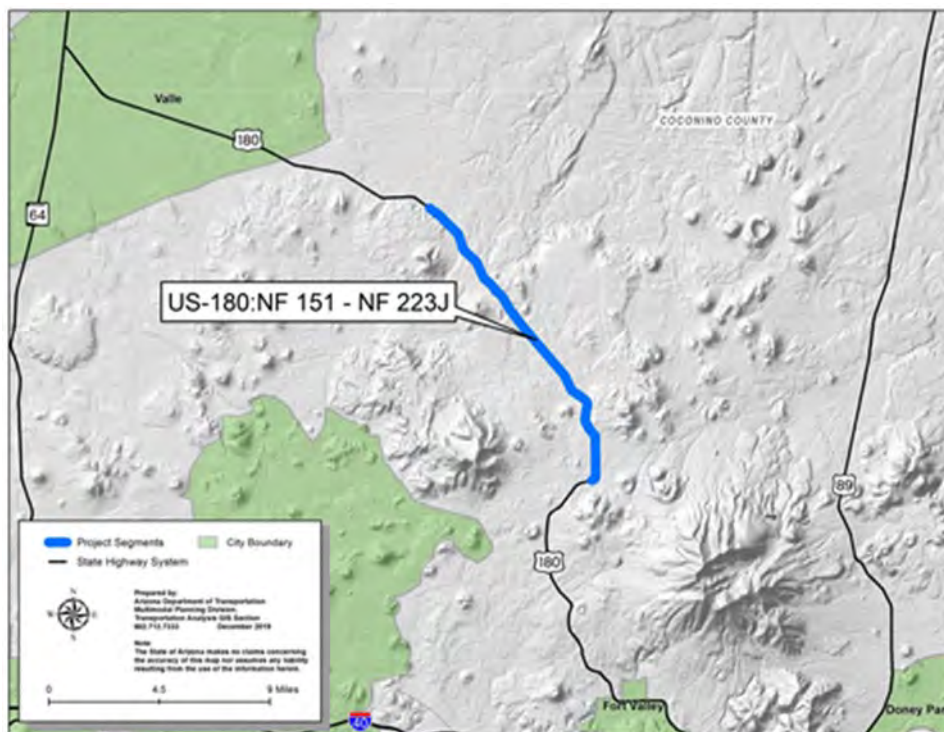
BIDDER DBE PLEDGE: 7.15%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



***ITEM 3I:** BOARD DISTRICT NO.: 5
 BIDS OPENED: FEBRUARY 28, 2020
 HIGHWAY: FLAGSTAFF – VALLE HIGHWAY (US 180)
 SECTION: NF 151 – NF 223J
 COUNTY: COCONINO
 ROUTE NO.: US 180
 PROJECT : TRACS: STP-180-A(204)T: 180 CN 236 F004401C
 FUNDING: 94.30% FEDS 5.70% STATE
 LOW BIDDER: PAVECO, INC.
 LOW BID AMOUNT: \$ 2,956,302.01
 STATE ESTIMATE: \$ 3,127,379.90
 \$ UNDER ESTIMATE: \$ 171,077.89
 % UNDER ESTIMATE: 5.5%
 PROJECT DBE GOAL: 1.65%
 BIDDER DBE PLEDGE: 3.67%
 NO. BIDDERS: 2
 RECOMMENDATION: AWARD



***ITEM 3m:**

BOARD DISTRICT NO.: 1

Page 262

BIDS OPENED: NOVEMBER 01, 2019

HIGHWAY: CITY OF AVONDALE

SECTION: VAN BUREN STREET; AGUA FRIA RIVER TO 113TH AVENUE, AVONDALE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: STB-AVN-0(221)T: 0000 MA AVN SL73801C

FUNDING: 92.41% FEDS 7.59% LOCAL

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,432,373.30

STATE ESTIMATE: \$ 2,250,801.50

\$ OVER ESTIMATE: \$ 181,571.80

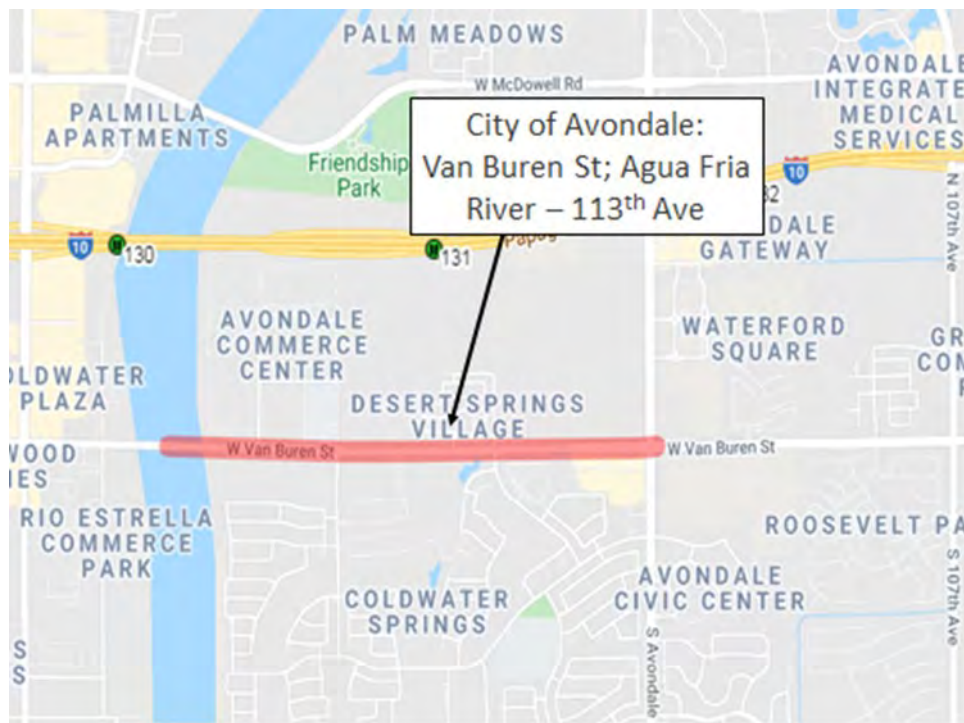
% OVER ESTIMATE: 8.1%

PROJECT DBE GOAL: 11.45%

BIDDER DBE PLEDGE: 16.12%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, February 21, 2020
Cochise County Board of Supervisors
Council Chambers
1415 Melody Lane, Building G
Bisbee, AZ 85603

Call to Order

Chairman Hammond called the State Transportation Board Study Session to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Stratton

Roll Call by Board Secretary

A quorum of the State Transportation Board was present. **In attendance:** Chairman Hammond, Vice Chairman Stratton, Board Member Sellers, Board Member Elters, and Board Member Knight were in attendance. Board Attorney, Michelle Kunzman, was also in attendance. Board Member Thompson participated by teleconference. There were approximately 30 members of the public in the audience.

Opening Remarks

Opening remarks were made by Chairman Hammond

Title VI of the Civil Rights Act was done during the board meeting, prior to the study session

ADOT Executive Officer, Floyd Roehrich, Jr. reminded all attendees to please fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience for the Board Meeting

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

1. Ann English, Cochise County Supervisor
2. Mitch Lindemann, Vice Mayor, Douglas
3. Kara Harris, resident of Cochise County
4. Joy Banks, Councilmember, Huachuca City
5. Kee Allen Begay, Jr., Navajo Nation Council

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Cochise County Board of Supervisors
Council Chambers
1415 Melody Lane, Building G
Bisbee, Arizona 85603

February 21, 2020
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

CALL TO THE AUDIENCE

SPEAKER:	PAGE:
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Mitch Lindemann.....	6
Kara Harris.....	9
Joy Banks.....	12
Kee Allen Begay, Junior.....	13

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1 (Beginning of excerpt.)

2 CHAIRMAN HAMMOND: Okay. We'll move to the call
3 to the audience. Speakers will have three minutes. I don't
4 have many cards, so we'll go 3 minutes 10 seconds before we --
5 before we hook you. But seriously, it's a time to listen to
6 what you have to say and we're paying attention.

7 First speaker is Ann English. There you are.

8 MS. ENGLISH: I just wanted to say good morning
9 again, and thank you for coming to Cochise County. Since we
10 haven't had a representative for over a year, we consider all of
11 you our representatives, and so it was our -- it was our hope by
12 hosting you last evening that we could establish a good
13 relationship with you since you do represent us. We have hopes
14 in the future of having someone represent us, but none at this
15 time.

16 One thing I wanted to really compliment you and
17 the organization on was the fact of the going into Mexico and
18 training their truck drivers there so that we have fewer
19 problems on this side of the line, because since we do have a
20 port, we do have trucks coming across. It has really cut down
21 on the problems with that. So thank you for doing that, and it
22 really is a problem -- is a situation that works. So I'm hoping
23 that you'll continue in the future -- that the Department of
24 Transportation will continue that program.

25 And as always, I've been concerned about the

1 pinch points on the system that have always caused -- Davis
2 Road, which is a county road, they have more wide heavy loads
3 than any road in the state of Arizona. And we have one pinch
4 point left, and that's at the 191 and Interstate 10. And I know
5 that there's a problem with the fiber optics, but it's a problem
6 that has a solution. So I'm hoping that, you know, the funding
7 will be available to get that taken care of so that those wide,
8 heavy loads can then go down 191 instead of having to travel all
9 the way to Benson or somewhere else and work their way back
10 through Davis Road, which is a county road, and then get to the
11 border.

12 Because of all the transportation issues
13 emanating from Mexico with the mines and all those things
14 needing heavy equipment, it isn't going to go away. So if we
15 could fix that pinch point, because we've fixed several in the
16 last few years. We have that one remaining, and I know there's
17 been engineering done on it, and I know it's been on the radar
18 but it hasn't been funded, because I think it was -- it is an
19 expensive project to get them off of Interstate 10 and onto 191.

20 We've had a few projects in the -- in this area
21 from the State. We haven't asked for any money recently,
22 because we're hoping to ask you for a chunk when we -- when we
23 get our new commercial port, and we're working very hard on
24 that. We are on the list now for funding. The need has been
25 established, and so within the next five years we hope that we

1 will be generating a more flush economy for the whole state of
2 Arizona and the United States because of the new commercial
3 port, and we're going to need roads in and out of there, so
4 we'll be -- we'll be asking you to be our partners with that.

5 So thank you again for coming to Cochise County.
6 We're always -- want you to feel welcome down here and to enjoy
7 the scenery and the weather. It did turn a little cool today,
8 but if you wait long enough, it will warm up. So thank you for
9 being here.

10 CHAIRMAN HAMMOND: Thank you.

11 By the way, I understand we do have a replacement
12 board member for your district, so that -- it's premature to
13 announce, but go ahead.

14 MS. ENGLISH: Going to (inaudible) soon.

15 CHAIRMAN HAMMOND: Yeah.

16 MS. ENGLISH: Okay. Thank you.

17 CHAIRMAN HAMMOND: Okay. Next is mayor pro tem
18 of Douglas, Mitch Lindemann.

19 MR. LINDEMANN: Good morning, Chairman Hammond
20 and members of the Board. Thank you very much for this
21 opportunity to speak to you. My name is Mitch Lindemann, and I
22 am the vice mayor of Douglas, and on behalf of Councilman
23 Grijalva, who is here today, and Jerene Watson, our city
24 manager, and the mayor and the other council members, I welcome
25 you back to southeast Cochise County, and appreciate you were

1 in -- as you in Douglas last spring.

2 I wanted to briefly speak on the progress made to
3 date on the two-port solution and ask for your consideration of
4 including the proposed new connector road into the ADOT's five-
5 year plan.

6 For three years, the City of Douglas, our local,
7 regional and state stakeholders have been advocating for the
8 two-point solution to alleviate the overcrowding and extended
9 wait times and provide a long-term solution to the daily
10 challenges faced by companies conducting import/export commerce,
11 as well as the crossers looking to visit and spend money here in
12 our city and across the state.

13 In the words of Customs and Border Protection,
14 the existing port is undersized to accommodate current traffic
15 and no longer meets the operational requirements of U.S. Customs
16 and Border Patrol.

17 To that end, the General Services Administration
18 has completed a feasibility study last November confirming the
19 long-term solution for Douglas is to take the trucks out of
20 downtown and to modernize the existing port, plus -- hence the
21 two-port solution.

22 Projected the construction -- excuse me. Number
23 two is the project construction timeline to begin funding in
24 2022 with procurement design starting in 2023.

25 Number three, has committed with the EPA to

1 conduct a corridor study beginning in March with the City and
2 stakeholders to connect the existing port and the areas of
3 commerce to the new location.

4 The City has accelerated our legwork in 2019 as
5 you can see from the timeline handout, and we have committed to
6 an 80-acre donation of land to the federal government to build
7 the new port of entry at the location designated along James
8 Ranch Road.

9 In fact, Director Halikowski sent a letter to
10 Douglas Mayor Robert Uribe in December of 2018 advising that
11 ADOT would participate in a technical team for the new port and
12 provide us with the engineering design for the connector road
13 from the State Route 80 to the border, approximately one and a
14 half miles.

15 The technical project team has included 20
16 stakeholders from around the state, including our utilities, the
17 County, ADOT, ACA, and other key stakeholders that will
18 participate in the full buildout of the port and its
19 infrastructure.

20 Our Congressional delegation is working with us
21 on a funding request of \$175 million to pay for the Douglas
22 two-port solution. One of the key determining factors for
23 projects like this to move forward is the necessary support
24 infrastructure, and the road is perhaps the most important one.

25 I cannot overstate the importance of this new

1 road. To put things into context, in 2019, in northbound
2 traffic, Douglas was the gateway to -- for 26,588 trucks,
3 1.5 million cars, and 3.6 million people, and that does not
4 complete the picture. Once you include southbound traffic,
5 Douglas is the gateway for 53,000 trucks, over 3 million cars,
6 and over 7.2 million people.

7 Industry experts estimate that those 53,000
8 trucks represent over \$4 billion worth of U.S.-Mexico trade.
9 The new connector road will be one of Arizona's principal
10 corridors from day one.

11 I want to take this opportunity to publicly thank
12 Director Halikowski and his team for the continued partnership
13 on our transportation issues. While we continue our work with
14 ADOT on multiple fronts, this state investment is clearly one
15 that qualifies as a high impact/low cost project.

16 And as Mrs. English had just said, the mining
17 companies are not going away, and we always hope for the best
18 for that, too, and we want to facilitate those kind of
19 businesses. So I thank you for your attention and look forward
20 to addressing any questions you may have. Excuse me.

21 CHAIRMAN HAMMOND: Thank you.

22 MR. LINDEMANN: Thank you.

23 CHAIRMAN HAMMOND: Our next speaker is our old
24 friend, Kara Harris.

25 MS. HARRIS: Good morning. (Playing music.)

1 MR. ROEHRICH: A little bit more impressive if
2 you sing that.

3 MS. HARRIS: Jim Reeves and I both welcome you.
4 Of course, he's dead and he's not here to greet you, but I am.

5 While they're talking about the port of entry in
6 Douglas, I'd like to also address the port of entry in Nogales,
7 because as a person who rides my bike -- we all know I'm a
8 moving target on 82 -- I have seen an increase of commercial
9 traffic since that port has opened. Nobody has addressed this
10 issue. These 18-wheel commercial vehicles love to circumvent
11 Highway 119 -- or I-19 and I-10 and down through my world.

12 Now, with me, with about 18 inches to ride on my
13 bicycle, when I get two 18-wheelers, one going east, one going
14 west, believe me, I repent, and I quickly pray I don't get
15 killed on this road. I also talked to the Tucson sector after I
16 came, I think, to the last board meeting where you guys were
17 over in Sahuarita. I called the Tucson sector, or I wrote them.
18 I emailed them, and they promised to address the fissures on the
19 eastbound lane, which do this when I have two 18-wheelers,
20 because the -- on the right side of that white line where I'm
21 supposed to ride as a bicyclist, because I don't challenge cars.
22 They're bigger than me. The fissures are horrible eastbound.

23 I mean, it is, like, difficult to ride as a
24 bicycler. I've seen less traffic from bicycle clubs coming from
25 Sonoyta to Sierra Vista, which also, board of supervisors,

1 Robert Searle, who's going to be on this board, impacts our
2 economy, because these bicycle clubs love to come down here and
3 ride.

4 And so 82 is not just about me, lone bicycle
5 rider from Mustang Heights Road to 90 where I'm finally safe.
6 It's also about people coming down to our county and bringing
7 revenue in as bicyclists and tourists. And so I don't know what
8 the solution is, and you guys know I've sat and listened for a
9 couple years. So I know the dollars are tight. I know the
10 Governor took some of your money and gave it to Red For Ed,
11 which irritated me also, and the poor ADOT guys out there, where
12 they see me on their bikes [sic], they all run in their trucks
13 and hide, because they know I'm going to come complain to them,
14 and of course, it's not in their power.

15 And so while I appreciate all of the things in
16 the state, I just hope that our rural communities don't get
17 missed. And I know Board Member Stratton has recognized that,
18 and I know that, you know, it's a hard -- hard when you you've
19 got a little pool of money and you've got to spread it over the
20 state.

21 And I drive in Tucson, and I drive in Phoenix,
22 and I'm glad for the infrastructure changes with these bridges
23 you've had to do, and I appreciate it. I appreciate what's
24 happened at our bypass, at 90 and Buffalo Soldier. That really
25 has improved things for Cochise County.

1 So I just thank you, and I'll see you in Marana.

2 UNIDENTIFIED SPEAKER: Bravo.

3 CHAIRMAN HAMMOND: Thank you very much.

4 All right. The next speaker is Joy Banks, Board
5 Member, Sierra Vista MPO.

6 MS. BANKS: Well, good morning. This is my first
7 State Transportation Board meeting. Huachuca City, I'm also a
8 council member on the Town of Huachuca City, and we have really
9 enjoyed the partnership that we have with ADOT. In Huachuca
10 City, we needed a preemptive signal to allow our fire trucks and
11 police to leave the station, and Route 90 has no stoplights at
12 all through Huachuca City. It's just a little two-mile stretch
13 of road, but the preemptive signal that ADOT is helping us with
14 is going to be a massive improvement there, and we really
15 appreciate that.

16 But I'd also like to kind of encourage -- I know
17 it's the Governor that appoints our District 3 representative,
18 you know, to the Board, but you know, I'm really hoping that
19 very shortly that that person can take their place and that we
20 can again have that representation, because we need it for the
21 Sierra Vista MPO. We need that representation. So it's a very
22 needed spot.

23 And we're just a tiny part of the state, but we
24 appreciate everything that's done on every road in Arizona,
25 because it increases the tourist dollars that are spent here.

1 So I just thank you for coming, and I look forward to seeing you
2 again. All right.

3 CHAIRMAN HAMMOND: Thank you very much.

4 Our final speaker, I believe, Kee Allen Begay,
5 with the Navajo Nation Council.

6 MR. BEGAY: Good morning, board members, Chair,
7 Vice Chair, community members (inaudible) in attendance. My
8 name is Kee Allen Begay, Junior with the Navajo Nation. I am
9 the council member serving on the Transportation Committee at
10 the Navajo Nation Council.

11 Several areas that I continue to advocate and
12 continue to ask for your support, and I do appreciate ADOT
13 director and the administration, staff continuing to help assist
14 our requests in the northern part of the state of Arizona.
15 Highway 191, continue to advocate and sincerely ask if there
16 could be a second application be submitted regarding the BUILD
17 application, if that's possible. I appreciate that.

18 There's a streetlight project that we're
19 continuing to ask the ADOT board to do at several communities
20 along the 191, a streetlight project.

21 And also working with some -- our legislators
22 from District 7 and also some of the Governor's staff. There's
23 a proposed broadband corridor along some of these -- I-40 and
24 some of the interstate. I'm making a recommendation if -- if
25 the -- if 191 or one of the state right-of-way would be selected

1 as going north from I-40 on the northeastern part of the state
2 of Arizona, specifically on the Navajo Nation, so that's one
3 area that I would ask if we could be able to sit down with the
4 ADOT administration to see if that's possible and how we can
5 work on that particular project, bring broadband services onto
6 the northern part of the state.

7 House -- there's several House bills that we're
8 asking for for several projects on the 191, and also a safety
9 study at one of the intersections on 191 as well.

10 So this is my, again, continuing to ask for your
11 support, and I appreciate your service. Thank you.

12 CHAIRMAN HAMMOND: Thank you very much. That
13 will close the call to the audience.

14 I might mention, by the way, there's a couple of
15 bills winding their way through the Legislature on funding for
16 infrastructure. Little support and little contact to your
17 Congress or your legislatures and that sort of thing might go a
18 long way to see if something happens this year, because we would
19 like to fund a lot of projects that we are unable to.

20 Next agenda item is the director's report. Do we
21 have anything from the sub-director?

22 MR. ROEHRICH: Thank you, Mr. Chair, and yes, the
23 sub-director does have a couple comments.

24 So first off, the director does apologize. An
25 issue just came up just yesterday. He was planning to be here,

1 and he had to be down for an event that -- in Phoenix. I
2 believe the Governor and staff, and so he was asked to be there.

3 The second thing is we've already been alluding
4 to it, but we were just notified a couple days ago that the
5 Governor's moved forward with appointing two new board members:
6 Robert Searle has been identified here, as well as Jenn Daniels
7 from -- she's the mayor of Gilbert. That will fill in the
8 District 1 representative in the East Valley, which means this
9 will be Mr. Sellers' last board meeting, finally. Five -- six
10 plus years. He's extended his tour. And then it fills in the
11 vacant District 3 position that Mr. Cuthbertson has vacated.

12 We expect to reach out to them this week, start
13 all the necessary paperwork and that. By the next board
14 meeting, they will be able to participate again. We'll have to
15 work it out with them about schedules and make sure that it
16 accommodates other things that they have. But -- so we will
17 start that coordination immediately and get those members
18 oriented and back onto the Board.

19 That's all I have, Mr. Chair.

20 CHAIRMAN HAMMOND: Thank you very much.

21 Okay. We'll now move on the district engineer's
22 report with Kurtis Harris.

23 MR. HARRIS: Good morning all. I think this is
24 the --

25 MR. ROEHRICH: No. That's the recorder. I don't

1 know that we have a remote. You have to pass.

2 MR. HARRIS: Okay.

3 MR. ROEHRICH: Kurtis, I think you can stand
4 behind that.

5 MR. HARRIS: All right.

6 MR. ROEHRICH: (Inaudible) standing in front of
7 that.

8 MR. HARRIS: Well, thank you, Ann, and Cochise
9 County for the wonderful dinner last night at the Gadsden. It
10 was really nice to see how the hotel's been remodeled and was
11 really beautiful. Thanks for doing that.

12 Again, I'm Kurt Harris. I'm the relatively new
13 assistant district engineer out of Globe, out in southeast, and
14 I was the former maintenance engineer out of Flagstaff, Prescott
15 and Kingman. So rural areas have been kind of in my past. And
16 this is my first rodeo here to the Board. Okay.

17 MR. ROEHRICH: Is it on, Lisa? (Inaudible) click
18 on the district engineer's.

19 MR. HARRIS: I think he's got to pull it up.
20 There it is.

21 All right. Expand that out.

22 I thought I'd put this photo on there. Kind of
23 shows the Apache Trail, and where a lot of people don't know
24 about where we had the Woodbury fire, and then subsequently, the
25 tropical storm Lorena. That's the large rock fall actually at

1 Fish Creek Hill, Milepost 223.5. And you can't really see under
2 that rock fall, but half the road has been knocked off as well.
3 So that's why that's under long-term closures for now, but I
4 thought I'd just share that with all of you folks.

5 And to kind of review, this is our Southeast
6 District. Of course, Bill Harmon is here as your district
7 engineer, and then Brian Jervas, who's the other assistant DE out
8 of Safford, and then myself in Globe as well. And then Ty and
9 George are superintendents, and ASO. So we have a huge area to
10 cover, really a rural area, not with any large cities and so on.
11 I'm sure the Board understands all that.

12 And our recently completed projects, you see
13 we've done a lot of local projects around Globe that we're in
14 the finishing phases or have finished itself. And you know,
15 being part of this rural area, I'm active within the CAG,
16 Central Arizona Governments, and it's interesting to see how the
17 Town of Globe actually got a lot of money to come in and do a
18 lot of improvements in downtown, a pavement rehab, sidewalks.

19 Pinal County, the Kelvin Bridge modernization has
20 just been completed. Right now we're just waiting for the
21 vegetation to be finally closed out. We're almost at that
22 point, too. And then the pavement rehab farther south in
23 Safford, on US-191, which is going to be a big part of our
24 ongoing projects.

25 And then here's some photos. We've got this one

1 showing the old bridge with the new bridge.

2 And if I'm going too fast, just let me know.
3 I'll slow down, but I want to be respectful to everybody's time
4 here.

5 Again, here's more recently completed projects.
6 This is more in the southern part of our -- or what we call the
7 eastern half of our district. Bylas, which was really a light
8 improvement project on the -- for the San Carlos Apache Tribe,
9 and we have some safety improvements there. And US-70, again,
10 in Safford. A pavement pres. on 191, and you're going to see a
11 lot. Glance Creek modernization, that's been completed.

12 And we added this picture with the tribal members
13 looking at the hawk, pedestrian crossing there, which is kind of
14 interesting to the Board that there's actually local dogs now
15 that know how to use that. If you drive through Bylas, you
16 might see a dog with their puppies waiting on the line, and they
17 cross right here.

18 And then more recently completed, the Freeport
19 McMoRan, which is really Bill and Brian's area, where they had
20 their bridge challenge relocating in there. Morenci Canyon.
21 That was kind of an emergency project. Took a lot of our time.
22 Mountain Avenue and then the Town of Thatcher. A lot of local
23 projects.

24 Now we're in the projects that were currently
25 under construction. Ramboz Wash, it's the extension of a

1 passing lane that we're currently moving earth on. They're --
2 that's going to extend that passing lane. It looked like there
3 was a lot of racing that was happening on the eastbound side of
4 70. Show Low Construction's doing that. Hope to get that --
5 most of it done through this summer.

6 The Pinto Creek project was a whole
7 reconstruction. The blasting's finally done. So we're going to
8 see a lot more movement in the corridor. Most of the work's now
9 done is off the main lane, will be down in the bridge --
10 footings and piers. That's a big project. A lot of
11 environmental constrictions with the cactus and so on, but we're
12 progressing pretty well on that.

13 And Mineral Creek Bridge scour, we're hopefully
14 working on that before too long. We hope to finish that job
15 within a month or two. It's -- we should be moving pretty
16 quick.

17 And then the Gila River Bridge is challenging
18 based on the pier decks, getting the access for these large
19 drill equipment to move from the pier shafts to the abutments,
20 and they took half the bridge down, and now there's an issue
21 with the load capacity of the bridge to move the concrete trucks
22 and the drill rigs over that, but they're overcoming that slowly
23 but surely.

24 And these are just some pictures. These are
25 recently, as of last week. Ramboz Wash. And there's a --

1 one -- everybody likes to see things go boom. Top left of the
2 blast, which is done. Challenges, we might have to relocate a
3 power pole on top of the hole, because it seems like there's a
4 fissure plane that's opening up, a tension crack. That's
5 something that you never, you know, suspect during construction,
6 but working with The Forest Service and APS on that. And that's
7 the big access road that's going to be there. Now, that will
8 all have to be rehabbed at the end of the project, part of the
9 Tonto Forest Service. So that access road won't look like that
10 once the bridge is completed. That's looking east from -- from
11 eastbound on that.

12 And here's Mineral Creek Bridge. That's part of
13 that scour protection. They're going to put a concrete pad in
14 there to protect that bridge.

15 And that's ongoing with the Gila Bridge, pouring
16 the pier -- forming the pier caps right there. And fortunately
17 we haven't -- we're using the auto signals on that bridge, and
18 we haven't had any traffic issues that we were anticipating,
19 especially with the Pinto Creek, and that was our detour route,
20 and we really haven't had any issues, fortunately.

21 And continuing on, the projects under
22 construction, is their Superior County line, replacing
23 guardrail. That's a really important project, and fortunately
24 we've had very little issues with the traffic control since
25 we're having to take out lanes and replacing part of the

1 guardrail, which has to meet MASH standards now, which is higher
2 and a whole different head assembly on all of the terminal ends
3 on the guardrail. And then we hope to be starting to pave on
4 that in -- once the temperatures get up, probably April, and
5 we'll be paving all the way into June, July, which is really
6 important, because we're having distressed pavement in that.

7 In the town of Clifton, there's the Zorilla
8 Street Bridge. Brian probably knows a lot more about that than
9 I do. And then the 151 Back Country Byway, 191, the drainage
10 improvements, and the Baumkirchner Bisbee roundabout that's here
11 in this town that there should be going toward the end.

12 This is that Superior County line. I thought we
13 had this picture in there. The contractor had to purchase this
14 machine. It's about half a million dollars, from Italy, and
15 it's a rock cutting to put in those -- the posts for the
16 guardrail, because of the amount of rock within US-60. Kind of
17 showing what -- how our maintenance guys have to -- the
18 challenges of all the rock that's within that corridor takes a
19 lot longer time and so on. But they're getting it done.

20 And that's just a picture of improvements on
21 storm drain.

22 That's part of the roundabout that I can get. I
23 think they're advanced. That's an older picture. We've gotten
24 a lot more past that.

25 And these are our proposed projects in

1 development. We have US-60, Waterfall Bridge, and it's supposed
2 to advertise fiscal year '22. That's going to be tied in,
3 hopefully, with the Queen Creek Bridge. Same thing, fiscal year
4 '22. It's still in the bridge group on scoping and design. And
5 O'Carrol Canyon. That's to be advertised in fiscal year '24.
6 Rattlesnake, and emergency flood repair on State Route 366.

7 Pitchfork Creek Bridge, East Willcox, Pintek and
8 so on. I guess I should probably add into here as well is our
9 Tonto Bridge, which looks like that's going to be part of the
10 Governor's, potentially, administered by ADOT and Tonto Basin.
11 That's off our system that we might be managing as well. That
12 might happen or not. I'm not sure at this point in time, but I
13 understand that would be one of our jobs that they would
14 administer during the construction of that bridge.

15 And then I thought I'd add this on there as well.
16 That's showing our largest loader and what of the rock fall that
17 just happened about three weeks ago on US-60 just west of Globe,
18 and fortunately the Pinto Creek Valley Mine -- the Pinto Valley
19 Mine, Capstone was in the queue, and they offered to bring their
20 loader in and helped us remove that rock to get the road open.

21 So safe travels when you're in (inaudible) those
22 canyons, when it's raining in the winter, because rock falls are
23 fairly -- a common occurrence. A lot of people don't see it
24 because our maintenance crews are so quick to use our rock plows
25 to clean off the roads, but it's constantly happening.

1 I'm actually doing to work with our EIT and the
2 geotech group to put in some strain gauges to look and monitor
3 some fissure, fracture planes within the rocks within the
4 canyons there, in Salt River Canyon and then also out of
5 Superior, Devil's Canyon.

6 That's all I have. I'm open to questions for
7 anybody.

8 CHAIRMAN HAMMOND: I have a question. On the
9 Tonto Basin Bridge -- not the basin. The allocation from the
10 Governor, is that going to be sufficient? Do you have an
11 estimate on how much --

12 MR. HARRIS: I have no idea --

13 CHAIRMAN HAMMOND: No idea?

14 MR. HARRIS: -- other than the details about
15 that. Floyd might be able to answer more about that.

16 MR. ROEHRICH: That's what I was going to say.

17 MR. HARRIS: (Inaudible.)

18 MR. ROEHRICH: -- probably have the district --
19 or the state engineer talk, because he's been coordinating those
20 activities, Mr. Hammond.

21 CHAIRMAN HAMMOND: Okay. Okay. Thank you.

22 MR. HARRIS: You got it. Welcome. Thank you for
23 having us. I'll just leave this here.

24 MR. ROEHRICH: Thank you.

25 CHAIRMAN HAMMOND: (Inaudible.) Got a lot going

1 on.

2 Okay. We'll now move on to the consent agenda,
3 and I understand Mr. Roehrich has a comment to make before we --

4 MR. ROEHRICH: Yeah. Thank you, Mr. Chair.

5 On the consent agenda, two quick notes. One,
6 we'll see we did do an addendum to make sure that we had
7 numbered it right. We had -- it had misnumbered as an Item 4,
8 but it's an Item 3. And then specifically on Item 3I, which is
9 also part of the agenda, you'll notice that the low bid is
10 actually under the State's estimate by \$7,022. It is
11 misidentified as over. So administratively, we are just making
12 those corrections, and it is still eligible and qualified to be
13 on the consent agenda. But that's the only clarifications that
14 we have for consent.

15 CHAIRMAN HAMMOND: Thank you.

16 Do we have a motion to approve the subsequent
17 agenda as submitted?

18 MR. KNIGHT: Mr. Chair, move to approve the
19 consent agenda as corrected.

20 MR. ELTERS: Second.

21 CHAIRMAN HAMMOND: Okay. Any discussion?

22 All in favor?

23 BOARD MEMBERS: Aye.

24 CHAIRMAN HAMMOND: Opposed? We have a consent
25 agenda.

1 We'll move on to the financial report. I
2 understand Kristine's not here, but...

3 MR. ROEHRICH: Just give me a minute, Mr. Chair.
4 I'll old and fat. I don't move that fast. If I'd have been on
5 the ball, I would have started moving while you guys were doing
6 your motion.

7 UNIDENTIFIED SPEAKER: Call to the audience?

8 MR. ROEHRICH: Yeah. Did you hear that? Why
9 don't you just say I should have started here from the beginning
10 of the meeting.

11 I do have to send regrets. An issue came up late
12 last night with the CFO, Kristine Ward, that required her to
13 stay back. So I'm a late minute addition.

14 So I do have a couple of points I do want to
15 identify, and then, obviously, she expects to be back next
16 month, and then she'll be able to discuss more the specifics.

17 Oh, I see it. The -- it's getting ready to go.

18 Along with financial report, we are tracking all
19 of the bills that you said as well as the financial impacts to
20 them. There are a number of transportation-related bills.
21 We've been sending you the weekly updates, and we'll continue to
22 do that, and as we gather more information, we'll be able to
23 address those as well. But we're looking at those fiscal
24 impacts as well as impacts to delivering the rest of the program
25 if we get a bunch of projects handed to us at the same time,

1 what our staffing requirements are going to be and that. So the
2 state engineer and his team have been addressing those quite
3 significantly, and Kristine has been looking at them from the
4 financial aspects of it.

5 So just a couple things I want to point out -- or
6 she was pointing out. We are right really on our forecast.
7 Revenues are been pretty consistent, just slightly under
8 forecast, but not to the degree that would impact the current
9 five-year program. But what it does obviously mean, and when we
10 had the study session back in January, there's not a lot of
11 significant growth in revenues in the program to expand the
12 program.

13 There's a couple little things that she presented
14 before and we're continuing to track that as we go through the
15 public hearing process, and eventually lead to when we approve
16 the -- have the Board approve the program in June. But our
17 revenues are steady. The current program is fine. There's
18 nothing impacting that. But we're really seeing just no growth
19 and just basically continuing meeting right on our forecast.

20 And that's pretty much the same for the Regional
21 Area Road Fund in Maricopa County. You're seeing that it's
22 right within the forecast, which again means that there's really
23 no opportunities to make major adjustments to that program as
24 well as they continue to work with MAG and monitor that. So
25 we're basically just staying even as best we can.

1 On the federal program, there was a notice of the
2 BUILD grant, the next round of BUILD grant, and I already know a
3 couple speakers had talked to it before. I think Greg Byres in
4 the MPD report might talk a little bit about that. So we're
5 continuing to strategize on how best we can compete for those.

6 And then as far as the extension of the highway
7 bill, that's still something that does expire, as Kristine had
8 mentioned, later this year, unless there's continuing
9 resolutions or Congress does some actions with that.

10 At this point, that's all really I have to say.
11 There's obviously more that she probably would have gotten into,
12 but you know, obviously you have to wait until next month, or if
13 you have individual questions, you could give her a call or me a
14 call, and we can follow up on any information you need.

15 Mr. Chair, that's all I have.

16 CHAIRMAN HAMMOND: Maybe you can just basically
17 roughly answer to this question. The amount of money the
18 Governor's allocated and versus what's been submitted to access
19 that money, what's the delta?

20 MR. ROEHRICH: Well, the -- I do not know that.
21 I know that we're probably talking more than a couple hundred
22 million dollars worth of all the improvements when you look at
23 adding up all the bills. I don't know if that means they all
24 get into the -- into ultimate approved by the legislation and
25 the Governor signs them into law. But it could be, you know, a

1 couple hundred million dollars worth of additional improvements
2 if -- if everything would get through, you know. I don't know
3 if Greg or Dallas have anything more specific. I -- top of my
4 head, I just don't have what it is, but it's significant.

5 CHAIRMAN HAMMOND: Yeah. I didn't add it up, but
6 it looked like a lot more than available.

7 MR. ROEHRICH: But again, if you remember, those
8 bills -- most of those bills end up coming General Fund money.
9 So it's adding funds to the program. It doesn't reprogram or it
10 doesn't pay what the Board has been acting on. It doesn't do
11 any of that. These are all additive items that either
12 accelerate projects or bring projects in that weren't in there
13 with General Fund money. So it should not impact any of the
14 existing program.

15 CHAIRMAN HAMMOND: That goes to my question on
16 the Tonto Basin. If it's -- if what they put in there doesn't
17 pay for the project, does the project not happen or does ADOT
18 pull it out of their budget if it's been legislated?

19 MR. ROEHRICH: Mr. Chair, I think we'd have to
20 look at what the language of the bill is. Usually those bills
21 are -- they're 100 percent funded by this legislature. If there
22 isn't sufficient funds, we would go back to whoever sponsored
23 the bill or who is the owner of that project -- in this case the
24 county -- and say if there's additional funds needed, they would
25 have to provide it.

1 CHAIRMAN HAMMOND: Okay.

2 MR. ROEHRICH: We don't expect that it's funds
3 that would come out of the program.

4 CHAIRMAN HAMMOND: Thank you for that
5 clarification.

6 Board Member Stratton.

7 MR. STRATTON: I can address that if you'd like,
8 Mr. Chair.

9 CHAIRMAN HAMMOND: Yeah. To the extent Floyd was
10 inadequate --

11 MR. ROEHRICH: Absolutely. If Mr. Stratton has
12 information, that's... I think didn't realize there was only
13 four when we added chairs to that. (Inaudible) only three
14 supervisors, it looks like, so we added chairs, so --

15 MR. STRATTON: So being fairly familiar with the
16 project, it was designed when I was the public works director.
17 I've been in contact with the County, and they've recently had a
18 update of the cost done as soon as last year. And it depends on
19 which bill goes through, the 15 or the 20 million, but they are
20 prepared to help if need be with some money of their own. But
21 it has been their request that ADOT administer the project.

22 MR. ELTERS: Thank you.

23 Floyd, I think you answered my question, or at
24 least a good part of it. But it sounds like most of those bills
25 are going to toward new projects, not existing ones. I don't

1 know how accurate that statement is, but it seems that way.

2 As you track those bills, could you keep an eye
3 on which one of them are for projects that are in the program
4 and which ones aren't so at least we as a board have a feel for,
5 you know, if five projects in the program are getting funded and
6 they're worth X dollars, we know that those dollars will be
7 available for reprogramming? So just curiosity and interest.

8 MR. ROEHRICH: Mr. Chair, Mr. Elters, that is
9 exactly why Kristine is looking at the budget and the financial
10 aspect of and tracking that as well, as Greg is doing through
11 the programming, the director of Multimodal Planning is doing
12 through the programming perspective.

13 So we all understand what the impacts are,
14 because the impacts are not only financial. It's resources as
15 well, because it means more projects for our team to have to get
16 involved in delivering them, what they currently are doing, and
17 so there's a big resource impact, not just financially, but
18 resources as well. We're tracking all of that.

19 MR. ELTERS: Thank you.

20 MR. ROEHRICH: Thank you.

21 CHAIRMAN HAMMOND: Thank you, Ms. Ward. Okay.

22 MR. ROEHRICH: I've got to curl my hair.

23 CHAIRMAN HAMMOND: Okay. We'll move on to Agenda
24 Item 5, with Greg Byers, five-year plan. You going to tell us
25 something new?

1 MR. BYRES: I think you've kind of seen this
2 slide show, but we're going to go through it.

3 So Mr. Chairman, board members, good morning. We
4 are requesting from the Board approval to take forth the
5 tentative five-year program for public hearings. So I'll go
6 through the five-year program.

7 So we're going to go through the background, an
8 overview of the asset conditions, our P2P process, the tentative
9 five-year delivery program, as well as MAG and PAG's program,
10 the airport program, and the next steps going through this
11 process.

12 So as far as background goes, this five-year
13 tentative program was developed collaboratively through the
14 State Transportation Board, all the different transportation
15 divisions as well as our regional partners. It demonstrates how
16 federal and state dollars will be obligated over the next five
17 years. This is approved on an annual basis, with the fiscal
18 year starting on July 1st, and must be a constrained program
19 through the five years.

20 So just a look at the assets of the system
21 itself. As of right now, the value of our system is at
22 \$22.9 billion. However, if it was to be replaced today, we're
23 talking somewhere in the neighborhood of \$300 billion.

24 We're going to go through the different parts of
25 the infrastructure, including bridge -- bridges and pavement.

1 So as we go through it, we've broken down the conditions of
2 those assets in good, fair and poor. So for bridges, if it's in
3 good condition, it's -- the primary structure components have no
4 problems or only have minor deterioration. If it's in fair
5 condition, its primary structural components are sound but have
6 some concrete deterioration or erosion around the piers or
7 abutments that are caused by scour. And if it's in poor
8 condition, we have advanced concrete deterioration, scour or
9 serious affected primary structure components. A poor condition
10 bridge is not unsafe. If it is unsafe, we close those bridges.

11 So as of 2018 data that we have, we're currently
12 looking at 59 percent of the bridges are in good condition, 40
13 percent are in fair condition, and we have 1 percent that is in
14 poor condition.

15 For our pavements, again, we break it into good,
16 fair and poor. For a good pavement, it's a smooth road surface
17 with little cracking and no ruts or potholes. For fair
18 condition, it's moderate amounts of cracking that lead to
19 increased roughness of the road surface, has shallow ruts in the
20 wheel path. Poor condition, there's numerous cracks, it's a
21 rough road surface, ruts in the wheel path, potholes and
22 disintegration of the road surface.

23 So we break down our pavements into three
24 different criteria. The first one as being interstates, and for
25 our interstate roadways, we're at 53 percent good, 46 percent

1 fair, and 1 percent poor. Federal Highway requirements in our
2 asset performance measures, we're looking at having a maximum of
3 5 percent poor is -- that's as far as we can go. So we're well
4 below that 5 percent at this point.

5 Looking at the national highway system,
6 pavements, we are at 35 percent good, 62 percent poor or fair,
7 and 4 percent poor. And again, that's for all of the national
8 highway system pavements.

9 For our non-NHS system, we're at 23 percent good,
10 71 percent poor -- or fair, and 6 percent poor. And if you look
11 at those trends, they're not going in the direction that we'd
12 really like to see them go. Hopefully we'll be working with
13 that, but it's -- actually comes down to funding as we go
14 forward.

15 So as we go through the rest of the presentation,
16 we need to start addressing the different investment categories.
17 So we've broken those into three different categories. We have
18 preservation, modernization and expansion. This gives you a
19 definition of what those are. Preservation is investment to
20 keep the pavement smooth and maintain bridges. Modernization
21 takes on non-capacity investment improvements, mostly safety and
22 operations, and expansion is just that. It adds capacity to the
23 highway system.

24 Going through our P2P system, we actually take
25 and break down preservation a little bit further. We break it

1 down into the pavements and bridge, and this gives you a little
2 bit -- a little better idea of the different criteria that we're
3 looking at was we go through those different investment
4 categories. I won't read those off, but it kind of gives you a
5 better -- a little better idea.

6 As far as the five-year program goes, this is
7 what it's going to look like. The green is our preservation
8 projects. The reddish color is a -- the modernization projects.
9 The purple in there is our development costs. The yellow is
10 planning costs, and the blue is our expansion projects. That
11 black horizontal line that you see going across there is our
12 target value for preservation. And you can see the blue arrows
13 down below it have the differential between what we're looking
14 at in each of those years between our target and what we're
15 expected to take and put forth in preservation. If you look in
16 '23, we've actually exceeded that value in this current five-
17 year program, as well as in '25.

18 MR. ELTERS: Mr. Chairman.

19 CHAIRMAN HAMMOND: Yes.

20 MR. ELTERS: Greg, I know you probably won't have
21 the answer to this, but it's a thought, and maybe you could come
22 back with some insight.

23 Looking at the bridges as well as the interstate
24 and the trend, between 2010 and 2020 we've dropped about 20
25 percent, from somewhere in the upper 70s to somewhere in the

1 upper 50s. Given the increase that we're putting into system
2 preservation in '21 through '25, is there a feel of the
3 relationship between that increase and what's that going to do
4 with the system as far as at least stopping the decrease and
5 maybe even reversing that trend?

6 MR. BYRES: So Mr. Chairman, board member, it --
7 one of the things that we're doing right now is we're actually
8 going through a process, and it will be in place next year when
9 we're coming through this same process.

10 One of the things that we're doing is we're
11 looking at changing up how we're selecting projects. This is
12 actually being mandated by Federal Highway, and instead of
13 basically going through a worse first scenario, we have to go
14 through a life cost analysis. So we're actually implementing a
15 whole new pavement program, pavement management system, as well
16 as a bridge management system, that will take and help us to
17 determine exactly which bridges, which projects are the most
18 efficient, most effective use of our dollars as we go through
19 the entire system. So that's one of the biggest changes that
20 we're getting ready to make.

21 One of the good things that this -- both of these
22 systems will do is they'll allow us to start running scenarios
23 where we can do just exactly -- answer the question you just
24 asked, to see exactly where those trends are going, whether or
25 not we start making increases in the system or at least give us

1 the dollar values that it's going to take to reverse that trend.
2 So that's -- we're in there right now. We're doing the testing
3 on both of those systems today. So we're trying to put those
4 together so they will be up and running and accurate for our
5 next round of five-year programing.

6 MR. ELTERS: Thank you, Mr. Chair.

7 MR. BYRES: As we go forward, one of the reasons
8 that we utilize our P2P process as we see it today, and it will
9 still be in use even with these pavement and bridge management
10 systems as we go forward, we use those to prioritize our
11 projects basically due to funding. We have a finite amount of
12 funding, and we're looking for the highest values with the
13 greatest need.

14 We also have performance measures that we have to
15 satisfy for Federal Highway, as well as our own performance
16 measures that we go through on an annual basis, as well as short
17 terms to see where we're going in the process.

18 And then, of course, we have compliance with the
19 objectives and goals of the Long Range Transportation Plan,
20 which is approved by this board.

21 There it is.

22 In that P2P process, again, like I said, we'd
23 broken it down into pavement preservation, bridge preservation,
24 modernization, expansion. This kind of gives you an idea of,
25 one, it's the values that we're targeting, for each of those,

1 but it gives you also an idea of some of the objectives in our
2 scoring that we put forth through the P2P system. And you can
3 see that it's not the same in all four categories, because they
4 have different criteria as we go through it. So it's -- it's
5 all dependent.

6 One of the big things that we've done through the
7 years with the P2P is take and work that different scoring
8 mechanism to reflect exactly what it is, what our goals are and
9 our objectives to make sure that we're hitting those targets.

10 Once we take those projects and -- that are
11 prioritized, we take and compare them back through the goals of
12 the Long Range Transportation Plan. We implement those along
13 with MAG and PAG, put them into the five-year program, and
14 that's what's coming through to the -- with the tentative
15 program that we have today.

16 This is a look at a comparison between last year
17 and this year for the five-year program. This is the entire
18 program, which includes MAG and PAG, that has 40 percent in
19 preservation, 48 percent in expansion, and 12 percent in
20 modernization, as compared to the 2020-2024 five-year program.
21 You can see that it's staying pretty much about the same as we
22 go forward.

23 When we take and isolate out just the Greater
24 Arizona portions of the state, that's still -- little -- little
25 different look to it. We've got 67 percent in preservation, 12

1 percent in expansion, and 21 percent in modernization.

2 So as we get into FY '21, this is a look at our
3 expansion projects. We've got a project on SR-69. That's the
4 Prescott Lakes Parkway. We also have the project on I-17,
5 Anthem to Sunset Point. We -- also looking at the I-10 project.
6 That's being broken up into actually two separate projects.
7 There's the Gila River Bridge, and then the first segment of the
8 I-10 widening.

9 What we've got in the program right now is broken
10 up into \$60 million, which 10 of that is for design, 50 of it is
11 for construction. There's also an additional 28 million that is
12 coming out of the executive recommendation for the Gila River
13 Bridge itself through there. And then there's also a
14 9.8 million recommendation for broadband, which we're -- is put
15 in as actually -- we're calling that safety corridor funding.
16 That was coming through the Governor's office.

17 As we get into '22, we only have one project that
18 we're looking at. Again, this is completion of I-17 or follow-
19 up of I-17, not completion.

20 And then in '23, we're looking at the first
21 segment of our I-10 project. Again, this is a widening between
22 Phoenix and Tucson through the Gila River Indian Community.

23 In FY '24, we've got the Kingman TI that we're
24 looking at on US-93.

25 In '25, there is currently no expansion projects

1 that we have in the program.

2 MR. ELTERS: Mr. Chair.

3 CHAIRMAN HAMMOND: Yes. Board Member Elters.

4 MR. ELTERS: May I?

5 I wanted to stop Greg earlier and make the point
6 that this is a good place as any. So FY 2025, no expansion
7 projects. For everybody in the audience, that means no new
8 projects, no widening, no major projects, and while it's great
9 that we hear about these various bills going through the
10 Legislature now, and likely will -- some of them will be
11 enacted, and we'll get some money from the Treasury into
12 transportation. That could all change next year if the economy
13 changes, and we've been -- we went through that before, about
14 12, 13 years ago, between '06 and '08, and then the downturn in
15 the economy.

16 I guess my point is here, as you present your
17 need and share your thoughts with this board, to just keep in
18 mind that this board gets to allocate what's available, and the
19 Board will not be allocating any projects in 2025 because there
20 will not be any money for expansion. So as you interact -- and
21 I'm not advocating for it. I'm only suggesting that as you
22 interact with -- whether you're just a citizen of any community
23 or an elected official, as you interact with your Legislature
24 and others, Governor's office, you may want to just point that
25 out. That one shot, one-time shot in the arm isn't going to

1 meet the need and reverse the trend. We need a sustainable
2 revenue stream. Thank you.

3 MR. STRATTON: Mr. Chair.

4 CHAIRMAN HAMMOND: Well said.

5 Board Member Stratton.

6 MR. STRATTON: Greg, of the Greater Arizona
7 money, what percent is on freeways?

8 MR. BYRES: I don't have that number right off
9 the top of my head. I can certainly get that for you. It's --
10 I just --

11 MR. STRATTON: I believe I asked that question
12 last meeting, also.

13 MR. BYRES: Yes, and we've -- in putting
14 everything together, we're just now getting the projects
15 themselves sorted out. So I don't have that number for you.

16 MR. STRATTON: I'd appreciate it next meeting.

17 MR. BYRES: I will --

18 MR. STRATTON: And also, I'd like to know how
19 many lane miles on the freeway and how many lane miles of other
20 roads in Greater Arizona are there in comparison?

21 MR. BYRES: I can certainly get you that.

22 MR. STRATTON: Thank you.

23 MR. BYRES: Yeah.

24 MR. KNIGHT: Mr. Chair, just trying to add to
25 Mr. Elters' comment. You know, we hear from the Legislature

1 that because there is a surplus of money now, that they are
2 anticipating looking at tax cuts and giving money back and, you
3 know, I think it's come to us as private citizens to remind them
4 that when it was tough times and we were in a recession, they
5 swept our money, and our roads have continued to deteriorate
6 ever since then and because of that.

7 Now that there's an excess, they should be
8 looking, in my opinion, and it's going to take us as citizens to
9 remind them that maybe it's time now to look at a revenue stream
10 to replace -- to help replace the money that they swept for all
11 those years that have led to our roads being in the condition
12 that they're in, and if we had more money for pavement
13 preservation, then we would have more money for expansion and
14 modernization.

15 But in my opinion, giving it back to us in tax
16 cuts so we can ride on roads with potholes everywhere is just
17 not a commonsense answer. And so it's going to take us as
18 citizens speaking to our Legislature to say, look, we don't want
19 the money back. We want you to use it where it needs to be
20 spent, where you took it in the first place, and that's to our
21 highway infrastructure. Thank you.

22 MR. SELLERS: Mr. Chair.

23 CHAIRMAN HAMMOND: Board Member Sellers.
24 Ex-Board Member Sellers.

25 MR. ROEHRICH: Soon-to-be-ex-board member.

1 CHAIRMAN HAMMOND: Soon.

2 MR. SELLERS: Yeah. And I'd just like to also
3 make a point that one-time money makes nice headlines, but it
4 does not give us a plan for the future and does nothing to
5 maintain our system.

6 CHAIRMAN HAMMOND: Thank you. Enough said on
7 that, and I think you would welcome some more money, Greg,
8 right?

9 MR. BYRES: Oh, yes.

10 So we'll continue on. This is what it looks like
11 in our development years. They go out from 2026 through 2030,
12 and we're pretty much just staying an even keel with the
13 majority of the funding being utilized for preservation.

14 In the MAG region, what you're looking at here is
15 a map that shows all of the projects that MAG currently has.
16 This is basically all of the projects that came through the
17 rebalancing that was approved by MAG in September. That's the
18 latest information that's been approved by MAG, or by the
19 Regional Council anyway. So that's exactly what we have in the
20 program as of right now.

21 As far as PAG goes, these are the projects that
22 they currently have in their tip that are going forward in the
23 program. So they've got several projects. They have projects
24 on I-19, I-10, SR-77, as well as projects on 210.

25 As far as aeronautics go, we have their tentative

1 program. They have basically three programs that they're
2 putting forth. We have the federal/state/local program that's
3 being funded at \$5 million, the state/local program that's being
4 funded at \$10 million, and then we have the APMS, or the Airport
5 Pavement Management System, which is at \$7 million. Grand
6 Canyon Airport is also being funded at \$15 million, and state
7 planning services at 1.1 million, for a total of \$38.1 million.

8 Next steps, with approval of this tentative
9 program to go forth for public hearings, we will have a public
10 hearing in Marana on March 20th, in Flagstaff on April 17th, and
11 in Phoenix on May 15th. There will be a study session held June
12 2nd in Phoenix to go through the comments that we have developed
13 through the public hearings. We'll present the final program
14 June 19th in Payson, and the program's to be delivered to the
15 Governor by June 30th for the start of the fiscal year, which is
16 July 1st, 2020 -- 20 -- yes.

17 So with that, if there's any other questions.

18 MR. ELTERS: I think you meant to say for the
19 fiscal year 2021, right?

20 MR. BYRES: 2021.

21 MR. ELTERS: And with that, I so -- I move for
22 approval.

23 CHAIRMAN HAMMOND: We're not moving right now
24 on -- this is just for information.

25 MS. PRIANO: No.

1 MR. BYRES: No. This is a motion. So I went
2 ahead --

3 CHAIRMAN HAMMOND: Oh, okay.

4 MR. BYRES: -- and prepared a statement for you.

5 CHAIRMAN HAMMOND: Oh, excuse me. I can't read.
6 Maybe the type should be bigger.

7 Okay. Motion to approve the tentative 2021-'25.
8 Did you make a motion?

9 MR. ELTERS: I did. I make a motion to approve
10 the 2021-2025 Five-Year Transportation Facilities Construction
11 Program for public hearings and comment.

12 MR. KNIGHT: Second.

13 CHAIRMAN HAMMOND: Okay. More discussion?
14 Comments?

15 All in favor?

16 BOARD MEMBERS: Aye.

17 CHAIRMAN HAMMOND: Opposed? Okay.

18 MR. ROEHRICH: Mr. Chair, I would just like to
19 verify. Mr. Thompson, were you able to hear that motion?

20 MR. THOMPSON: Can you hear me?

21 MS. PRIANO: Yes. Yes.

22 MR. THOMPSON: I'm an aye.

23 MR. ROEHRICH: Thank you, Mr. Thompson. Thank
24 you, Mr. Chair.

25 MR. BYRES: Thank you.

1 CHAIRMAN HAMMOND: Thank you, Greg.

2 MR. THOMPSON: Did you get that?

3 MR. ROEHRICH: Yes. Yes. Thank you,
4 Mr. Thompson. We recorded you as an aye for the motion --

5 MR. THOMPSON: Yes.

6 MR. ROEHRICH: -- to move forward with the
7 tentative program.

8 CHAIRMAN HAMMOND: Okay. Greg, you're still in
9 the hot seat under Agenda Item 6, Multimodal Planning Division.

10 MR. BYRES: So Mr. Chairman, board members, I
11 just have a couple things I wanted to go through. First off, I
12 do have some lane mile numbers for you. In 2018 we had
13 interstate miles, there's center line miles, we have 1,168.5.
14 For lane miles on interstate, we have 5,175.5. I don't know if
15 you're interested, but if we go through our -- I don't have --
16 oh, on our NHS system, we have -- center line miles, we have
17 3,194.1. And for our lane mileage, we have 12,936.2.

18 MR. STRATTON: Thank you.

19 MR. BYRES: There's a couple things I'd like to
20 go through with the Multimodal Planning report. The first one
21 is we currently have a INFRA grant notice of funding opportunity
22 that is out. It is due February 25th. We are in the process of
23 putting together an application. That application would be for
24 a segment of I-10. It would be for a 13-mile segment that
25 stretches from the Gila River Bridge to State Route 387. It's

1 13 miles, and it would also include the Gila River Bridge in
2 that application. So the total ask in the application is
3 \$102 million. So we're putting that forth for the INFRA grant.

4 As Floyd had mentioned earlier, Federal Highway
5 just came out with their BUILD grant notice of funding
6 opportunity earlier this week. So we will start pursuing that
7 as well for potential applications.

8 We did have a report out with Federal Highway on
9 our BUILD grants that we had submitted last round. We had two
10 BUILD grants that we put in. One of them was for US-191. The
11 other was for 95, and from the information that we were given on
12 both of those, on the 191 application, the application itself
13 scored the absolute highest marks it could going through the
14 entire evaluation process. There were 666 grant applications
15 that were put in for the BUILD grant. Of those, 270 made it to
16 the secretary's desk. Of that, 70 -- 75 were actually approved
17 for funding. Unfortunately, 191 made it all the way to the
18 secretary's desk with the highest ratings but just was not
19 selected. There was not enough funding and consequently was not
20 selected.

21 The 95 submittal that we put in was not scored as
22 high. It did not make it up from the first round up into the
23 second round, but it was later pulled from the first and
24 actually placed on the secretary's desk. So it was one of those
25 270 that did make it up to the secretary's desk, but again, due

1 to funding constraints, it was not selected as well. So it was
2 good. We had very good reviews on our applications that we did
3 submit. So it was very good information. It was very good news
4 that we received, but unfortunately, we just were not funded
5 with those applications.

6 MR. KNIGHT: Mr. Chair. When did you say that --
7 the INFRA grant that was due -- they're due sometime this month?

8 MR. BYRES: It's due the 25th of February.

9 MR. KNIGHT: Thank you.

10 MR. BYRES: And there's several other entities
11 across the state that are submitting for INFRA grant, so...

12 That was pretty much what I had for...

13 One of the other things I would like to do is you
14 all had received copies of the tentative program, and if you
15 take a look another those, it's a whole different format than
16 what we've had in the past. So one of the reasons for that is
17 because we're -- we actually are stepping into the 21st century
18 and trying to make everything a little bit more open to the
19 public, very front facing, and so one of the things that's
20 really nice about the program that we now have, it is reflected
21 in an interactive map. So you can actually just go to a map.
22 You can click any -- anywhere on that map and pull up
23 information that's right there that is in the tentative program.
24 It's really slick. It has some really nice features, and Bret's
25 kind of going to do a little doing and pony show for you to show

1 you how that works.

2 MR. ANDERSON: So first of all, I'd like to try
3 to show you how to get there. So if you -- all you need to do
4 is get to -- get to ADOT's web page. So if you get to our home
5 page, I'll just click on -- okay. So there's what -- you would
6 type in ADOT on Google, and it would -- this software works best
7 in Chrome, Google Chrome, and that's the best product for it.

8 Click on ADOT, and then click on this Planning,
9 and then go down here, click on this Transportation Programs --
10 oh, excuse me -- this Transportation Programing. Click on that,
11 and then there's another tab in here that says State
12 Transportation Improvement Program. Click on that STIP, then
13 click on this little link right here. It says eSTIP, the very
14 top bullet. Click on that, and that will bring up the list of
15 projects. And so here's the projects that are currently
16 approved in the 2019 STIP.

17 One thing that is -- that I would like to point
18 out on this is the Board -- you guys do a lot of work, and you
19 help -- we appreciate the work that you do. And you -- and our
20 program and our book is good for about a month, but then come
21 July and August, you approve new projects and we have to go to
22 the book, and then you have to go to the (inaudible) page. But
23 this tool that you have here, you'll be able to pull things up.
24 Each project you pull up -- each project, it will have the
25 latest and greatest information on site. So that's something

1 that we're really excited to have happen.

2 As Greg was talking about -- I don't want to take
3 too much time -- here's an interactive map. You can click on
4 this map and then zoom right to the projects that you're going
5 to try and go to. (Inaudible.) It does take a second
6 (inaudible) information. So that pulls up that specific
7 information. Something that's (inaudible) 2019. It's a
8 \$1.2 million pavement pres. project. And you can click on this
9 TIP ID right here, and it brings up -- exactly that page that
10 you have in your book.

11 And so that's -- that's what we're trying to go
12 to, and hopefully as each of you maybe bring your tablets, or if
13 you haven't, we'll still provide the hard copies of things.
14 We'll still be able to do that, but that document that you have
15 there was 300 pages, and the idea is to be able to bring things
16 to an electronic format to be able to (inaudible).

17 That's pretty much all I had. There is some --
18 you can click on this, look at the funding history, where it's
19 been, the amendment history, if that's anything that's happened
20 with that project. Looks like there's just been one version.
21 It's a simple pavement pres. project. So there's many pages of
22 that, and then you just click the back button to get back to the
23 main screen.

24 And that's -- that's pretty much it. So if you
25 have any questions, I'll be glad to answer them.

1 MR. BYRES: Thank you, Bret.

2 One of the big things is, again, just for
3 transparency's sake, this is open to the public. Anybody can
4 access this information. So it's -- it makes it very simple,
5 and as Bret was saying, as things are updated, as -- as a matter
6 of fact, we're getting ready to do PPAC right now. As the Board
7 approves it, we go through, it is instantly updated. So all of
8 this information is instantaneous for -- not instantaneous, but
9 at least fairly quickly updated.

10 And with that, that's the end of my report.
11 Thank you.

12 CHAIRMAN HAMMOND: Okay. Thank you.

13 Agenda Item 7, PPAC.

14 MR. ELTERS: Sir? Mr. Chairman.

15 CHAIRMAN HAMMOND: I'm sorry.

16 MR. ELTERS: Could I just follow up?

17 CHAIRMAN HAMMOND: Sure.

18 MR. ELTERS: Greg, on the INFRA grant --

19 MR. BYRES: Yes.

20 MR. ELTERS: -- those are, I believe, larger
21 grants, and there are fewer of them, and so in -- last year
22 there was only one application from this state, and it was from
23 ADOT.

24 MR. BYRES: Correct.

25 MR. ELTERS: And it was successful. Matter of

1 fact, very successful.

2 MR. BYRES: Yeah.

3 MR. ELTERS: However, the BUILD grants are
4 understood -- or are expected to be somewhat smaller, meaning
5 20, 30 versus 100 --

6 MR. BYRES: Correct.

7 MR. ELTERS: -- generally in that order, I
8 suppose. And there were multiple applications from Arizona. I
9 believe last year or the year before we had request of the Board
10 to endorse an application from one of the communities, and I'm
11 just wondering if we should discuss that at some point, the fact
12 that this is just starting, the application period, and maybe
13 just decide if we want to endorse applications from the
14 communities that would be competing with the applications that
15 ADOT would be putting in, and if so, would we do it just with
16 anybody who asks? That's just one comment.

17 The other is the question, and that is as you
18 look ahead and evaluate the applications under this round, would
19 SR-191 and US-95 be included and considered again or how do you
20 -- what's the approach on that?

21 MR. BYRES: Mr. Chairman, board members, yes.
22 There's -- since we did so well with the scoring on 191 and on
23 95, we're -- we will look at seeing whether or not we wanted to
24 put those in again.

25 We have a -- basically a grant committee that's

1 made up of leadership within ADOT that takes and evaluates all
2 of the different projects and whether or not we do put a project
3 forward for a grant or not. We have a standardized process in
4 which we take and do those evaluations. Normally, if we do, we
5 do request support letters from -- mostly from our -- from the
6 Congressional districts, our delegation from the State as well
7 as Governor's office and so forth. That's the norm of what
8 we've been doing in the past.

9 MR. ELTERS: Thank you.

10 MR. KNIGHT: Mr. Chair.

11 CHAIRMAN HAMMOND: Go ahead.

12 MR. KNIGHT: Greg, what's the -- since you've got
13 a grant committee, what's the deadline for them to receive
14 information from a particular project, if we're trying -- if MPO
15 or county is endeavoring to enhance your ability to score and
16 get a better score when you do turn in the grant, so what would
17 be the deadline for that information to come to your grant
18 committee?

19 MR. BYRES: Mr. Chairman, Board Member Knight, we
20 don't have a deadline, per se. If somebody is going to put in
21 for a BUILD grant or an INFRA grant or anything like that, we --
22 and there's multiple other grant opportunities. It's just that
23 these two are the primary transportation grants that we look at.
24 If anybody else wants to do it and wants support or for the
25 State to help in submitting those, as long as we have

1 information 30 days prior to the deadline, we will do everything
2 in our power to help them out. We actually have -- on our
3 website, we have an application for being able to do that.

4 As far as supplementing one -- information that
5 we're submitting, ADOT is submitting, as soon as we come to the
6 conclusion that we are going to submit, we get a consultant on
7 board, and our grant administrator starts contacting people
8 immediately so that we can -- any of the stakeholders that may
9 be involved in that project will get contacted to see if there's
10 any kind of input that we could utilize.

11 MR. KNIGHT: Okay. Thank you.

12 CHAIRMAN HAMMOND: Okay. I think we're ready to
13 move on to Item 7, the PPAC items, for discussion and possible
14 action.

15 MR. BYRES: Thank you, Mr. Chairman, board
16 members. We have three items for PPAC today, and so we'll go
17 ahead and take each one of those separately.

18 So the first one is Item 7A, and this is a
19 request for an increase in budget. This is SR-347 is the name
20 of the project, and we bring this forward with a recommendation
21 for approval.

22 MR. KNIGHT: Mr. Chair. One quick question,
23 Greg. The -- this is a -- MAG is requesting the change orders,
24 so they're responsible for the -- if I read it correctly,
25 they're going to be responsible for the increase?

1 MR. BYRES: Let me check that real quick. Yes.
2 It is -- it is all MAG funded.

3 MR. KNIGHT: Okay. Thank you.

4 CHAIRMAN HAMMOND: Is that a motion?

5 MR. KNIGHT: Yes. Move to approve.

6 MR. ELTERS: I second.

7 CHAIRMAN HAMMOND: Okay. We have a motion by
8 Board Member Knight, second by Board Member Elters. Any more
9 discussion?

10 All in favor?

11 BOARD MEMBERS: Aye.

12 CHAIRMAN HAMMOND: Opposed?

13 MR. THOMPSON: Aye. That's an aye.

14 MR. ROEHRICH: Yeah. Mr. Chair, just to
15 acknowledge. Thank you, Mr. Thompson. Mr. Thompson did vote
16 aye on Item 7.

17 MR. BYRES: Mr. Chairman, next item is 7B. This
18 is a project on I-10, US-191 TI, and this is a request for
19 deletion of the project. And again, we bring this forward with
20 a recommendation for approval.

21 MR. STRATTON: Move to approve.

22 MR. KNIGHT: Second.

23 CHAIRMAN HAMMOND: We have a motion by Board
24 Member Stratton, a second by Board Member Knight for approval of
25 Item 7B as in presented.

1 All in favor?

2 BOARD MEMBERS: Aye.

3 CHAIRMAN HAMMOND: Opposed? Okay. Next project,
4 Item 7C.

5 MR. BYRES: So this is -- this project is on
6 SR-77. This is McGee left turn lanes. This is a PAG project
7 which is funded by the PAG RTA, and this is to establish the
8 design of that project. And again, we bring this forward with a
9 recommendation for approval.

10 MR. STRATTON: Move to approve Mr. Chairman.

11 MR. ELTERS: Second.

12 CHAIRMAN HAMMOND: Okay. We have a motion by
13 Board Member Stratton, a second by Board Member Elters for
14 approval.

15 All in favor?

16 BOARD MEMBERS: Aye.

17 CHAIRMAN HAMMOND: And that will be set for Item
18 7C. Thank you.

19 MR. BYRES: Thank you.

20 CHAIRMAN HAMMOND: Okay. Thank you, Greg. You
21 were in the hot seat for three items.

22 All right. Dallas Hammit, state engineer's
23 report.

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

25 Currently the -- we have 79 projects under

1 construction, totaling 1.7 -- almost .73 billion dollars. In
2 January we finalized 10 projects totaling 17.8 million, and year
3 to date, we have finalized 64 projects.

4 A couple updates. One, SR-260, we have selected
5 a consultant on that project. WSP is the consultant that went
6 through the process. We are working to negotiate the contract,
7 and what I've asked the team to do, to do a limited notice to
8 proceed, which gives initial money that they could start early
9 while we're negotiating the big contract. So we're not waiting
10 to get everything done before we start it. So they are working
11 towards that.

12 There was a question on Tonto Basin. We were
13 asked to do an estimate. Our estimate that we presented for
14 construction only was \$22 million. If you add in
15 administration, we got in some contingencies, what we submitted
16 to the Governor's office was in the neighborhood of 27 to
17 28 million dollars. And I was leery on that, because I've been
18 at this board the last three meetings, and this one is not an
19 exception, where I missed it by a 100 percent. So -- and this,
20 again, it will be in a rural area that it will be hard to get
21 materials. Not as much as some of the others, but again,
22 it's -- it will be challenging. So to answer that question, the
23 -- if you add administration and everything else, we were
24 concerned with that cost.

25 CHAIRMAN HAMMOND: Board Member Stratton.

1 MR. STRATTON: Dallas, I noticed in one of the
2 bills Representative Cook designated the Bar X crossing as the
3 site of bridge. When Gila County did the study, came up with
4 the store crossing as the best site, and that's what the design
5 and environmental studies have been done for. Would that site
6 be used, the store crossing? That's what I was speaking to
7 earlier, thinking the store crossing. Will that bill be
8 reconciled back to the store crossing, or will it be designated
9 Bar X where they would have to start from ground zero with
10 environmental and design all over again.

11 MR. HAMMIT: Mr. Chairman, Member Stratton, I've
12 been focusing on the Gila County submittal, so I may not be
13 fully up to date on what other ideas -- all of the reviews that
14 we have done have been on the work Gila County has done to date.
15 We are working with them and their consultant to look to update
16 the environmental document and to work a -- the 404. The 404
17 was never submitted. They had some other work. At one time
18 they were going to do two projects. They could fund one. They
19 got the 404 for that one, but for this bridge, it had not been
20 submitted. So we're working with them to help expedite as much
21 as we can that process to go through the 404, and then the
22 environmental. A lot of it will be working with the forest.

23 MR. STRATTON: Thank you.

24 MR. HAMMIT: There were -- Mr. Chairman, if I
25 may, there was another question I think Mr. Elters asked on

1 money on currently -- proposed on currently funded projects. I
2 do have two. There -- both of them are in the MAG region on
3 I-10. They -- there's a project on west I-10 so near Buckeye.
4 There was money proposed on it, and then additional money for
5 the Broadway Curve.

6 On both of those cases, there's funding
7 challenges. So if they fund that, it wouldn't free up funds.
8 It just helps complete a shortfall in funding. There may be
9 others that I'm not aware of. I can -- we can look at that
10 more, but I did know of those two that have come through. But
11 again, they wouldn't free up money. It just fills a hole that's
12 in place today.

13 And that's all I have for the state engineer's
14 report.

15 CHAIRMAN HAMMOND: Thank you. Dallas. Where are
16 we now? We are on Agenda Item 9, construction contracts.
17 Dallas.

18 MR. HAMMIT: Thank you, Mr. Chair, and thank you,
19 Board, for approving the five projects on in the consent agenda.
20 I haven't had five in consent in a long time, so that was good
21 news. There are still five that we need to address.

22 I do want to, you know, point out that Item 4I,
23 we got within \$7,000 on 15 million. So we hit that one pretty
24 close. We haven't been that close in a long time.

25 So with that, year to date, we are within 5.5

1 percent of the engineer's estimate, but again, a big part of
2 that was the Tucson project, the Ruthrauf project that came in
3 way under. So it is a little misleading in there.

4 Moving on to the first project for justification,
5 Item 9A, if that works for the Chair, it is a bridge
6 rehabilitation project. On that project, the -- let me get the
7 slide going, catching up with me. The low bid was \$736,965.
8 The State's estimate was \$1,116,443. It was under the State's
9 estimate by 379,478. If -- this is -- project is a repair
10 project where we used (inaudible) stringing of girders that have
11 been hit, either a high load or something hit our girders, and
12 we need to repair it. We got better than expected pricing on
13 that. The Board -- or the department has reviewed the bid and
14 believes it is a responsive and responsible bid and recommends
15 award to J. Banicki Construction.

16 MR. STRATTON: So moved.

17 MR. KNIGHT: Second.

18 CHAIRMAN HAMMOND: Okay. We have a motion to
19 approve by Board Member Stratton, a second by Board Member
20 Knight for Item 9A. Any more discussion?

21 All in favor?

22 BOARD MEMBERS: Aye.

23 CHAIRMAN HAMMOND: Opposed?

24 Okay. Item 9B.

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

1 Item 9B is a deck replacement project. The low
2 bid on this project was \$5,662,168. The State's estimate was
3 \$4,722,317. It was over the State's estimate by \$939,851, or
4 19.9 percent. We saw higher than expected pricing pretty much
5 on all of our bridge items and then our concrete approach items.
6 But in reviewing the project, the department believes it is a
7 responsive and responsible bid and recommends award to Vastco,
8 Inc.

9 MR. THOMPSON: Chairman, I would move for
10 approval.

11 MR. ELTERS: Second.

12 CHAIRMAN HAMMOND: Okay. We have a motion for
13 approval from Board Member Thompson, a second from Board Member
14 Elters for approving of Item 9B. Is there any more discussion?

15 All in favor?

16 BOARD MEMBERS: Aye.

17 CHAIRMAN HAMMOND: Opposed? Okay.

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

19 Item 9C is a bridge rehabilitation. We're doing
20 some repair work around this structure on I-40. The low bid was
21 \$359,631. The State's estimate was \$282,090. It was over the
22 estimate by \$77,541, or 27.5 percent. We saw higher than
23 expected prices in the traffic control and some of the repair
24 work along the bridge. But in review of the bids, the
25 department believes it is a responsible and responsive bid and

1 recommends award to Fann Contracting.

2 CHAIRMAN HAMMOND: This one going to die for lack
3 of a motion?

4 MR. KNIGHT: Move to approve.

5 CHAIRMAN HAMMOND: Okay.

6 MR. ELTERS: Second.

7 CHAIRMAN HAMMOND: All right. We have a motion
8 for approval from Board Member Knight, second from Board Member
9 Elters to approve Item 9C. Any more discussion?

10 All in favor?

11 BOARD MEMBERS: Aye.

12 CHAIRMAN HAMMOND: Opposed? The motion carries.
13 Okay. Item 9D.

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

15 Item 9D is a bridge deck replacement project on
16 State Route 73. On this one the low bid was \$3,772,173. The
17 State's estimate was \$1,913,508. It was over the State's
18 estimate by \$1,858,665, or 97.1 percent. We saw higher than
19 expected pricing in the removals of the structural concrete, the
20 concrete and the structural concrete.

21 We went and looked at it closer. There was only
22 one bid on this project. They're saying it is remote. They
23 would have to house their crews. Just a workforce challenge.
24 It was part of the problem.

25 In talking to industry, we're looking at other

1 options. There are techniques where we could do a cast in
2 place, where we build deck segments and do a segmental
3 replacement. We're looking at that option. That way we don't
4 have the labor challenges in remote areas. We could do it and
5 move it in. But we are looking for other options, and with
6 that, we would request the Board to reject all bids, and the
7 department would bring it back at a later time.

8 MR. THOMPSON: Chairman, I would like to know
9 exactly what the time we're talking about to bring it back to
10 the Board.

11 MR. HAMMIT: Mr. Chairman, Mr. Thompson, in --
12 right now we don't have that date. We're looking at different
13 options to re- -- redesign it and then to rebid it, but I would
14 know that within a month. But until I know what option we would
15 use to restructure it, I don't have the answer at this time.

16 CHAIRMAN HAMMOND: Okay.

17 MR. THOMPSON: Chairman, with that, I'd like to
18 move for approval, rejecting the bid.

19 MR. KNIGHT: Second.

20 CHAIRMAN HAMMOND: Okay. We have a motion for
21 approval from Board Member Thompson, a second from Board Member
22 Sellers to reject all bids under Item 9D. Any more discussion?

23 All in favor?

24 BOARD MEMBERS: Aye.

25 CHAIRMAN HAMMOND: Opposed? Motion carries.

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

2 CHAIRMAN HAMMOND: 9E.

3 MR. HAMMIT: The last item, this is a roadway
4 widening project in Mohave County. This project, the low bid
5 was \$1,742,759. The State's estimate was \$1,496,438. It was
6 over the State's estimate by \$246,322, or 16.5 percent. We saw
7 higher than expected pricing in the roadway excavation and in
8 the asphalt concrete itself. We have reviewed the bids and
9 believe it is a responsive and responsible bid and recommend
10 award to Show Low Construction, Inc.

11 MR. KNIGHT: Mr. Chair, move to approve.

12 MR. STRATTON: Second.

13 CHAIRMAN HAMMOND: Okay. We have a motion to
14 approve from Board Member Knight, a second from Board Member
15 Stratton to approve Item 9E. Discussion?

16 All in favor?

17 BOARD MEMBERS: Aye.

18 CHAIRMAN HAMMOND: Opposed? The motion carries.
19 That completes our contract review.

20 We're now under Item 10, which is suggestions for
21 future items, either in session or by Board.

22 MR. ROEHRICH: Mr. Chair, just two real quick
23 comments. Just a reminder that -- Mr. Byres brought this up
24 earlier. The next meeting is March 20th. It is in Marana, and
25 that's the first of the public hearings. And I have Mr. Elters'

1 request about having an agenda item for the Board to discuss
2 letters of recommendation for -- I guess what would be coming
3 around is the next BUILD grant. And I know we just got the --
4 what is the deadline for that?

5 MS. PRIANO: (Inaudible.)

6 UNIDENTIFIED SPEAKER: It's in May.

7 MR. ROEHRICH: It's in May. So I think if the
8 Board wanted to address that from a policy perspective, either
9 March or April. I would wait no later than that month to agenda
10 it. So we're going to start getting the requests as people
11 start getting closer to the May date of when it's proposed. I
12 think it's an ideal time if the Board wanted to agenda that
13 topic and talk about a policy discussion on the direction
14 moving -- you would like to make moving forward, if you're
15 giving recommendations to grant applications from people outside
16 of -- entities outside of the -- of ADOT. So I would like to
17 say that could be the agenda for March would be a perfect time
18 frame to have that.

19 CHAIRMAN HAMMOND: In Marana. Would that be your
20 pleasure?

21 MR. ELTERS: That would be great. Thank you.

22 CHAIRMAN HAMMOND: Okay. Thank you, Floyd.

23 Any other items? Motion for adjournment.

24 MR. STRATTON: Motion.

25 MR. ELTERS: Second.

1 CHAIRMAN HAMMOND: Okay. We have a motion and a
2 second. We are adjourned.

3 (Meeting adjourned at 10:39 a.m.)
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Adjournment

A motion to adjourn the February 21, 2020 Transportation Board meeting was made by Board Member Stratton and seconded by Board Member Elters. In a voice vote, the motion carried.

Meeting adjourned at 10:39 a.m. MST.

Michael Hammond, Chairman
State Transportation Board

Floyd Roehrich, Jr., Executive Officer
Arizona Department of Transportation

STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Friday, January 28, 2020
Arizona Department of Transportation Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Call to Order

Chairman Hammond called the State Transportation Board Study Session to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Elters

Roll Call by Board Secretary

A quorum of the State Transportation Board was present. **In attendance:** Chairman Hammond, Vice Chairman Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. Board Member Sellers arrived at 9:11 a.m. and Board Attorney, Michelle Kunzman, arrived at 9:18 a.m. There were approximately 45 members of the public in the audience.

Opening Remarks

Opening remarks were made by Chairman Hammond

Title VI of the Civil Rights Act was done during the board meeting, prior to the study session

ADOT Executive Officer, Floyd Roehrich, Jr. reminded all attendees to please fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience for the Board Meeting

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

1. Al Gameros, Mayor, City of Globe (Floyd Roehrich, Jr. spoke on his behalf)
2. Alton Joe Shepard, Apache County Supervisor
3. Christina Taylor, Goodyear Resident
4. JoAnn Yazzie Pioche, LeChee Chapter Vice President

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Arizona Department of Transportation Auditorium
206 South 17th Avenue
Phoenix, Arizona 85007

January 28, 2020
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Al Gameros (Comments read by Floyd Roehrich, Junior).....	4
Alton Joe Shepard.....	5
Christina Taylor.....	6
JoAnn Yazzie Piohe.....	7

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1 (Beginning of excerpt.)

2 CHAIRMAN HAMMOND: Okay. Although this is a
3 study session, we still have a call to the audience. Usually
4 we're in a more informal room, so this feels more like a board
5 meeting. But we do have a call to the audience, and we have two
6 speakers, and the first is Al Gameros, the mayor of the City of
7 Globe. He's not here, but Floyd Roehrich will speak on his
8 behalf.

9 MR. ROEHRICH: Thank you, Mr. Chair.

10 The mayor sends his greetings to the State
11 Transportation Board. He says: I am sending this email to the
12 ADOT Board to consider two requests for the record. The first
13 request is installation of an overhead sign alerting drivers to
14 move to the left for those heading east to Globe in Superior
15 just west of Los Hermanos. I travel to Mesa two to three times
16 per week and see drivers moving to the left lane right before
17 the divided highway. This last minute maneuver could be
18 minimized by having an earlier sign installed. There is
19 currently an open space on the overhead sign bracket -- highway
20 bracket that could be installed to alert drivers to move to the
21 middle lane.

22 The second request is for consideration to add
23 Globe to the digital sign board west of Florence Junction
24 indicating minutes to Globe. I believe this would be
25 advantageous to drivers to know since Globe is a destination for

1 many travelers.

2 Thank you for -- thank you for your consideration
3 on these two requests. Al Gameros, Mayor, City of Globe.

4 CHAIRMAN HAMMOND: Thank you.

5 Next speaker is Alton Joe Shepard, Board of
6 Supervisors.

7 MR. SHEPARD: Good morning, board members. Allow
8 me to introduce myself. My name is Alton Joe Shepard. I am the
9 board supervisor from Apache County, one of three, and my
10 district sits -- lies in the middle of the three districts that
11 we have within our county. And first of all, I wanted to say
12 happy new year. I've been following ADOT for about maybe eight
13 months now. Just got done serving as the tribal council last
14 year. Was busy doing both, but now I'm full time as a county
15 supervisor going forward.

16 I also want to thank ADOT for allowing us to use
17 some of their millings to put on some of our county roads. And
18 I did drop off a packet for the chairman. They were seeking
19 additional funding. They do have -- -- I have 410 miles within
20 my district, and there's only one mile that is paved, and that's
21 a paved route that goes around the Ganado Unified School
22 District back -- built back in the '80s, and so that's
23 deteriorating. So I put a packet and some information for that
24 and would like some assistance if possible down the road in the
25 five-year planning.

1 The other is just to bring the attention as far
2 as the planning goes forward. 191 south of Ganado, going down
3 to Saint Johns. I guess the shoulder widening like we're doing
4 in Many Farms certainly will need some attention in the near
5 future. And again, just strengthening my partnership going
6 forward.

7 And as far as the HURF that we deal with, I know
8 that's a big monumental task that the State has. Taking about
9 \$580 per mile to do road maintenance, you know, doesn't leave me
10 too much when we have to go two or three times on the 410 miles
11 a year that we have within our county.

12 And so again, however we can continue to
13 strengthen our partnership with the ADOT staff as well as the
14 Board and the advisory, all the way to our state legislature.

15 Again, thank you, distinguished members, for
16 allowing me to come up and present for a short time. Thank you.

17 CHAIRMAN HAMMOND: Thank you.

18 Next speaker is Christina Taylor, City of
19 Maricopa, Goodyear. (Inaudible.)

20 MS. TAYLOR: Hello. So I'm here today because of
21 an experience that I went through when I had ordered my travel
22 ID, and what happened was is on December 26th, I went into the
23 MVD to fill out the paperwork and order my travel ID. What
24 happened was is that as time passed, it was already January
25 17th, and I never received it. I had contacted the post office

1 and as well as ADOT, and their response to me was that there is
2 no tracking on the travel ID.

3 As somebody who used to work for the bank and
4 also used to work at the airport for a company called Clear that
5 would stand next to TSA at the airports, my concern and my worry
6 is that it was possibly stolen. But how could I prove it to be
7 stolen if there's no tracking or anything on it or where it
8 would have gone -- gotten lost in the process?

9 So I'm here requesting for the travel ID to --
10 since it's supposed to be used to go on military bases and as
11 well as to travel stateside, I am requesting for there to be --
12 for it to be sent certified versus it just being sent regular
13 Priority Mail, so that way there is tracking on the travel ID,
14 so that way if it's getting missed, lost, stolen, that way we
15 would know where it's being misplaced in the process and
16 possibly be able to figure out who is possibly stealing
17 something that's supposed to help make it to where it's safer
18 for us to be able to go onto base and to be able to travel
19 stateside. Thank you.

20 CHAIRMAN HAMMOND: Thank you.

21 Okay. I've been warned sometimes it's hard to
22 pronounce names, so here I go. All right. JoAnn Yazzie Piohe.
23 You can correct me. I'm reading your handwriting, so...

24 MS. YAZZIE PIOHE: Okay. Sorry. Good morning.
25 (Speaking Native language.) That is JoAnn Yazzie Piohe.

1 CHAIRMAN HAMMOND: Okay. Thank you.

2 MS. YAZZIE PIOHE: Good morning. I am here
3 representing Lechee Chapter and the Navajo Nation up in northern
4 Arizona. One of the things that we -- I'm here to address is
5 issues along Highway 98 and 89. The biggest is Highway 98 and
6 N 222, which is Navajo NDOT route. That road is going to
7 Antelope Point, Marina.

8 As you all know, or some of you may know,
9 Antelope Canyons are the number one destination according to the
10 Forbes magazine. So this is very heavy traffic, and we have
11 come before your board in the past asking -- or we would like to
12 see maybe a roundabout. There has been road signs from Navajo
13 generating station going towards Page about heavy traffic, but
14 it's just not enough. There has been so many accidents along
15 that route, and we get a lot of foreign travelers, and this --
16 that's our biggest problem, and lots of bus traffic. So that's
17 what I'm here for, to ask that you put us on your construction
18 plans, five-year plan, 10-year plan, whatever it takes. But
19 that is our biggest issue.

20 And then also, because that whole area, the
21 northern Arizona on the Navajo Nation, there are lots of tours
22 that are -- tour companies that have sprouted on 98 and 89. One
23 of them being is Antelope Canyon X, which is about, oh, 12 miles
24 Southeast of Page off Highway 98, and then also Horseshoe -- no.
25 Waterhole Canyon Tours, which is on the Waterhole Canyon Bridge.

1 So there is another touring company there, and it's very heavily
2 used area. So anyway, I just wanted to bring that.

3 And just some issues. I see that Horseshoe Bend
4 construction is starting this coming spring. We were given
5 emails on that. So thank you for addressing that. That's
6 another issue.

7 Okay. Well, thank you, if you have, for
8 listening to me today, and hope to see you again. Thank you.
9 (Speaking Native language.)

10 CHAIRMAN HAMMOND: Thank you very much.

11 Are there any other individuals who want to
12 speak?

13 Okay. Having closed the call to the audience and
14 begin the study session. Agenda Item 1 is the overview of the
15 executive budget with Kristine Ward.

16 MR. ROEHRICH: Mr. Chairman, before we start, if
17 I could.

18 CHAIRMAN HAMMOND: Did I miss a comment?

19 MR. ROEHRICH: Yeah. No, you didn't. I'm just
20 asking for a little personal privilege here. I'd like to just
21 recognize a member of the audience. She's our former state
22 engineer and director of planning here at ADOT, now the director
23 of transportation of Maricopa County, Jennifer Toth. Welcome
24 back. Nice to see you.

25 Thank you, Mr. Chair.

1 CHAIRMAN HAMMOND: You're welcome.

2 MR. ROEHRICH: Mr. Chair, I actually thought this
3 point of order was to recognize Board Member Sellers has made
4 the meeting. I wanted to get it on the record. But Jennifer
5 Toth is a great example of a professional, and we're happy to
6 see.

7 MS. WARD: All right. Good morning.

8 CHAIRMAN HAMMOND: Good morning.

9 MS. WARD: It's nice to see you all, and
10 Mr. Sellers, I'm so glad see you made it in time for the
11 financial report. I'm sure that this is your favorite part.

12 MR. SELLERS: (Inaudible.)

13 MS. WARD: All right. Well, let's start this
14 off, the first agenda item, and then with your permission, I'll
15 roll into the second agenda item as we get there.

16 The executive budget overview. So the executive
17 recommendation has come out, and in that release, in that
18 recommendation, there are a few items that impact the highway
19 construction program. In addition, I'll just let you know there
20 are a number of legislative proposals and bills going around
21 associated with appropriating dollars for projects. So there is
22 a lot of moving pieces happening right now.

23 None of these proposals, of course, at this time
24 are law, but rather are just being deliberated. So the numbers
25 in the program that I will be presenting to you today do not

1 incorporate this plethora of proposals that are out there. As
2 we get things a little more firmed up, we'll get those proposals
3 imbedded in so you can see the impacts to the program.

4 So moving on.

5 So the executive budget has within it a proposal
6 for the Gila River Bridge. Right now, in the five-year program,
7 the '20 to '24 program that's been approved, there's \$50 million
8 that has been built in for an I-10 project in 2023. Now, the
9 thinking was it wasn't clear -- we hadn't fully determined what
10 that \$50 million was specifically designated for on I-10, but
11 the thinking was that it would be designated towards the Gila
12 River Bridge.

13 Within the executive proposal, what they are
14 proposing is that \$50 million move forward into 2021. They
15 would then provide an additional 28 million that would take care
16 of the full cost of the replacement of the Gila River Bridge.
17 So that's proposal number one.

18 And the proposals I'm going to go over with you
19 are all proposals that are associated with the five-year
20 program. There's a -- you know, the ADOT budget's a whole
21 another -- whole another world.

22 The next component is the smart highway corridors
23 proposal. This one is -- the executive has a major initiative
24 to facilitate improved safety, safety on the highways, and
25 simultaneously in doing that, also expand the broadband

1 infrastructure to facilitate connectivity and economic
2 development in rural Arizona. The executive budget recommends
3 9.2 million of State Highway Funds.

4 Now, this is different. The other proposal, they
5 were appropriating or recommending the appropriation of
6 28 million in General Fund. In this particular proposal, this
7 will also -- this will have a slight impact on State Highway
8 Fund in that it appropriates 9.2 million of State Highway Fund
9 for smart highway technology.

10 What do they mean by "smart highway technology"?
11 Traffic cameras, wrong-way detection systems, dynamic message
12 boards, weather information systems and the like. So variable
13 speed limit sign. And so there is also associated with --
14 9.2 million of that is State Highway Fund. The remaining
15 balance, 49.7 million of that proposal is General Fund. Okay.
16 So only those -- only those portions of the proposal that are
17 transportation related are drawing upon the State Highway Fund,
18 as is Constitutionally appropriate.

19 CHAIRMAN HAMMOND: Board Member Stratton has a
20 question.

21 MR. STRATTON: Is it appropriate now or do you
22 want us to wait until you're finished?

23 MS. WARD: Oh, no, sir. Go ahead. (Inaudible.)

24 MR. STRATTON: You specifically mentioned to help
25 rural Arizona. Does that meaning that the 9.2 million will come

1 out of the Greater Arizona budget or is it partial?

2 MS. WARD: Mr. Chair, Mr. Stratton, no. It is --
3 does not come out specifically of the Greater Arizona. So
4 basically, when we run the numbers, we'll take that right off of
5 the top.

6 MR. STRATTON: Very good. Thank you.

7 CHAIRMAN HAMMOND: Go ahead.

8 MS. WARD: And the last component that will
9 impact the five year -- in this case, it will impact the State
10 Highway Fund, is the executive proposal has a recommendation in
11 it that provides \$6 million of State Highway Funds to build a
12 new South Mountain -- DPS South Mountain District Office.

13 And with that, I'll take any questions you might
14 have on the executive proposal. I have nothing further.

15 CHAIRMAN HAMMOND: Thank you. And this is -- it
16 still has yet to be approved by -- as it goes through the
17 process, but it's -- looks pretty firm. Is that (inaudible)?

18 MS. WARD: Mr. Chairman, you are correct. It has
19 to go through the process, and --

20 CHAIRMAN HAMMOND: Okay.

21 MS. WARD: -- you know, it is not law at this
22 time, but the executive is very committed -- the Governor's very
23 committed to these projects.

24 CHAIRMAN HAMMOND: Any questions?

25 Board Member Elters.

1 MR. ELTERS: Kristine, I just wanted to make sure
2 I understood correctly. Is the total for smart highway
3 corridors in the mid 50s, and 47 of that is General Fund, and a
4 little over \$9 million is State Highway Fund?

5 MS. WARD: That's correct. It's about
6 \$58 million, I believe, is the roundabout total, and about
7 9 million of that is State Highway Fund, and then the remaining
8 50 million is General Fund.

9 MR. ELTERS: Okay. Thank you.

10 CHAIRMAN HAMMOND: Okay. Do you want to head to
11 Item 2 or are you still on Item 1 here?

12 MS. WARD: No. I am finished with Item 1. Ready
13 for it? I'll move on.

14 CHAIRMAN HAMMOND: Then we'll move on to the
15 '21-'25 Tentative Five-Year Transportation Facilities
16 Construction Program Review.

17 MR. ROEHRICH: Mr. Chairman, I'd like to note for
18 the record that your attorney has appeared.

19 Welcome, Michelle.

20 MS. KUNZMAN: Thank you.

21 CHAIRMAN HAMMOND: She does exist.

22 MS. KUNZMAN: (Inaudible.) I'm sorry for being
23 late. (Inaudible.)

24 MS. WARD: All right. I will -- I will butt in
25 here and -- and let's talk '21 to '25, the financial plan.

1 So I'm going to go over the -- you know, where we
2 landed, the end of the FY '19 and HURF. Then we'll go into the
3 Highway User Revenue Funds, where we ended with highway user
4 revenues in '19 and our forecast going forward. We'll then go
5 into the Regional Area Road Fund, where we ended '19, where we
6 are going forward, federal aid, you know, our financing
7 mechanisms, and then the adjustments, too.

8 We will actually -- I do have some mildly happy
9 news today in that we will make adjustments to the '21 to '24
10 program as well as discuss the '25, the new fifth year.

11 So in terms of the Highway User Revenue Fund, we
12 had a reasonably good year. We ended the year with about a
13 little over \$1.5 billion in total revenues and about 4.4 percent
14 growth. That was just a little bit above forecast, about 2
15 percent. Those additional funds are built into the forecast
16 that you will see later on. And we are still quite happy to
17 finally have gotten past the 2007 peaks.

18 The composition of the Highway User Revenue Fund
19 has not changed much. We are still -- about 50 percent of the
20 revenues flowing into the fund are associated with fuel taxes,
21 and 30 percent are associated with VLT. What is kind of
22 interesting, though, is we continue -- when you look at that
23 composition over the years, what this chart represents is the
24 change of that composition. And that is largely the result of
25 the fact what we're seeing here is those bottom blue -- that

1 bottom blue bar and the red portion represent fuel taxes. That
2 very top green section represents vehicle license taxes, and
3 because the fuel taxes are not indexed to inflation, what you
4 see is the green portion growing, the VLT portion growing,
5 because it does have an inflationary component, whereas the fuel
6 taxes do not, and you're seeing a slight diminishment there.

7 DIRECTOR HALIKOWSKI: Mr. Chairman, if I might.
8 Kristine, I just want to point out that although VLT is growing,
9 it's not protected by the Constitution for road use and public
10 safety as gas tax. In the past has the VLT portion of the HURF
11 been harvested, if you will, for General Fund purposes?

12 MS. WARD: Mr. Chairman, Mr. Director, you are --
13 that's a bit of a buzzkill on my presentation.

14 DIRECTOR HALIKOWSKI: Well, Mr. Chairman, I just
15 wanted the Board to realize --

16 MS. WARD: No. I pledge yes. Absolutely.

17 DIRECTOR HALIKOWSKI: -- that although VLT is
18 going up, if times become tight again financially for the state,
19 it has been used in the past, and so it is a bit of a buzzkill,
20 but I want everybody to be aware that, you know, it's subject to
21 General Fund use.

22 CHAIRMAN HAMMOND: Also, does it affect bond
23 ratings and things like that, as it is not a dedicated bucket?

24 MS. WARD: Mr. Chairman, you are correct. As --
25 when the Legislature or, you know, when their laws are passed

1 that impact the pledged revenues flowing into the State Highway
2 Fund, it absolutely is -- the attention of the credit agency,
3 rating agencies is absolutely on us. So yes.

4 DIRECTOR HALIKOWSKI: We saw that happen,
5 Mr. Chairman, one year when the Legislature decided to fund MVD
6 operations off the top of HURF, and I think that did affect our
7 bond ratings. So have to be careful about (inaudible).

8 MS. WARD: Mr. Chairman, Mr. Director, thank you
9 very much.

10 In terms of where we see this going in -- where
11 we see our projections going in the future, if you'll recall, we
12 have a -- we actually have a forecasting methodology that is
13 very respected by our rating agencies, and we take that before
14 them every time we do a bond issue, and we have found very high
15 degrees of accuracy except when there's a recession where
16 they've put "great" in front of it, and then we're in trouble.

17 But what you see is our projections going forward
18 for the next five-year program. We're anticipating about 3.3
19 percent compound growth rate going forward, and what that
20 results in is about \$142 million of additional funding being
21 available and built into this next program. That is
22 primarily -- you know, understand that we're growing off of a
23 slightly larger base, because we ended '19 slightly above
24 forecast, and now we're building off of that base, and so that
25 142 million, the portion of it that is State Highway Fund, is

1 rolling into the numbers that I will be reviewing with you later
2 on.

3 In terms of the Regional Area Road Fund -- turn
4 my pages here -- we experienced 6.8 percent growth in 2019. We
5 were just a little above forecast, .5 percent. Retail, we had
6 about 6.5 percent growth. Again, a little above forecast.
7 Contracting, little above forecast, but overall, we ended the
8 year quite well with about 468, 469 million dollars in revenue
9 flowing into the Regional Area Road Fund.

10 In terms of our projections going forward, we are
11 looking at a compound -- an estimated compound annual growth
12 rate of about 5.2 percent. And that -- understand that this is
13 for the remaining years of the tax, which expires in December of
14 2025.

15 Overall, what those new forecasts mean to the
16 program, additional revenues for the program. That will mean
17 about \$60 million more flowing in over the five-year program
18 into the Regional Area Road Fund based on those forecasts.

19 So what I -- when we go through these
20 presentations, what I'm doing is I'm taking you through all of
21 the fund sources that flow into the overall program, which then
22 in totality form the basis for what we can do from a financing
23 perspective, and ultimately what we can fund and program, too.

24 So we've covered Highway User Revenue Fund.
25 We've covered the Regional Area Road Fund that flows in. We are

1 now covering federal funds, which is a large composition of what
2 funds our program. And what we have assumed is that -- let's
3 keep in mind first that the FAST Act expires in 2020. And we
4 know -- let me just take you to this next slide.

5 We know that the Federal Highway Trust Fund has a
6 little bit of a problem. There is an estimated, I think,
7 somewhere between 11 and up to -- upwards, pushing \$20 million
8 deficit annually, and --

9 UNIDENTIFIED SPEAKER: Million or billion?

10 UNIDENTIFIED SPEAKER: Billion.

11 MS. WARD: Billion. Excuse me. Did I say
12 million? Oh, goodness. Wouldn't everybody just love that?
13 That would be far preferred, yes. Thank you very much.

14 So this is the projections provided by
15 Congressional Budget Office for -- as of May 19 on the highway
16 -- Federal Highway Trust Fund. So given the fact that the FAST
17 Act is due to expire soon, given the fact that that fund is in a
18 deficit position, and it is continually -- has continually
19 required infusions from the federal general fund, we have the
20 assumptions that are built into the five-year program are flat.
21 Flat growth. So what you see here in '21, '22, '23, going out,
22 we are just assuming a continued -- we would just assume flat
23 growth, and you continue to receive the same level of funding.

24 As in all of these funding projections, they are
25 projections. If -- if the economy, which we are due for a

1 recession, if the Congress doesn't get -- approve those
2 infusions and so forth, all of this is at risk. But that's --
3 so that's where it's...

4 So the next component is after we've identified
5 all of the revenues available, then it's how can we leverage
6 those revenues? And we leverage those revenues through
7 financing mechanisms, which you recently, if you'll recall,
8 approved us to do a bond refunding and -- and when you give us
9 those approvals, when we get to issue what we call "new money,"
10 that's when we're issuing debt that flows in and is available
11 for the program.

12 What you see here is the planned debt for the '21
13 to '25 program. It hasn't changed tremendously since I last --
14 since I presented to you last year, but I have changed the
15 credits that we access, and what I mean by that is we have three
16 credits. That means three fund sources that we can leverage
17 against. One of them being Highway User Revenue Fund, one of
18 them being Regional Area Road Fund, one of them being our
19 federal funds. What this represents is it shows you that in
20 HURF, the blue, Highway User Revenue Fund, we will -- we project
21 -- we estimate issuing about \$650 million worth of debt over the
22 next five-year program.

23 In terms of leveraging our federal funds, we
24 intend to issue about \$350 million of what we call "grant
25 anticipation notes." That will, again, leverage federal funds.

1 And in terms of the Regional Area Road Fund,
2 remember we're coming to the end of the life of the program, and
3 we estimate about \$240 million worth of bond issues on --
4 against the Regional Area Road Fund.

5 So once we have compiled all of the fund sources
6 available, what revenue is available for the program, what --
7 how we can leverage those revenues, then I basically -- FMS
8 tosses the dollars -- tosses the numbers over the wall to MPD,
9 and that's when the -- the development of the five-year program
10 -- those are the parameters for the five-year program.

11 And what happens is then we go through the
12 allocation process. So in -- if you'll recall, doing this very
13 briefly, we've got the Casa Grande accords in which, you know,
14 transportation stakeholders across the state came together back
15 in '99, and ultimately what came out of that process was the
16 allocation of how moneys would be programmed, transportation
17 dollars would be programmed.

18 What came out of that in a little more detail is
19 there was an agreement on what would come off the top things,
20 like rest areas, ports of entry, things that were of benefit to
21 the entire state. And then, after those off-the-top items were
22 deducted from the available revenues, then they were divided,
23 the MAG region getting 37 percent, PAG 13 percent, and Greater
24 Arizona 50 percent. So when Greg and company get the figures,
25 they then apply these allocations.

1 Take you just a little further on that.

2 So like I said in that very top bar, FMS provides
3 the numbers to MPD. That would be Greg, hanging out right over
4 here, and then he takes those items, the off-the-top items,
5 reduces the numbers by the off-the-top items. The remaining
6 funds are divided according to RAAC. Then estimates are made in
7 terms of what's needed for the subprograms, your preservation
8 programs and so forth, and what remains is what's available for
9 major projects in each of the regions.

10 Okay. Oh, you'll love this one. Lots of
11 numbers.

12 So what you see here is a compilation of --
13 you'll see the source. So there's -- ultimately what you're
14 looking at is the top half, the sources that flow into the five-
15 year program, and then I'll show you the uses that we utilize
16 those for.

17 So we start off with the State Highway Fund up at
18 the top, and we have dollars -- so you'll see net State Highway
19 Fund. Those are the dollars from the State Highway Fund that
20 are available for the program. Then we add in our federal aid,
21 and you'll see the total federal aid available for the program.
22 So you'll -- think you start in '21 at 668 million. You -- oh,
23 I should take you down to the next line, net federal aid.
24 Because remember, the very first thing we do is we pay our debt
25 service. We do not think twice on this. Pay that bill first

1 and take it off of the available revenue. So net federal aid,
2 638, 621 in '22, and so forth. Then we layer in the financing
3 mechanisms that are available. Those numbers are net of debt
4 service. And then you have an inflation adjustment to get to
5 where your total sources are, the total sources available.

6 MR. ROEHRICH: Kristine, I was just -- wanted to
7 make sure, because you're running through there. I wanted to
8 make sure we weren't losing where you're at on the line you were
9 talking about.

10 MS. WARD: Okay. I'm sorry.

11 MR. ROEHRICH: Because I was trying to follow
12 along with that.

13 MS. WARD: Okay. So --

14 MR. ROEHRICH: I think the -- I guess you should
15 just maybe summarize the matching source of funding that is
16 going to go into the program.

17 MS. WARD: So if you go down to the very bottom,
18 your -- thank you, Floyd. If you go down to the very bottom,
19 let's get to the bottom line. '21, FY '21, that very first
20 column, \$940 million flowing into -- available for the program.
21 '22, \$871 million available for the program all the way across.
22 Now, this is the statewide program. Okay?

23 We then take -- excuse me, Mr. Chair, Floyd.
24 Does that help?

25 MR. ROEHRICH: Yeah. Yes. I'm good.

1 MS. WARD: Okay.

2 MR. ELTERS: Mr. Chairman, I have a question
3 before we move on. I'm not looking at the bottom line. I'm
4 looking at the -- both the State Highway Fund discretionary and
5 the total federal aid. I can understand the bottom line is
6 impacted by the finance and that kind of thing, but is there a
7 reason why both -- in both the State Highway Fund as well as the
8 federal aid, there's a drop from FY '21 to FY '22?

9 MS. WARD: So let me go '21 to '22. Oh, so
10 you'll see -- oh, there are -- if you look at the -- there's a
11 couple of factors in there. First of all, if you look at the
12 line under -- let's do the federal aid -- final vouchers. There
13 are various components in which federal dollars are released
14 back to the State, and while you might think that that reduction
15 is a bad thing, what you're seeing is increased efficiency of us
16 getting dollars released back into the program.

17 So what happens is every time there's -- a
18 project is closed, there might be some more remaining dollars
19 left over on that project. We want to get those projects closed
20 as quickly as we possibly can to get those dollars released and
21 back into the program. The wonderful team that I get to work
22 with has been working arduously to increase that turnover of
23 dollars and get those dollars released more quickly. As such,
24 we've worked through a backlog, and so there will be less and
25 less dollars over time to release. That's one component.

1 Second component is, and I -- I don't want to go
2 deep on -- in explaining this one, but advanced construction, if
3 you go down to the next line, that is an acceleration tool that
4 the federal government provides to us, and what it does is it
5 is -- it allows us to better cash flow, the federal dollars. So
6 it allows me to better align the federal dollars available with
7 the time that the -- that those federal dollars would actually
8 burn. So it makes the -- it -- while it makes the numbers vary
9 a little, it actually makes for more efficient use, because I'm
10 not holding up dollars that I'm not going to burn in a given
11 year.

12 Does that -- Mr. Chairman, Mr. Elters, does that
13 help at all?

14 MR. ELTERS: Yes. Thank you.

15 MS. WARD: I would be happy to --

16 MR. ROEHRICH: Mr. Chair, Kristine, but to me, as
17 I read that, it looks like one of your biggest impacts is your
18 inflation adjustment, each area of inflation adjustment
19 (inaudible), and as that gets negative off of there, that's like
20 your biggest impact. What you're seeing is the revenue stays
21 flat, you adjust for inflation, they're just having the same
22 purchase power.

23 MS. WARD: Mr. Chairman, Floyd, you are correct.
24 I direct -- I had thought -- if I answered the wrong question,
25 I'm sorry. I thought Mr. Elters was asking me about federal

1 dollar changes. But yes, you are absolutely correct in that
2 inflation erodes the purchasing power of the dollars we have
3 available.

4 So that is what ultimately rolls into what we
5 have available for the five-year construction program, and so we
6 had a number of -- we had a couple of nice things happen this
7 last couple of years, and primarily, that the dollars that -- to
8 support the Highway Patrol Fund are now being supported -- well,
9 they're moving over and being supported by the General Fund and
10 are no longer being taken off of the State Highway Fund.

11 In Addition, we had the benefit of the INFRA
12 grant that came through that we had previously designated
13 dollars to pay for something. It freed those dollars up, and
14 you'll see those dollars flowing into the program. We also --
15 another efficiency that the department gained is we had been
16 working on improving how we calculate our inflationary
17 adjustments and so forth, and that freed up about \$100 million
18 flowing into the overall program.

19 So what's going on here is in the '21 program --
20 oh, my goodness. I see a typo. Oh, no. That's right. Okay.
21 In the '21 program, there's \$105 million more available to flow
22 into the program, leading to that \$944.6 million. Did everybody
23 see that? 944 -- \$944.6 million available for the program.
24 We've got, in '22, an additional \$45 million. '23, an
25 additional \$100 million available, and in '24, \$125 million.

1 And our knew fifth year will be \$850 million program.

2 I was hoping for a few more smiles on that one,
3 because this is, like, the happiest presentation I've gotten to
4 give over the last few years. Maybe I should have thrown in a
5 joke or something.

6 MR. ROEHRICH: (Inaudible) million dollars is a
7 lot of money.

8 MS. WARD: Yes.

9 MR. ROEHRICH: (Inaudible.)

10 MS. WARD: Yes, it is. So --

11 MR. ROEHRICH: Everybody's mind's racing.
12 Where's the money going now?

13 MS. WARD: Oh, okay. And that's why --

14 MR. ROEHRICH: (Inaudible.)

15 MS. WARD: That's why the next slide we go to is
16 we start out with happy and then I depress you. So there are
17 always risks to -- potential risks to the program. Again, like
18 I mentioned earlier, we've got -- we're always watching and
19 concerned with Congressional action. We've got that Highway
20 Trust Fund deficit, and we need a new long-term reauthorization
21 bill as the FAST Act expires in 2020.

22 We are -- of course, are always concerned about
23 what's going to happen during the legislative session. We have
24 budgetary changes that I've reviewed some of with you -- some of
25 those with you today that are being deliberated, sweeps and

1 transfers, special distributions and so forth.

2 And then keep in mind that we are now in the
3 longest time period between recessions in the history of
4 recessions being tracked. So previous time period, the
5 longest period between recessions was about 10 and a half, 11
6 years. We are now 12 -- in our 12th year post-recession, and so
7 I just would add that in as a cautionary note.

8 And with that, I'll take any questions.

9 CHAIRMAN HAMMOND: Kristine, you said that --
10 earlier before the meeting started that there's -- and maybe
11 even during the meeting that there's a lot of stuff out there
12 that's not in this budget. If you had to say in one word the
13 impact of that stuff, would it be good or bad? Going on the
14 Legislature, as far as stuff that might happen?

15 I'm not asking for a political statement. Let me
16 just say does it take more money away or bring more money in to
17 our system maybe is a better way to say?

18 DIRECTOR HALIKOWSKI: Mr. Chairman, could I ask
19 you to clarify? Do you mean about the General Fund and the
20 one-shot appropriations for projects?

21 CHAIRMAN HAMMOND: Is that what you were
22 referring to when -- you said a good chunk of what is out there
23 is not in the budget, because it's not firm yet, and you don't
24 put things in the budget that aren't fairly firm.

25 DIRECTOR HALIKOWSKI: Right. So there are a

1 number of appropriations bills being heard in the Legislature
2 related to transportation projects. Several of those you saw in
3 the executive recommendation, but they're probably in excess of,
4 what, 15 --

5 UNIDENTIFIED SPEAKER: It's 30 bills totaling
6 about \$450 million.

7 DIRECTOR HALIKOWSKI: And those are all General
8 Fund Appropriations for projects. So essentially, they're
9 one-time shots to build something, but they do not go into the
10 program in the base for distribution or to count against
11 (inaudible).

12 CHAIRMAN HAMMOND: So the one-time shot comes out
13 of the General Fund?

14 DIRECTOR HALIKOWSKI: Yes.

15 CHAIRMAN HAMMOND: Okay. So that's -- and some
16 of this could be very good.

17 DIRECTOR HALIKOWSKI: So I'm not going to put a
18 title on it. I mean, I guess I would say that when it comes to
19 building projects, ADOT loves to build things, and if someone's
20 going to hand us money, we're going to go and build it.

21 CHAIRMAN HAMMOND: Okay. All right. Thank you.
22 Board Member Thompson.

23 MR. THOMPSON: Chairman, can you kind of shed
24 light on the \$32 vehicle transportation fund? It's going to go
25 away in two years. Would that be a reason for maybe going back

1 to VLT for shifting dollars out of that to other projects?

2 DIRECTOR HALIKOWSKI: So Mr. Chairman,
3 Mr. Thompson, if I could answer that, you are correct that \$32
4 public safety fee is being repealed, and it is a concern that's
5 been brought up that if that fees goes away, would we come in in
6 the future if financial times were tight and take money back out
7 to fund DPS Highway Patrol.

8 The answer I have thus far is that once the fee
9 is gone, once the repeal takes effect, the amount for the
10 highway patrol is going to be backfilled by General Fund money,
11 and the thought is to keep doing that, you know, for the next
12 several years. But once you get out past, you know, a couple of
13 years, if we hit hard times again under a different
14 administration, I can't really predict what's going to happen,
15 but you will not have that \$32 fee available in the future.

16 MR. THOMPSON: Chairman, I know (inaudible).
17 However, we are (inaudible). So now there's every effort to try
18 to do something about it. What is that?

19 DIRECTOR HALIKOWSKI: Well, that's --
20 Mr. Chairman, Mr. Thompson, I think you have to realize that as
21 we talk about these one-time appropriations, which, you know,
22 from the Governor's perspective, ADOT's very supportive. We
23 know that I-17, we know that I-10, and we know that SR-189 are
24 all important projects. But the other thing this board has to
25 look out for, as you see with the five-year program, is you've

1 got an ongoing systemic need to maintain the highways in good
2 condition. As we've talked about many times at this board, the
3 longer we delay maintenance, the more severe and expensive that
4 problem becomes to remedy.

5 Now, the Governor's budget has put in over
6 \$50 million to keep good pavement in good condition, which we're
7 spending and tracking the metrics on. But as you see with I-40,
8 as these interstates and highways exceed their useful life,
9 especially when we get into problems with the concrete
10 subgrades, you've got to go in and do a complete reconstruction.

11 And so this is not simply a rural Arizona
12 problem, as we're seeing in the MAG system, also. Much of the
13 pavement that we put down, the rubberized asphalt, is well past
14 its predicted life span, and that means at some point that we're
15 going to have to go and do what we call a reconstruction on that
16 system, also. But that's a question we're looking to answer in
17 the extension of Prop 400 as to how that's going to be taken
18 care of.

19 So I would say that you have a \$22 billion system
20 on the ground statewide, and it really is not just this board's
21 duty, but every citizen's duty to be concerned about maintaining
22 that investment in good condition because of its safety and
23 economic impact to the state.

24 MR. THOMPSON: That's all I have, Chair.

25 MR. ELTERS: Kristine, you've confirmed that the

1 FAST Act expires in 2020. I'm assuming that's September 30th,
2 2020. Given that this is an election year or it's (inaudible),
3 what are we hearing -- what are the projections? And I realize
4 you don't have a crystal ball, but is there any -- are there any
5 rumors? Are there any assumptions as to what will happen going
6 forward knowing how critical that is to the bottom line that you
7 presented.

8 DIRECTOR HALIKOWSKI: So Mr. Chairman, Kristine
9 doesn't have a crystal ball, but she does have a magic eight
10 ball that she uses to make the HURF projections off of.

11 MR. ROEHRICH: You need to bring that next time.

12 DIRECTOR HALIKOWSKI: We will -- we might bring
13 up our policy -- our deputy director for policy in charge of
14 government affairs, Mr. Biesty, might have a better line into
15 what's happening in D.C.

16 MS. WARD: If I may, so --

17 DIRECTOR HALIKOWSKI: She's going to venture out.

18 MS. WARD: Oh, I am going to venture out,
19 because --

20 DIRECTOR HALIKOWSKI: I've done all I could to do
21 to save (inaudible).

22 MR. ROEHRICH: He gave you a chance to punt that
23 off and (inaudible).

24 MS. WARD: What we have typically experienced in
25 these situations is a series of continuations, and as it happens

1 again and again and again, and given the pending election,
2 probably expect the same thing.

3 DIRECTOR HALIKOWSKI: So we are subject to a 35th
4 or 36th continuing resolution?

5 MS. WARD: Oh, my --

6 DIRECTOR HALIKOWSKI: So, you know, as we've said
7 before in the Board, Congress likes to take this up to the very
8 edge and dangle us over and say, We're not going to fund the
9 deficit and the Highway Trust Fund.

10 MS. WARD: Yes.

11 DIRECTOR HALIKOWSKI: And then they say, Oh, just
12 kidding. And so I think we're on the 35th year or 36th
13 continuing resolution under the FAST Act. I don't see any
14 change coming. There's a lot of talk in committees about, you
15 know, gas tax, mileage fee, (inaudible), mileage based fees,
16 alternative fuel taxes. The list goes on, but it doesn't seem
17 there's any real will in Congress to actually put a plan forward
18 (inaudible). (Inaudible.)

19 MR. ELTERS: So I assume that is built in those
20 numbers (inaudible) the assumption that continuing resolutions
21 will be enacted in the absence of any other information.

22 MS. WARD: Mr. Chairman, Mr. Elters, that's
23 correct. That's why we have kept those projections flat.
24 Because of what we've seen in Congressional behavior in the
25 past, as well as the behavior that we have seen by the

1 stakeholders reliant upon those fund sources, that's -- those
2 are the two that are, you know, juxtaposed, pulling one another
3 that lead to us leaving those projections flat.

4 Do we think that Congress is going to come
5 through and do a major cut to a program that has so many is a
6 stakeholders associated with it? Well, not so much,
7 particularly given the way Congress responded to stakeholder
8 outcry about the rescission that took place -- that was
9 scheduled to take place. That rescission got overturned,
10 repealed.

11 So we believe that we have taken the most prudent
12 approach in the forecasts here, and if we ultimately have to --
13 if Congress does something highly unusual, then fortunately,
14 with the help of this board, we have a nimble and resilient
15 enough program, enough controls and financial mechanisms to
16 monitor it that we can respond fairly quickly to anything that
17 -- to the things that Congress might do.

18 DIRECTOR HALIKOWSKI: So Mr. Chair, to that
19 point, I think what you've seen is many states have gotten tired
20 of waiting and have come up with revenue sources to fund their
21 transportation programs. I don't know if that's right for
22 Arizona. The Governor's been very clear that he's not going to
23 approve any new taxes, and so from an ADOT perspective, we
24 understand that the motivation is to keep the economy humming
25 and jobs being created, and so what we're doing is maintaining

1 the transportation system to the level at which we feel this
2 state is willing to fund it, and obviously then look at those
3 one-time appropriations for improvements where they're needed.

4 So we, you know, from an ADOT perspective,
5 applaud the Governor for his dedication to the transportation
6 issue, but also taking that most longer term perspective, we're
7 going to have to continue to work with the feds and see what the
8 future brings.

9 MR. ELTERS: Mr. Chairman, if I may, just to
10 follow up. I was going to ask related to Arizona, if this was
11 going to be the year, but John and his continuing with his scene
12 of mood busters has taken care of that. So it sounds like a lot
13 of discussion in Arizona this year, just like last year and the
14 year before.

15 DIRECTOR HALIKOWSKI: Yes, there is.

16 MR. ELTERS: Hopefully will lead to something,
17 but we know it doesn't (inaudible).

18 DIRECTOR HALIKOWSKI: (Inaudible.) I think it's
19 important to continue this discussion because I believe,
20 Mr. Chairman, we probably have the most focus I've seen on it up
21 to date at the state Legislature and the most focus I've seen
22 from the administration. The Governor has really put a lot of
23 money forward for projects. So we have to keep that in mind
24 plus the money that been put forward to keep pavement in good
25 condition.

1 So I think we continue to work with the
2 Legislature. There's an article in today's news clips if you
3 haven't seen it. It's written by High Ground, and it really
4 lays out a lot of the policy and financing issues very well for
5 Arizona and what it's facing.

6 So I think the goal from the business community
7 and others I've heard from this year is is we still have to keep
8 that discussion moving forward, that we can't really relent, and
9 if we don't get something done this year, at least we're making
10 more people aware and (inaudible). So we'll continue to work
11 with the Governor's budget. We're highly supportive of that and
12 the projects like I-10 (inaudible).

13 CHAIRMAN HAMMOND: We're only adding 200 people a
14 day to this region, so what's the problem?

15 Board Member Stratton.

16 MR. STRATTON: I originally was going to say this
17 is a Kevin question, but as the answer (inaudible) Board Member
18 Elters question (inaudible) it may be a Kristine question.

19 MS. WARD: Uh-oh.

20 MR. STRATTON: Of the 30 bills that are in the
21 Legislature, are there any of those that are moneys for projects
22 that are already in the program to be expedited, therefore
23 making other moneys available in the future?

24 MR. BIESTY: Mr. Chairman, members of the Board,
25 Kevin Biesty.

1 So how these requests have typically come about
2 is that members would ask what projects are available in
3 specific regions that we could expedite, that are ready to go.
4 And we've been very good at educating legislators that you don't
5 want to put money into a project that is years out in the
6 future, because the money would just sit. So we work
7 cooperatively -- the MAG and PAG region have worked
8 cooperatively with the Legislature to identify those projects
9 that if you provide money this year, would be soon to go.

10 MR. STRATTON: So is there a percentage or a
11 specific amount that would be for existing projects that would
12 free up for other projects or is -- do you have that number?

13 MR. BIESTY: Right. So I -- yeah. We could
14 provide -- we have a spreadsheet of all the bills and the
15 projects. We'll be happy to provide it. If that hasn't been
16 provided yet, we'll provide it to you.

17 MR. STRATTON: Okay. Thank you.

18 DIRECTOR HALIKOWSKI: So I don't know if we fully
19 know the answer to that question yet --

20 MS. WARD: Yeah.

21 DIRECTOR HALIKOWSKI: -- you know, if there will
22 be money for future projects if some of these bills were added
23 in. And I don't know if that's a (inaudible) question.

24 MR. BIESTY: That's a different question.

25 DIRECTOR HALIKOWSKI: But it really is very early

1 in the process, Mr. Chairman, because we don't know how these
2 bills are going to shake out, and it's very likely that they
3 won't advance as senior bills.

4 MR. BIESTY: Right.

5 DIRECTOR HALIKOWSKI: They're very likely going
6 to become part of the overall budget negotiation. And so we
7 will keep you tuned in, because again, I don't know what's going
8 to move forward and what's not. Good chance that the Governor's
9 priorities are going to move forward, but beyond that, I don't
10 know, because there's a push to put some money into the rainy
11 day fund to add to it. And what the Legislature will be left at
12 the end, what we call "the box" of money that they have for all
13 of their other needs beyond that. I don't know if
14 transportation will be part of that box that's given to them at
15 the end of maybe -- anywhere up to 160 to 170 million or if it
16 will be included in the overall budget and not subject to
17 (inaudible).

18 MR. STRATTON: Understood. And I understand the
19 process. I was more specifically asking that so members of the
20 Board that do have conversations with members of the Senate or
21 the Legislature that we could perhaps lobby specific bills in
22 order to help free up other moneys, whether it's MAG, PAG or
23 Greater Arizona.

24 MR. BIESTY: Well, Mr. Chairman, Mr. Stratton,
25 again, within that question, there's a lot of different

1 responses, because we get asked a lot of questions by members,
2 projects that are ready to go, projects that can accelerate,
3 projects that -- we had a whole list of bridges, priority
4 bridges. So within that, there's a whole list of information
5 that we provided back. What we will do is we will send you the
6 spreadsheet of the bills.

7 As I mentioned, I believe we're up to about 30
8 bills totaling about \$450 million. And again, like the director
9 pointed out, those bills are going to probably -- history tells
10 us stop at a certain point, and then they're going to be
11 negotiated in the budget. So we will send you that list, and
12 then maybe if you have questions, feel free to contact the
13 legislative team and we can provide direct information to you.

14 MR. ROEHRICH: Mr. Chair, Mr. Chair, if I could.
15 I did forward to all the board members yesterday the weekly
16 Legislative update. I got it from Katie, and I forwarded it to
17 all of you, and if you have a problem opening that or reading
18 that, please let me know. But I think that is -- it wasn't in
19 the spreadsheet form. It was in a bill tracking form.

20 MR. BIESTY: Yeah. Either way.

21 MR. ROEHRICH: But it listed all of the bills
22 that we are tracking on that transportation issue, not just
23 projects, but anything that was transportation, so you can see
24 what the department is tracking. So if you -- if that -- if you
25 have a problem opening that email or you want further

1 clarification, please let myself know and I'll get that through
2 Kevin and Katie (inaudible).

3 MR. BIESTY: Yeah. And you should get that every
4 week.

5 CHAIRMAN HAMMOND: Thank you.

6 Board Member Knight.

7 MR. KNIGHT: Yes. Thank you.

8 Did I understand you to say that when you're
9 looking at the shovel ready bills or the shovel ready projects,
10 the ones that are ready to go, you're only looking at the MAG
11 and PAG region?

12 DIRECTOR HALIKOWSKI: No.

13 MR. BIESTY: No.

14 DIRECTOR HALIKOWSKI: No, Mr. Chairman. And I
15 guess I'd want to be cautious with that term, "shovel ready."
16 Some of those bills are looking at, I believe, bridge projects
17 that are outside of this five-year program. So I wouldn't
18 characterize those as shovel ready. Going through them, there
19 -- that is a good question of whether or not the design and
20 environmental work has been done to bring that project to
21 fruition in the time frame that the money's been appropriated
22 for. And I can't answer that question right now, because we're
23 still in this flux (inaudible).

24 CHAIRMAN HAMMOND: Thank you.

25 MR. BIESTY: Yep.

1 CHAIRMAN HAMMOND: Anything else?

2 MR. KNIGHT: No. Thank you.

3 CHAIRMAN HAMMOND: So Greg are you up or
4 Kristine, are --

5 MS. WARD: I'm handing it off.

6 DIRECTOR HALIKOWSKI: So maybe one question to
7 keep in mind, Mr. Chairman, given that this is a study session,
8 and I don't know if it's a Greg question or a Dallas question.
9 But you mentioned shovel ready, Mr. Knight, and one of the
10 things that we learned when we got the stimulus money many, many
11 years ago, we were given somewhere in excess of, I think,
12 \$500 million in stimulus money. We didn't have a lot of shovel
13 ready projects sitting on the shelf. And so one of the things
14 we looked to is if there were to be federal money or state money
15 that was suddenly to flow in, are there projects ready to go
16 that have passed enough design and enough environmental work
17 that we could bring that into fruition in that time frame. And
18 so it's a question, I think, to keep in mind as we're talking
19 about (inaudible) sitting on the shelf that's ready to roll, and
20 if we don't have a lot, then that should be a concern, too.

21 MR. BIESTY: Probably "shovel ready" wasn't the
22 proper term to use. What they were looking for was projects
23 that the money could be spent within a reasonable amount of
24 time, whether it's for design or moving that project along.

25 DIRECTOR HALIKOWSKI: But it depends on how that

1 money's appropriated.

2 MR. BIESTY: Right.

3 DIRECTOR HALIKOWSKI: Is it for one fiscal year
4 or are they going --

5 MR. BIESTY: (Inaudible.)

6 DIRECTOR HALIKOWSKI: -- give us some language in
7 the appropriation to stretch it out for several fiscal years.
8 (Inaudible.)

9 MR. BIESTY: (Inaudible.)

10 MS. WARD: Yeah.

11 MR. SELLERS: Mr. Chairman, I'd like to just take
12 a minute to apologize for being late. I was not pouting over
13 not being chairman. I had (inaudible).

14 CHAIRMAN HAMMOND: We did get you a 'Vette.

15 MR. SELLERS: I had an East Valley Partnership
16 Transportation Committee meeting this morning, and I got here as
17 quickly as I could.

18 CHAIRMAN HAMMOND: Yeah. For those of you who
19 missed the last meeting, we gave him a Corvette as a going away
20 present, and he complained it was a 2019 and not a 2020. It was
21 about this big, but...

22 MR. BYRES: So Mr. Chairman, board members, I'm
23 going to go ahead and go through. I've got this presentation
24 for the 2021-2025 tentative five-year program that we'll be
25 going through.

1 So we're going to go through the background and
2 overview of the asset conditions across the state, our P2P
3 process, the tentative five-year highway delivery program, as
4 well as MAG's program, PAG's program, our airport program, and
5 then next steps.

6 So as part of the background, the tentative
7 program is put together as a collaborative effort, which
8 includes the State Transportation Board, all of the
9 transportation divisions within ADOT, as well as regional
10 partners. All of those -- everyone's come together to either
11 put forth projects or assist in one way or another in helping
12 put this together.

13 It demonstrates how the federal and state dollars
14 will be obligated over the next five years. This is approved on
15 an annual basis, with the fiscal year starting on July 1, and it
16 must be fiscally constrained as we put it together.

17 So just an overview of the asset conditions.
18 I'll let everybody look at the pretty pictures here as we go
19 through this. We've got -- the system, currently, as it stands,
20 is worth \$22.9 billion. However, if it was to be replaced, it
21 is somewhere in the neighborhood of \$300 billion to replace it
22 in today's dollars.

23 So I'm going to go through in the conditions, how
24 we take and -- where we're at as far as bridges and pavement go,
25 but before I put those up, I wanted to kind of go through how we

1 characterize the conditions. We have good, fair and poor
2 conditions. So for bridges, a good condition bridge is -- has
3 primary -- primary structure components have no problems or only
4 very minor deterioration. Fair bridges, the primary structural
5 components are sound but have some concrete deterioration or
6 erosion around the piers or abutments, which is caused by water,
7 which is considered scour. Poor condition bridges are -- have
8 advanced concrete deterioration, scour or seriously affected
9 primary structural components, but please keep in mind a poor
10 condition bridge is not unsafe. Any unsafe bridges are closed.

11 So if we look at the bridge conditions that we
12 currently have, this gives you the latest data that we have,
13 which is up through 2018. Our 2019 data is currently being
14 analyzed so that we can put that forward. But this takes us up
15 to the most recent data that we have. And it has 59 percent of
16 the bridges in good condition, 40 percent are in fair condition,
17 and only 1 percent are in poor condition. That's for all the
18 bridges across the state.

19 As far as pavement goes, again, it's rated in
20 good, fair and poor conditions. So good condition has a smooth
21 road surface with little cracking or ruts or potholes. Fair
22 condition pavement is moderate amounts of cracking that lead to
23 increased roughness of the road surface, with shallow ruts and
24 wheel path. Poor condition is numerous cracks, rough road
25 surface, ruts in the wheel path, potholes and disintegration of

1 the road surface.

2 So we have this broken into three different
3 categories. For interstates, what we're looking at, again,
4 we're referring to the 2018 data statewide. We've got 53
5 percent that is in good condition, 46 percent that's in fair
6 condition, and 1 percent that's in poor condition.

7 One of the things to remember is now we have a --
8 performance measures that we have to report out to the Federal
9 Highway on both bridges and pavements. So one of the
10 considerations when Federal Highway first came up with the
11 performance measures is they were looking at us -- all states
12 keeping their pavement with less than 5 percent in the poor
13 condition. So as you can see here, we're at 1 percent. And
14 that's on the -- that's on interstates only.

15 So if you look at the national highway system,
16 pavements, it's not as good as the interstates. We've got 35
17 percent that's in the good, 62 percent that's in the fair, and 4
18 percent that's in the poor. As we get off the national highway
19 system, non-NHS, our pavements are at 23 percent good, 71
20 percent fair, and 6 percent poor. Again, this is statewide.

21 DIRECTOR HALIKOWSKI: So Greg, Mr. Chairman, of
22 note, I think is how fast your yellow is growing.

23 MR. BYRES: That -- the yellow is an indicator of
24 exactly what's happening with the performance of pavements and
25 bridge. So if the -- if the -- that fair condition was

1 shrinking, we would be gaining on it. But as you can see, it's
2 expanding, and so that kind of gives us exactly the condition or
3 the projections of where we're going. So at the current rate in
4 which we're putting forth funding for projects.

5 So as we go forward in our projections, there's
6 three things to keep in mind. We've got three different
7 investment categories that were put forth in the Long Range
8 Transportation Plan. We've got preservation, which is the
9 investment to keep pavement smooth and maintain bridges.
10 Modernization, which is non-capacity investment that improves
11 safety and operations as we go forward. And expansion projects,
12 which invests -- investment that adds capacity to highway
13 systems, so...

14 DIRECTOR HALIKOWSKI: Greg, one of the terms
15 we're talking about now there was reconstruction. Does that fit
16 into one of those three up there?

17 MR. BYRES: So reconstruction is part of
18 preservation.

19 DIRECTOR HALIKOWSKI: Okay. Because when I read
20 preservation, I see smooth and maintenance, and reconstruction
21 seems to be somewhat a bigger animal, if you will.

22 MR. BYRES: Reconstruction is the most -- the
23 highest impact preservation that we have. We're not increasing
24 any capacities with reconstruction. We're basically rebuilding
25 an existing roadway at its current capacity putting forth, but

1 it is preservation.

2 So with our P2P process that we take and
3 prioritize all of our projects, we have four different
4 categories that we break it down. We break preservation down
5 into pavement and bridge, and then, of course, we've got
6 modernization and expansion. And some of the different things
7 that we're looking at, if you look at our pavement, we're
8 talking about concrete repair, pothole repair, mill and fill,
9 overlays, all the way down to road replacement, which is one of
10 the highest impacts that we can possibly have in the
11 preservation.

12 For bridge preservation, it's approach overlays,
13 barrier repair, crash repair, scour repair and so forth. As we
14 get into the modernization, modernization includes intersection
15 enhancements, ADA improvements, for pedestrian bike lane, also
16 shoulder -- shoulders, climbing and passing lanes, as well as
17 drainage work. Expansion is new grade, separated overpasses or
18 underpasses, new lanes and new roads.

19 That kind of -- that gives you a quick overview
20 of what each of those would entail.

21 MR. SELLERS: Mr. Chairman. Under modernization,
22 I also see ITS.

23 MR. BYRES: Yes. So our information technology
24 systems such as we have DMS signs as part of it. We have all
25 kinds of digital and electronic systems that are out. We

1 have --

2 UNIDENTIFIED SPEAKER: Ramp metering.

3 MR. BYRES: What's that?

4 UNIDENTIFIED SPEAKER: Ramp metering.

5 MR. BYRES: Yeah. We have ramp metering. We
6 also have the possibility now of variable speed signs and so
7 forth.

8 DIRECTOR HALIKOWSKI: So Mr. Chairman,
9 Mr. Sellers, the other thing that fits into that ITS category is
10 not only the dust detection systems we put in on I-10 south of
11 Phoenix here, but also the wrong-way driver system is a big
12 piece.

13 So the other thing we're working on right now as
14 part of the Governor's broadband initiative of which I want to
15 say I think there's about 50 million on this budget proposal, is
16 to put fiber in along I-40 for public safety purposes. That
17 would give us DMS boards. It will give us weather information,
18 wrong-way driver information. So we're continually looking at
19 how we maximize safety in the system as we continue to modernize
20 (inaudible) initiatives, but they span a very broad brush
21 stroke, if you will, of both safety and information systems.

22 MR. THOMPSON: Mr. Chairman.

23 CHAIRMAN HAMMOND: Yes.

24 MR. THOMPSON: The preservation modernization
25 expansion, they're all referring to existing roads out there.

1 What is your feeling about adding new roads to the ADOT road
2 system?

3 MR. BYRES: So, Mr. Chairman, Board Member
4 Thompson, new roads -- it depends on what you're talking about.
5 New roads in the expansion portion, we're talking about new
6 corridors. That would be something -- if there was ever funding
7 for I-11, if there was ever funding for the North-South
8 Corridor, if there was ever funding for any of those major
9 projects that we have that we are currently working on. That's
10 the intention of the new roads within the expansion.

11 MR. THOMPSON: Okay. Most specifically, I think
12 I'm referring to transferring of the right of way to the state
13 of the Arizona (inaudible).

14 DIRECTOR HALIKOWSKI: Mr. Chairman, that's a
15 pretty deep policy question. I don't think Greg's the right
16 person to answer that. I think that's something that has to be
17 discussed at a different level as to whether or not the state
18 would entertain taking back right of way.

19 MR. THOMPSON: Thank you (inaudible.)

20 DIRECTOR HALIKOWSKI: (Inaudible.)

21 MR. BYRES: So this is our first look at the
22 five-year program as far as all of our different funding
23 categories, As well as our investment categories that we're
24 looking at. The main purpose of this slide is you'll see a --
25 that horizontal black line that's set at \$320 million. That's

1 our target for preservation.

2 There's some really good things to see on this
3 slide. One is we have two years here in the five-year program
4 that are actually above that \$320 million. That's the first
5 time that we've had that occur in a long time. So -- but if
6 you'll look at -- you'll also see that we're not too far below
7 in the other three years what our -- our goal is, our target is
8 for preservation.

9 One of the other things that you'll see is in
10 that fifth year, in 2025, you'll see that we don't have a
11 category for expansion. We're taking in -- holding true to the
12 Long Range Transportation Plan of minimizing down to no
13 expansion. So that's exactly what this slide is putting forth.

14 As we get further into it, as far as the planning
15 to programming goes, the whole purpose of planning to
16 programming is looking at funding, which is finite in
17 availability. Projects must be prioritized to ensure the funds
18 are utilized on projects which provide the highest value and to
19 satisfy the greatest need.

20 We have to look at performance measures, which
21 our programmed projects must provide an improvement to the
22 performance measures, which include safety, infrastructure
23 condition as well as congestion reduction. Again, those are all
24 put forth in Federal Highway requirements, and as well as
25 compliance with objectives and goals provided in the Long Range

1 Transportation Plan.

2 So as we go forth into the P2P project types,
3 again, we're looking at the different investment categories that
4 we utilized in the P2P process. Breaking preservation into both
5 pavement and bridge, you'll take a look and see one of the most
6 important parts of this is looking at the scoring that was
7 utilized in putting together our P2P prioritization. We've
8 taken and over the last couple years, we've modified this just
9 slightly to take and make sure that we are getting the projects
10 that are truly the best, highest, most effective projects going
11 forward in our prioritization.

12 Again, once we take and prioritize those projects
13 in the different investment categories, we make sure that they
14 do match with the Long Range Transportation Plan investment
15 categories that are recommended, and then we take and transfer
16 those into the tentative five-year program along with the MAG
17 and PAG programs. Once that's all done, again, of course, it
18 goes through the Board for final approval.

19 CHAIRMAN HAMMOND: Greg, you might elaborate a
20 little bit on why the technical -- why the scoring percentages
21 changed from bucket to bucket.

22 MR. BYRES: So I'm back to that. So let me go
23 through each one of those.

24 So if we look at our pavement preservation,
25 you'll see that we have our technical and safety scores is worth

1 45 percent, district scores are worth 45 percent, and policy
2 score's worth 10 percent. Those percentages are based on trying
3 to make sure that we have -- on the technical side, we have the
4 absolute highest scoring, highest need projects being scored as
5 high as we possibly can. At the same point in time, we use that
6 district score at a very high percentage. The reason being are
7 those are the boots on the ground. They're the ones that see
8 this road every single day, and so consequently, their input is
9 extremely important as we go through in preservation. So that's
10 one of the reasons why we do that.

11 The same holds true for the bridge preservation
12 as we go through. You'll see that the technical safety score
13 there is actually at 60 percent, district score at 30 percent,
14 and policy score at 10 percent. The technical score is much
15 higher here because we have bridge inspections and so forth that
16 have a higher impact on those bridges more than anything else.
17 So that's how that score's developed.

18 Modernization, technical score's worth 35
19 percent, district score's worth 30 percent, safety score is
20 worth 25 percent by itself, and then a policy score. So again,
21 we're lending a lot to technical, a lot to district, but that
22 safety score is more important in this particular case because
23 those are safety improvements that occur in a lot of the
24 modernization projects.

25 And then expansion, technical score being 50

1 percent, district score being 25 percent, safety 15 and policy
2 10. Again, the technical score is extremely important in this
3 particular case more of in a -- on a planning and projection
4 side more than anything else. Of course, the district score is
5 also second highest in there for need more than anything.

6 So I hope that helps out.

7 CHAIRMAN HAMMOND: Thank you.

8 MR. BYRES: There is --

9 CHAIRMAN HAMMOND: It is interesting, though,
10 that there's a lot of subjectivity in the technical, how you do
11 that, and it could move things around as far as how high they go
12 up the planning schedule. So it's -- but I know it's an attempt
13 to be as objective as you can and put the facts in there as you
14 can. So I'm not complaining here. Just noting it.

15 MR. BYRES: Mr. Chairman, you're absolutely
16 correct.

17 As we go through, looking at our '21 to '25
18 tentative facilities program, we're looking at a total of --
19 this includes MAG and PAG, this is our -- so this is the total
20 program. We're looking at 48 percent expansion, 40 percent
21 preservation, and 12 percent modernization. That compares to
22 what we had in last year's five-year program, the '20 to '24
23 program, which was 46 percent expansion. We had 10 -- or that
24 -- 46 percent plus the 3 percent legislative appropriation that
25 came through, actually 49 percent, 10 percent being

1 modernization, and 41 in the preservation. So we're staying
2 fairly consistent as we go forward.

3 Looking at the Greater Arizona by itself, we're
4 looking at 67 percent in the preservation, 12 percent expansion,
5 and 21 percent in modernization. Again, that's -- that's
6 averaging all the way through that '21 through '25 year program.

7 MR. ELTERS: Mr. Chairman.

8 CHAIRMAN HAMMOND: Yes.

9 MR. ELTERS: Greg, back to the previous slide, if
10 you would. So last year shows a 3 percent legislative
11 appropriation.

12 MR. BYRES: Yes.

13 MR. ELTERS: This year, this picture could change
14 once the legislative session is over, because depending on what
15 happens with those 30 bills that we've heard about, this would
16 -- this will likely change. I'm just asking the question. I'm
17 not making a statement.

18 MR. BYRES: Mr. Chair, Board Member Elters,
19 you're absolutely right. And right now, as Kristine had pointed
20 out earlier, we've got so many irons in the fire that are moving
21 around, this is the best that we can put forward at this point
22 in time. And yes, we could swing tremendously one way or
23 another. There's a lot of projected changes that could occur.

24 MR. ELTERS: Okay. Thank you, Mr. Chair.

25 MR. BYRES: Let's see here. So we've gone

1 through all this, so...

2 UNIDENTIFIED SPEAKER: Mr. Chair.

3 CHAIRMAN HAMMOND: Yes.

4 UNIDENTIFIED SPEAKER: Greg, in the Greater
5 Arizona you don't show any legislative appropriations. However,
6 there were -- small as they might be, there were some for
7 Greater Arizona that are in '21-'25. For instance, the 25
8 million that's in '21 for US-95 (inaudible). But that's just --
9 that's just the one that comes to mind (inaudible).

10 MR. BYRES: So there's -- at this point in time,
11 because of everything that we've got floating around, in a
12 sense, this is going to change. This is not final. But it's
13 the best information that we could put forward at this time. So
14 there's -- there's a lot of -- we got a lot of floating things
15 going on right now. So rather than trying to come up with
16 projections or so forth, we're just going with what we know for
17 now. As things start to solidify and we actually have final --
18 something final that comes through the Legislature, it goes
19 through the budget and comes through, we can -- we're going to
20 adjust this out.

21 UNIDENTIFIED SPEAKER: I understand, but that was
22 money that was appropriated last -- they approved last
23 legislative year.

24 MR. BYRES: You're correct. And if --

25 UNIDENTIFIED SPEAKER: So it's there.

1 MR. BYRES: Yes. That 12 percent that we're
2 looking at for expansion, if you look on our map on 95, there's
3 a section in there --

4 UNIDENTIFIED SPEAKER: Okay.

5 MR. BYRES: -- that actually has that in it.

6 UNIDENTIFIED SPEAKER: Thank you.

7 MR. BYRES: As we get into FY '21, expansion
8 projects, what we're looking at is we've got the SR-69 Prescott
9 Lakes Parkway, which is at 8.7 million, I-17 at 107 million, and
10 Interstate 10. At this point in time we're only showing the
11 DCR, because that's the only thing that is fixed at this point
12 in time.

13 In FY '22, expansion projects, we've got I-17
14 that's occurring at 110 million. Again, these are both
15 construction going forth on I-17.

16 In FY '23, we have I-10. We have that 50 million
17 that Kristine had mentioned earlier sitting out there that is a
18 -- will be the first segment of I-10 that's projected going
19 forward. That DCR is progressing as we speak, and we're making
20 progress with that, with all the entities, including the GRIC
21 that are assisting in helping through that.

22 In FY '24, we've got the US-93, I-40 West Kingman
23 TI that is sitting there at 56.2 million. And as we get into
24 '25, as I said before, we have no expansion projects listed.

25 CHAIRMAN HAMMOND: Board Member Stratton.

1 MR. STRATTON: Greg, I don't see Lion Springs in
2 this expansion. I believe the Board voted on that in
3 Cottonwood.

4 MR. BYRES: Mr. Chairman, Board Member Stratton,
5 you're absolutely right. We're working on that DCR as we speak.
6 Right now one of the big things that we're looking for is we
7 need to have an implementation plan to come out of that DCR to
8 see where it's going to hit and what the total aspect of that
9 DCR is. So as soon as we have that implementation plan, then we
10 can start taking and looking exactly where that's going to go.

11 MR. STRATTON: Will that be prior to the adoption
12 of this five-year plan?

13 MR. BYRES: We will not have that DCR completed
14 by the completion of this.

15 MR. ROEHRICH: Mr. Chair, Mr. Stratton, I want to
16 make sure, if -- the way I interpreted it, the Board approved us
17 to do the -- it was the \$5 million for the study, but we did not
18 program the construction project until we have the
19 implementation of the study farther along. Okay. We were
20 coming back in future years to program the construction
21 projects. The construction project was not funded or programmed
22 at that time.

23 MR. STRATTON: The way I recalled the vote taking
24 place is you're correct on the \$5 million. At the request of
25 the Director, not knowing that it was going to be a one-year or

1 two-year design, the Board would not mandate a year that it be
2 put in.

3 MR. ROEHRICH: Right.

4 MR. STRATTON: However, that it would be
5 constructed -- would be put in the program to be constructed
6 once that was -- information was obtained. I don't see it
7 anywhere in the five-year plan, and after '25, you're saying no
8 expansion.

9 So I would request that at least as you did with
10 one project, you put a DCR hold somewhere in this time. I
11 believe it's the pleasure of the Board that we did vote that it
12 be constructed, and I would request that it show somewhere in
13 this plan before it comes to vote at this Board or I will refuse
14 to vote on the five-year plan, or I will request that project be
15 put back on the agenda specifically again, could be put in a
16 place. I would rather staff say what year it needs to be built.
17 I think that's a better thing to do. But I think we can all
18 agree that we did vote to have it constructed; is that correct?

19 MR. ROEHRICH: Mr. Chair, Mr. Stratton, I think
20 the point is the project was being developed to be programmed in
21 future years for construction. We never said a year, as you
22 said, and I don't know that we've set a year yet, and at this
23 point, I don't see staff recommending a year. But I think you
24 are right. At the time the Board asked for the funding dollars
25 to get the project ready, and then it would be programmed at a

1 year when it was ready. I don't see it -- that year here. I
2 don't disagree with that. (Inaudible) got a recommendation.
3 That's all I'm saying.

4 MR. STRATTON: Let me --

5 MR. ROEHRICH: We never programmed the specific
6 year for construction.

7 MR. STRATTON: We did not request a specific
8 year --

9 MR. ROEHRICH: Right.

10 MR. STRATTON: -- because we weren't sure of the
11 design timeline --

12 MR. ROEHRICH: Because the process had to follow
13 through. We were going through the preconstruction process to
14 come back.

15 MR. STRATTON: However, I think it does need to
16 show somewhere. What this shows me is there's no intention to
17 build it or it could be construed that way. I think it just
18 needs to be mentioned somewhere, maybe with the caveat that once
19 it's designed, it will be programmed. Somehow I think it needs
20 to be in this program, at least mentioned.

21 And to follow that up, I'd like to know, have we
22 hired a design firm at this time? We've been six months into
23 this now or seven, I believe.

24 MR. BYRES: Do you know?

25 MR. HAMMIT: I believe we have, but I don't know

1 the name. I will get back with you.

2 MR. STRATTON: Once the -- that firm is on board,
3 will we then know the length of design, once they get started?

4 MR. BYRES: Mr. Chairman, Board Member Stratton,
5 yes, we will. They're -- if they're on board right now, I can
6 get ahold of that schedule to see exactly where we're at.

7 MR. STRATTON: Okay. So if we have them on board
8 and that answer will be forthcoming once they're on board, then
9 it would be possible to put a placeholder in somewhere in the
10 future years of this five-year plan.

11 MR. BYRES: Mr. Chairman, Board Member Stratton,
12 putting in a placeholder, I'm not sure that we could do. If we
13 have an implementation plan that has a projection for year of
14 construction, then we can most certainly do that, provided that
15 it is a -- one of the big things is, is it has to be a priority
16 project. We have tons of expansion projects. So for
17 construction purposes, we're -- we still run through P2P.

18 MR. STRATTON: I believe I asked that question
19 when we voted this if it would have to go back through the
20 priority process, and it did not because the Board voted on that
21 specific project. So it was not to be put back into the kitty
22 to go through the priority process again. It was to be
23 programmed once it was designed is my understanding.

24 MR. BYRES: Mr. Chairman, Board Member Stratton,
25 it -- I'll have to verify that, but if that's the case, then

1 once that implementation plan is put -- that's part of the DCR,
2 is an implementation plan. So once we have that, then we will
3 at least know exactly where it's at, how far out it is.

4 So -- but the DCR has to get -- that's one of the
5 last things that's done in preparing the DCR, is putting
6 together that implementation plan. So it's got to get fairly
7 well down the road to get that done. So -- but we -- I can
8 certainly keep you abreast of where we're at with that. So I
9 can get with the project manager and make sure we have the
10 schedule as well as where they're at in the process.

11 MR. STRATTON: I would like to request an update
12 before each public hearing the next -- when they start coming up
13 so we can keep track of this, please.

14 MR. HAMMIT: Mr. Chairman, if I may, I want to
15 clarify. We are working on -- the contract is for final design,
16 not a DCR. So it's -- it will also have the stuff that Greg's
17 talking about, but the contract is for final design, not a
18 preliminary or scoping study. It is final design. That's what
19 we contracted for.

20 MR. STRATTON: Thank you.

21 CHAIRMAN HAMMOND: I would think step one would
22 be to check the notes to see what we voted on, and I clearly
23 recall (inaudible) get this thing designed. I don't know -- I
24 don't recall specifically voting that it be put into the five-
25 year plan, but if the notes are clear, they're clear. And I

1 think step one would be to look at that.

2 And then step two, we all know the passion for
3 Board Member Stratton's Lion Springs, and by the way, I think
4 the Board shares the desire to see that project go forward.
5 You've got a process, and I don't know when it's appropriate or
6 if we can put something in that's not ready to be put in. I see
7 a lot of changes going in and out of even a five-year plan as
8 moneys come available, budgets are exceeded and that sort of
9 thing, but I think step one would be to check the notes on what
10 we voted on, and step two would be to try to accommodate Board
11 Member Stratton's desire to see that get built within the ADOT
12 process.

13 MR. ROEHRICH: So Mr. Chair, Mr. Stratton, that's
14 exactly what the director and I were just talking about. We're
15 going to go back and look through that, just because we don't
16 want to tell you the wrong interpretation, if you will, or
17 understanding what was done, but I think even after doing that,
18 though, Mr. Chair, you really started to hit on what it is that
19 we need to do. To bring that project back into the program, we
20 still have to go through this programming process, debate it
21 with the Board, and to take it on, is this something that the
22 Board will get a majority of members to agree to put that back
23 in.

24 So it will be all part of the process, of
25 evaluating the projects and prioritizing the projects based upon

1 what the staff recommends, and then ultimately, what the Board
2 wants to see done with the project listing and the program.

3 We will present to you the best program that we
4 can based upon our analysis, based upon our recommendation, and
5 then that's the purpose of having the public hearings and having
6 these study sessions at the beginning of the process, and then
7 one in early June, right, after the last public hearing to
8 finalize what is the ultimate project listing the Board wants to
9 see in the program.

10 Will Lion Springs come back for debate?
11 Absolutely. That's the purpose of these meetings and the
12 collaboration with the board.

13 CHAIRMAN HAMMOND: (Inaudible.)

14 MR. STRATTON: I appreciate you guys are going to
15 go back and look at the minutes, and I may recall it completely
16 wrong. However, one of my intentions was when we brought this
17 to the Board was that we didn't have to go back year after year
18 after year and go through this with this project, that if it was
19 the Board's desire to have it designed and built that that would
20 be the end of it. It would go through the system, and I believe
21 I did mention, if I recall correctly, that I didn't think it
22 should have to go back through the prioritization each year.
23 That was a discussion we had, I think, but if not, if I'm not
24 clear on what we voted on, then I think we may have to revisit
25 that. Thank you.

1 MR. KNIGHT: Mr. Chair. Greg, in looking at FY
2 '21 expansion projects, the Highway 95 expansion project was
3 there in the current five-year plan, and that money was
4 appropriated by the Legislature specifically for that program,
5 yet I don't -- and the way it was laid out in this year's five-
6 year plan was in -- 23 million of the 28 million would be used
7 for design, right-of-way, the preliminary. And then
8 construction would be in FY '21 with 25 million for that first
9 segment from 9E to the Fortuna -- the new Fortuna bridge. Yet,
10 I don't see it here in the FY '21 expansion projects.

11 MR. BYRES: Mr. Chairman, Board Member Knight,
12 you're absolutely correct. It's missing. It should be in
13 there.

14 MR. KNIGHT: Thank you.

15 MR. BYRES: You bet.

16 DIRECTOR HALIKOWSKI: You know, Mr. Chairman, I
17 haven't heard Greg say a board member is incorrect yet.

18 CHAIRMAN HAMMOND: He's learned well from you.
19 Good catch.

20 Board Member Thompson.

21 MR. THOMPSON: Chairman, I do appreciate the
22 effort the administration at ADOT has put into providing the
23 necessary research for 191. I certainly do appreciate that.
24 However, I'm still concerned about one issue that has been on my
25 mind for quite some time. I'm sure the other counties feel the

1 same way as Navajo County does.

2 The County supports ADOT's data driven approach
3 to prioritizing road project (inaudible). At the same time,
4 (inaudible) ADOT take a closer look at the (inaudible) to
5 non-technical criteria, and highly consider other social
6 effects, and I did a submittal regarding that, including the
7 socioeconomic status of communities (inaudible) are tied into a
8 project.

9 One as an example is that while we're focused on
10 not getting people hurt because of the unsafe conditions of
11 these roads, on the other side of the coin, we have our kids on
12 the road in remote areas, where they have to travel on dirt
13 roads every day, and (inaudible) while they're in the economic
14 impact performance being impacted, certainly it impacts
15 (inaudible) as well. So I mentioned (inaudible) that says
16 that -- that because of these bad roads wash out, muddy roads,
17 the kids missing school (inaudible) 15 times a year.
18 (Inaudible.)

19 So I wanted to make that statement. I'm going to
20 see in the future, find a way that we can begin to address some
21 of these concerns that have been outlined by the federal
22 government.

23 Chairman, thank you.

24 CHAIRMAN HAMMOND: Board Member Stratton.

25 MR. STRATTON: Thank you, Mr. Chair.

1 Greg, I'm glad to see that we're putting more
2 money in pavement pres. over the five years. Can you tell me in
3 the Greater Arizona portion of that what percent of that is in
4 freeways and what's on the state highways?

5 MR. BYRES: I would have to get into -- I'd have
6 to go back to the data to be able to pull that out, Board Member
7 Stratton. I can certainly do that so that we can...

8 MR. STRATTON: If you would please. Thank you.

9 MR. BYRES: As we go forward, this is looking at
10 the development years. This is the six to 10 years part of the
11 program. This takes us from 2026 up to 2030, and as you can
12 see, it's pretty much straight across the board of what we're
13 looking at in those development years coming up. And again,
14 your -- for now we're looking at no expansion, following through
15 with the recommendations from that Long Range Transportation
16 Plan.

17 As we go forward, this looks -- this is MAG's
18 planning process. This -- the projects and the amounts that are
19 listed on this slide are from the rebalancing that was approved
20 by MAG in September. So that's exactly -- that's where we're at
21 right now with MAG's planning. And so that's reflected in MAG's
22 process as we go forward from this point at least. If anything
23 changes, we can -- we'll take and make adjustments, but the
24 approval from MAG after the rebalancing, this is what's
25 reflected here.

1 As far as PAG goes, this is off of their current
2 planning going forward. They've got projects on I-10, 77.
3 We've also got I-19 projects listed as well, as they go forward
4 through their process.

5 Looking at the Airport Capital Improvement
6 Program, this is the airport of the year. This is Mesa Gateway
7 Airport. Looking at the pictures.

8 What we've got right now is we have \$5 million
9 for our federal/state/local program. We have \$10 million for
10 the state/local program. We have \$7 million for airport
11 pavement preservation or maintenance system program. We are not
12 funding anything at this point in time for the loan program.
13 Grand Canyon Airport, there's \$15 million that's going towards
14 that airport, as well as we have our planning services at 1.1
15 million, for a total of \$38.1 million.

16 So our next steps going forward, we have the
17 State Transportation Board meeting in February 21st in Bisbee.
18 This will be a request for approval of the tentative program to
19 go forward for public hearing. Then we will have the public
20 hearings March 20th in Marana, April 17th in Flagstaff, and May
21 15th here in Phoenix, as well as the study session on June 2nd
22 here in Phoenix.

23 Present final program to the State Transportation
24 Board will be June 19th in Payson for approval, and the program
25 must be delivered to the Governor by June 30th. Fiscal year,

1 again, begins July 1st, 2020.

2 And with that, if there's any additional
3 questions.

4 CHAIRMAN HAMMOND: Thank you, Greg.

5 MR. BYRES: Uh-huh.

6 CHAIRMAN HAMMOND: Okay. Moving on to Item 3,
7 discussion of the I-10 and I-17, SR 2021 Santan Project.
8 Carmelo Acevedo.

9 MR. ACEVEDO: Good morning.

10 CHAIRMAN HAMMOND: Good morning.

11 MR. ACEVEDO: Good morning, esteemed members of
12 the Board, distinguished executive staff, and as well as our
13 distinguished guests.

14 Mr. Samour originally was going to give this
15 presentation. He sends his regrets. He had a family emergency.
16 So all you get is me.

17 CHAIRMAN HAMMOND: Speak into the mic a little
18 more, if you would, please.

19 MR. ACEVEDO: Pardon me?

20 CHAIRMAN HAMMOND: Speak into the mic a little
21 more.

22 MR. ACEVEDO: I'll do -- I'll do it --

23 MR. ROEHRICH: It's not picking you up. And I'm
24 sorry the mic doesn't come closer.

25 MR. ACEVEDO: That's okay. Stretch my neck.

1 All right. So the Broadway Curve. The Broadway
2 Curve is one of those projects that you saw on -- a few slides
3 back. It's a MAG program, FY '21 to FY '25.

4 So move forward here.

5 This project's been studied numerous times
6 before, back as 2009 as part of the I-10 Corridor Improvement
7 Study. MAG took it on in 2014 along with visiting other
8 improvements along I-17. It was called the Spine Study. And
9 it's now under procurement, and we'll go into that -- I'll go
10 into that now.

11 So what's -- what's the big problem? What's a
12 big concern? Well, if you look at this map, you see the -- the
13 yellow -- the big yellow line there. This is the heaviest
14 traveled freeway and corridor in the state. It's replete with
15 -- well, it also has 50 -- 50 of the largest employers in the
16 state. You have -- you see the purple and the blue lines. The
17 purple line is SR-143, the Hohokam Freeway, and the blue line
18 being West 60. You can see with I-17 being to the north, US-60
19 near the south, and the Hohokam. They all come together in this
20 yellow corridor and create all kinds of critical movements and
21 cause -- there are numerous delays and congestion along this
22 particular corridor.

23 So after the study and looking at the Spine Study
24 and the various studies that were performed, it was recommended
25 in -- the preferred alternative in the ongoing EA, the

1 environmental assessment. We're hoping to have the
2 environmental assessment approved any day now and then have a
3 finding of no significant impact and moving on with the project.

4 The purple line is the southern part of the
5 corridor. That purple -- that particular area will be approved
6 for four lanes, general purpose lanes in each direction, and one
7 HOV lane in each direction. The yellow line and the orange
8 lines are the critical part of the corridor. They're -- that
9 will be expanded to the six lanes in each direction with two HOV
10 lanes in each direction.

11 SR-143 gets an HOV lane, and we're looking to
12 improve and adding flyovers and getting rid of the pesky loop
13 ramp there, and we'll also have a -- the Broadway Curve will
14 have the -- actually, I'm sorry, the Broadway Road will have a
15 new roadway as a result of the expansion of the freeway.

16 US-60 would also have improvements made up to
17 Priest Road to accommodate the improvements along I-10. There
18 would be three additional pedestrian bridges that we're looking
19 at. There will be one at -- in Guadalupe, one along Broadway --
20 I'm sorry -- along Baseline, and another one along the Western
21 Canal, and they're -- those are connected system trails in the
22 corridor.

23 So here is the heart of the project or the
24 messiest part of the project, SR-143, the Hohokam. Because
25 we're going to go ahead and implement the needs that are

1 required there, an HOV lane along 143 -- it doesn't currently
2 have one. We'll be implementing one. We'll be adding to --
3 they'll be adding -- we'll be adding, obviously, the Broadway
4 Curve bridge that -- it's on the lower right-hand side. That
5 will need to be replaced, because the roadway is getting --
6 indeed getting wider. Again, I also mentioned that we'll be
7 having a flyover to get rid of the loop ramp.

8 This area, by the way, is going to be replete
9 with a lot of construction activities. If you look closely at
10 the flyover ramps, you see two diagonal lines, four diagonal
11 lines, and there are bends or columns that we -- that will need
12 to be placed to be able to expand across the freeway. It's
13 going to get messy.

14 So here you see a depiction of what some of the
15 bridges may look like. You can see the existing cross-section
16 on top and the proposed cross-section on the bottom. You can
17 see that there's an absolute need to have new bridges across
18 this wider freeway.

19 So where are we now? What's been scheduled in
20 the past? Well, we've developed the RFPs or the request for
21 proposals to the proposers. The initial draft went out in
22 September of this -- of last year. In December of this year we
23 finalized the RFP to the proposers.

24 There have -- there are three teams that have
25 been short listed. We've had -- police has been short listed

1 with its engineers, Parsons. We have the firm of Kiewit, who's
2 teamed up with HDR, and we have the team of (inaudible) Sundt,
3 who's been teamed up with (inaudible). Those are the three
4 teams that have been short listed.

5 Right now, as I'm standing here and we're present
6 here, we have an existing one-on-one meeting. We're meeting
7 with the (inaudible) Sundt team. Amy Ritz, who is our project
8 manager, wants me there as soon as I can get out of there -- out
9 of here, and help attend that meeting and help support the team.

10 There will be a series of questions and our
11 responses to them. The type of questions that we'll give -- our
12 questions, when they look at the design-build agreement, when
13 they look at the technical provisions, they would like to change
14 some things that they feel are more responsive and provide
15 innovation to this particular project, which is a P3 project, by
16 the way.

17 As a result of these meetings, there will be four
18 of these one-on-ones. We've had one before. There's three more
19 to come, and the second one went today, as I mentioned earlier.

20 There will be addendums to the contract to help
21 make this a more robust project. Things that will be asked like
22 -- will be asked like will be where are we with the right-of-
23 way? Are there going to be any additional purchases? Is there
24 a potential delay in right-of-way? Do we have to build that
25 into our bid? What about utilities? To what extent are you

1 able to relocate utilities on the project? Which ones are we
2 responsible for? What's our duty to local governments? What
3 are the concerns with the City of Phoenix, Chandler and Tempe?

4 MR. ROEHRICH: Hey, Carmelo, let's not go into
5 the weeds.

6 MR. ACEVEDO: Pardon?

7 MR. ROEHRICH: Let's not go into the weeds.

8 MR. ACEVEDO: I'm trying to --

9 MR. ROEHRICH: Yeah, yeah.

10 MR. ACEVEDO: There's three more slides, and I'll
11 get through it as quickly (inaudible) --

12 MR. ROEHRICH: (Inaudible.)

13 MR. ACEVEDO: -- I promise.

14 So all this is going to convene in October. In
15 October. We'll pick the best -- the best team and start
16 construction in April of '21, and complete the project hopefully
17 in June of '24, of the year '24.

18 All right. Here's where we're at now. Here's
19 what we're doing proactively, because this is a messy project,
20 and because there is -- it is the busiest corridor. I call this
21 a public involvement program with construction. There is an
22 enhanced need to look at public involvement. MAG is currently
23 looking at -- looking at doing origin/destination studies to be
24 sure that we relocate traffic and have closures -- that we have
25 appropriate responses for the City of Phoenix, Tempe and

1 Chandler and Guadalupe that are going to suffer from the
2 congestion.

3 Everything that I'm saying today, there's a lot
4 to be said, but everything's available on our website. So if
5 you go to our home base and then look on their planning, you'll
6 find the -- you'll find all of the documents and everything that
7 I'm saying today. And I apologize that this project is huge
8 and -- but I want to get to what I think are the more important
9 points.

10 Importantly, there is a need to look at incentive
11 and disincentive. Contract compliance is a big issue,
12 particularly on projects of this magnitude. We'll have what we
13 call non-compliance points as well as liquidated damages.

14 Specifically, these are some of the -- the heavy
15 disincentives for non-compliance. You can see that every day
16 that we're delayed, the State is damaged to the tune of \$33,000
17 per day if this thing doesn't get built on time. We're really
18 concerned with some of the closures. So those also have a heavy
19 price tag. And for contract compliance, we want to be sure that
20 we follow the environmental plan and that there's no destruction
21 to the ITS system and they respond favorably to ADOT management.

22 Lastly -- this is my last slide -- what to
23 expect. Again construction starting in April of '21. 1,339
24 days later, June '24, the job should be complete. Again,
25 weekend closures are going to be tight. We only have 66 weeks

1 available, weekends available. We estimate that about 40 of
2 them are going to be just for bridge construction.

3 That's it. Any questions?

4 CHAIRMAN HAMMOND: This is a curiosity question.
5 I know when the big dig went on in Boston --

6 MR. ACEVEDO: Yes.

7 CHAIRMAN HAMMOND: -- \$7 billion I read somewhere
8 that 3 billion of it was keeping the traffic moving during
9 construction. I'm curious if you have a percentage of the
10 project cost in that area, if you've looked at it.

11 MR. ACEVEDO: We're -- MAG and ADOT have looked
12 at the budget closely. One of the -- one of the mitigation
13 measures, if the bids come in higher than we believe, we're
14 going to terminate the project at the Salt River and leave those
15 pieces to the north subsequently. So that's a particular
16 mitigation measure that's in the contract.

17 But ADOT manages this project very rigorously. I
18 want to thank you, Mr. Chairman, for being happy about the South
19 Mountain project. That's one project that's very dear to my
20 heart, and those same type of risk management measures will be
21 used on this particular project.

22 UNIDENTIFIED SPEAKER: It may be too soon to have
23 a real answer to this question, but my understanding is that
24 this project will be done in pieces to try to minimize the
25 construction, because this is obviously going to be the most

1 destructive project we've ever done.

2 MR. ACEVEDO: Well, board member, it's going --

3 DIRECTOR HALIKOWSKI: Mr. Chairman,
4 Mr. Chairman, Carmelo --

5 MR. ACEVEDO: Yes. yes, sir.

6 DIRECTOR HALIKOWSKI: Both MAG and ADOT have been
7 meeting, and we understand that the project has a lot of
8 challenges, and you're correct, board member, it is a huge
9 challenge to make sure that we keep not only traffic moving, but
10 that we keep it moving safely and minimize economic impacts to
11 the surrounding businesses.

12 So we have been working with MAG on what we call
13 a restructuring of our public outreach paradigm, and essentially
14 what we want to do is public outreach on steroids, and we want
15 to make sure that we are communicating not only with the users
16 of the road, but also with businesses as to what expect, and the
17 plan will work to try and minimize that disruption to the extent
18 that we possibly can.

19 So communication is just going to be critical in
20 this, not only between the planning and construction entities,
21 but also between our public outreach and business outreach
22 section. So we're at the point now where we're designing that
23 public outreach program hand in hand with MAG and City of
24 Phoenix.

25 CHAIRMAN HAMMOND: I guess you're off the hook.

1 MR. ACEVEDO: Thank you, John.

2 CHAIRMAN HAMMOND: Thank you. Very, very
3 interesting.

4 There's a segment here on any other items, but I
5 guess we can talk about that at a future board meeting.

6 MR. ROEHRICH: Mr. Chairman, I just want to
7 remind everybody, when I saw the email from Linda Priano asking
8 board members to send in agenda items. So we didn't put it on
9 here because we were collecting agenda items, so we'll start
10 working on the board agenda probably the next week, week and a
11 half so we can get it out a week early. So please send us your
12 agenda items. If you respond to that email, just send it to me
13 directly. We'll put together the draft like we do and then
14 we'll (inaudible).

15 DIRECTOR HALIKOWSKI: So Mr. Chairman, I'm not
16 sure if you're aware. Linda's been in the hospital and --

17 CHAIRMAN HAMMOND: She has pneumonia?

18 DIRECTOR HALIKOWSKI: She came down -- well, we
19 think it's Coronavirus. Her wine to Corona ratio was not high
20 enough.

21 UNIDENTIFIED SPEAKER: And she got scurvy.

22 DIRECTOR HALIKOWSKI: Hopefully be back soon.

23 MR. ROEHRICH: (Inaudible.) She was in there for
24 precaution. Supposed to be out today, and then we'll have her
25 back (inaudible).

1 CHAIRMAN HAMMOND: Past Chairman Sellers, didn't
2 you tell me you do not need a motion to adjourn the meeting?

3 MR. SELLERS: That is correct.

4 CHAIRMAN HAMMOND: We're adjourned.

5 (Study session adjourned at 10:57.)
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Adjournment

The January 28, 2020 State Transportation Board Study Session was adjourned at 10:57 a.m. MST.

Michael Hammond, Chairman
State Transportation Board

John S. Halikowski, ADOT Director
Arizona Department of Transportation

March 20, 2020

RES. NO. 2020-03-A-015
 PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802
 HIGHWAY: SANTAN FREEWAY
 SECTION: Price Road - Arizona Avenue (Dobson Road T. I. - South)
 ROUTE NO.: State Route 202 Loop
 DISTRICT.: Central
 COUNTY: Maricopa
 DISPOSAL: D - C - 069

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the Santan Freeway within the above referenced project.

The right of way to be abandoned was previously established as a part of the Preliminary Transportation Corridor for the Southeast Loop Freeway, and was designated State Route 220 by Arizona State Transportation Board Resolution 85-04-A-34, dated April 26, 1985. Resolution 87-12-A-115, dated December 18, 1987, adopted and approved the establishment of a refined portion of the State Route Plan for the Southeast Outer Loop Corridor; and Resolution 87-11-A-105 of the same date, redesignated and renumbered State Routes 216, 217, and part of State Route 220 as the State Route 202 Loop. Resolution 89-01-A-06, dated January 16, 1989, adopted, approved and established a further refined corridor and authorized advance acquisition. Resolution 2001-03-A-017, dated March 16, 2001, established this segment of the Santan Freeway as an access controlled state highway.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Chandler will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 07, 2019, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

March 20, 2020

RES. NO. 2020-03-A-015
PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802
HIGHWAY: SANTAN FREEWAY
SECTION: Price Road - Arizona Avenue (Dobson Road T.I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 069

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.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTAN FREEWAY, Price Road - Arizona Avenue, Project 202L MA 000 H5380 01R / RAM 600-7-802", 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 Chandler, in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 07, 2019, 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, landscaping, 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".

March 20, 2020

RES. NO. 2020-03-A-015
PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802
HIGHWAY: SANTAN FREEWAY
SECTION: Price Road - Arizona Avenue (Dobson Road T. I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 069

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

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,

DALLAS L. HAMMIT, 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

March 20, 2020

RES. NO. 2020-03-A-015
PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802
HIGHWAY: SANTAN FREEWAY
SECTION: Price Road - Arizona Avenue (Dobson Road T.I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 069

RESOLUTION OF ABANDONMENT

DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 20, 2020, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Chandler within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Chandler will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 07, 2019, 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, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTAN FREEWAY, Price Road - Arizona Avenue, Project 202L MA 000 H5380 01R / RAM 600-7-802", and is shown in Appendix "A" attached hereto.

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

March 20, 2020

RES. NO. 2020-03-A-015
PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802
HIGHWAY: SANTAN FREEWAY
SECTION: Price Road - Arizona Avenue (Dobson Road T.I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 069

WHEREAS the City of Chandler will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 07, 2019, 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, landscaping, 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

March 20, 2020

RES. NO. 2020-03-A-015
PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802
HIGHWAY: SANTAN FREEWAY
SECTION: Price Road - Arizona Avenue (Dobson Road T.I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 069

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Chandler, in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 07, 2019, 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, landscaping, 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 Chandler, evidencing the abandonment of the State's interest.

March 20, 2020

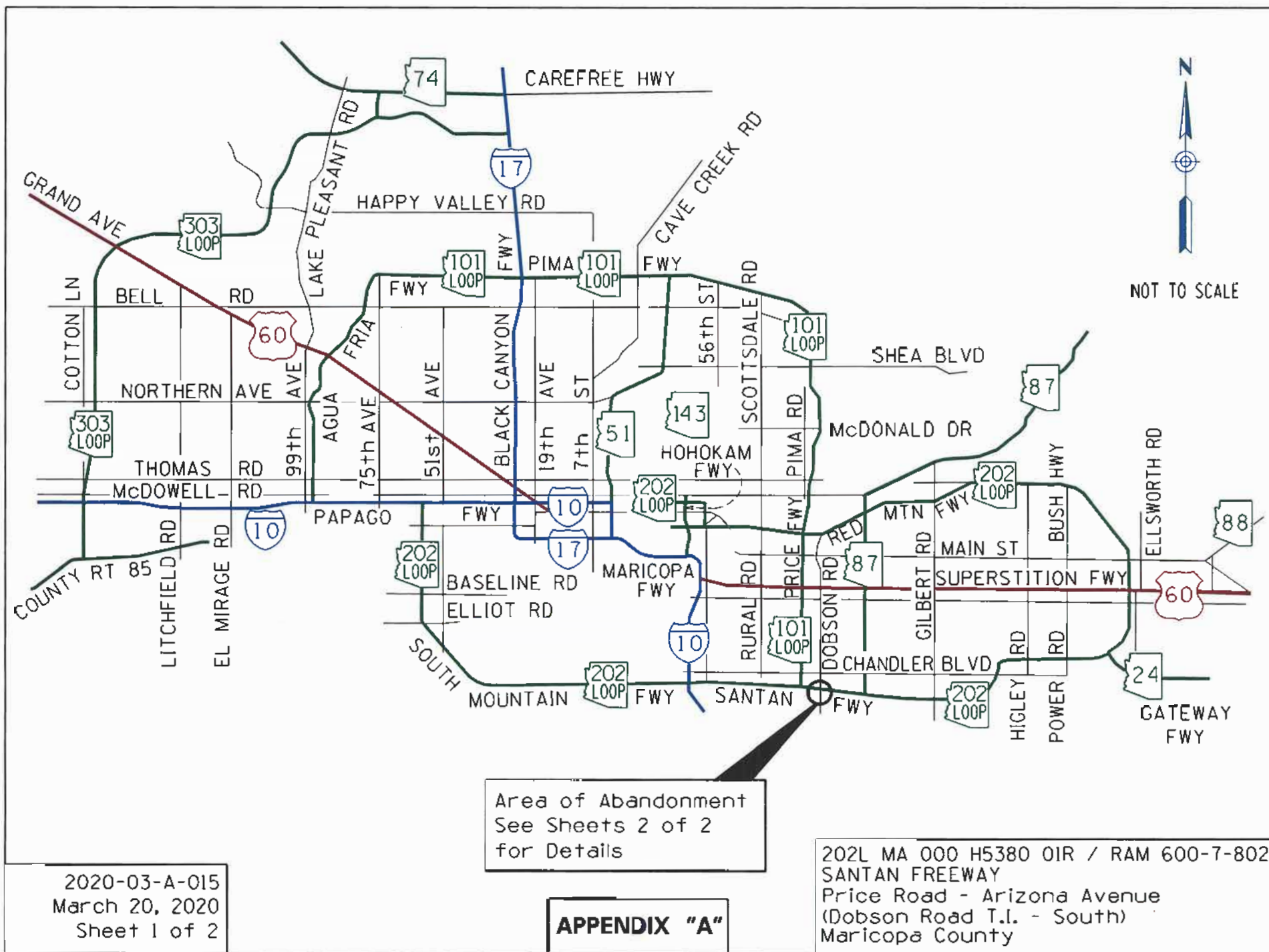
RES. NO. 2020-03-A-015
PROJECT: 202L MA 000 H5380 01R / RAM 600-7-802
HIGHWAY: SANTAN FREEWAY
SECTION: Price Road - Arizona Avenue (Dobson Road T. I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 069

CERTIFICATION

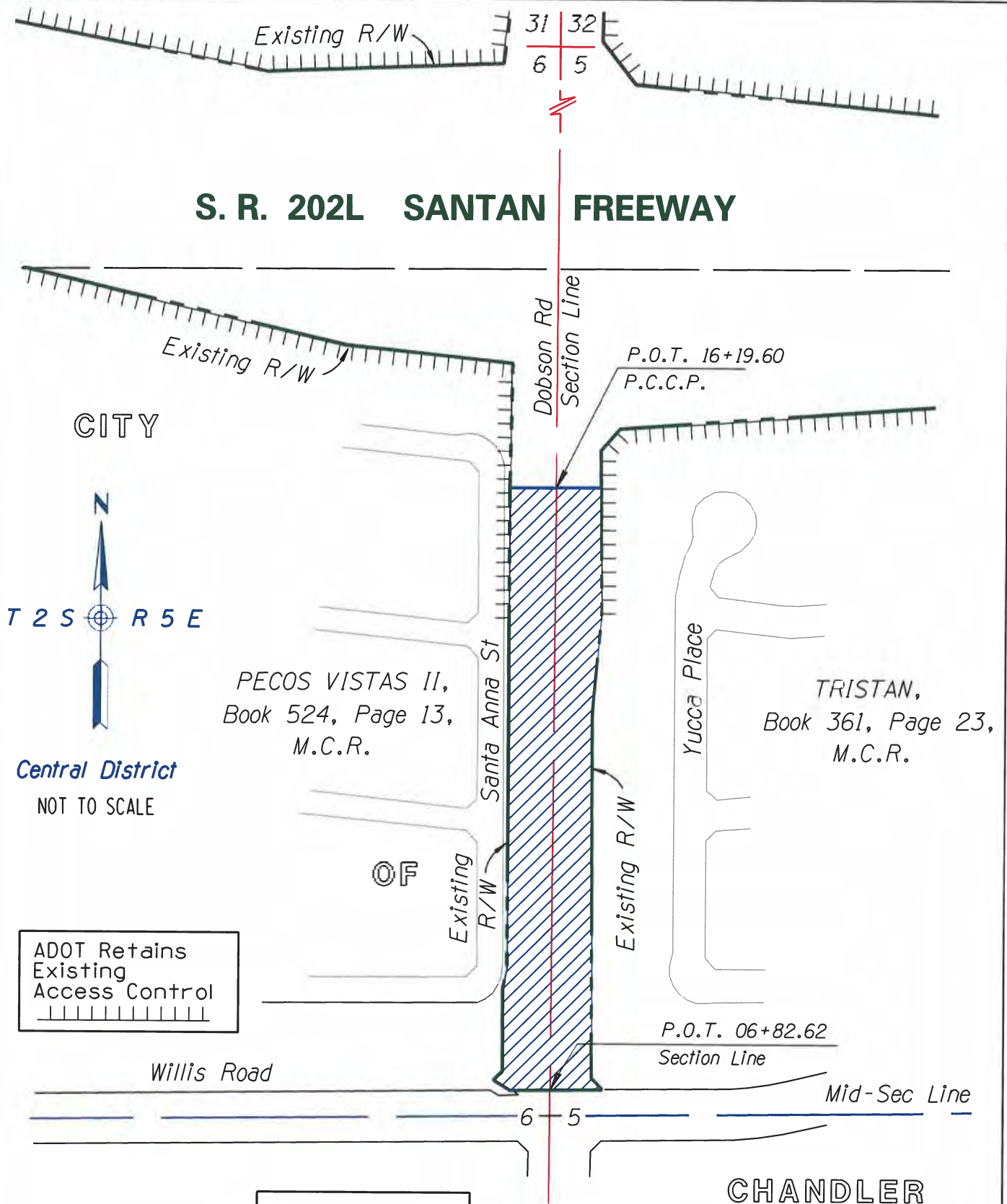
I, DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 20, 2020.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 20, 2020.

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation



S. R. 202L SANTAN FREEWAY



2020-03-A-015
March 23, 2020
Sheet 2 of 2

APPENDIX "A"

202L MA 000 H5380 01R / RAM 600-7-802
SANTAN FREEWAY
Price Road - Arizona Avenue
(Dobson Road T.I. - South)
Maricopa County

March 20, 2020

RES. NO. 2020-03-A-016
PROJECT: 202L MA 000 H5381 01R / RAM 600-7-803
HIGHWAY: SANTAN FREEWAY
SECTION: Arizona Ave. - Gilbert Rd. (Gilbert Road T. I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 070

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the Santan Freeway within the above referenced project.

The right of way to be abandoned was previously established as a part of the Preliminary Transportation Corridor for the Southeast Loop Freeway, and was designated State Route 220 by Arizona State Transportation Board Resolution 85-04-A-34, dated April 26, 1985. Resolution 87-12-A-115, dated December 18, 1987, adopted and approved the establishment of a refined portion of the State Route Plan for the Southeast Outer Loop Corridor; and Resolution 87-11-A-105 of the same date, redesignated and renumbered State Routes 216, 217, and part of State Route 220 as the State Route 202 Loop. Resolution 89-01-A-06, dated January 16, 1989, adopted, approved and established a further refined corridor and authorized advance acquisition. Resolution 2002-09-A-046, dated September 20, 2002, established this segment of the Santan Freeway as an access controlled state highway.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Chandler will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 08, 2019, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

March 20, 2020

RES. NO. 2020-03-A-016
PROJECT: 202L MA 000 H5381 01R / RAM 600-7-803
HIGHWAY: SANTAN FREEWAY
SECTION: Arizona Ave. - Gilbert Rd. (Gilbert Road T. I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 070

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.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTAN FREEWAY, Arizona Ave. - Gilbert Rd., Project 202L MA 000 H5381 01R / RAM 600-7-803", 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 Chandler, in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 08, 2019, 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, landscaping, 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".

March 20, 2020

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PROJECT: 202L MA 000 H5381 01R / RAM 600-7-803
HIGHWAY: SANTAN FREEWAY
SECTION: Arizona Ave. - Gilbert Rd. (Gilbert Road T. I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 070

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

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,

DALLAS L. HAMMIT, 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

March 20, 2020

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RESOLUTION OF ABANDONMENT

DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 20, 2020, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Chandler within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Chandler will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 08, 2019, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

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

March 20, 2020

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WHEREAS the City of Chandler will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 08, 2019, 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, landscaping, 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

March 20, 2020

RES. NO. 2020-03-A-016
PROJECT: 202L MA 000 H5381 01R / RAM 600-7-803
HIGHWAY: SANTAN FREEWAY
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DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 070

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Chandler, in accordance with that certain 120-Day Advance Notice of Abandonment, dated November 08, 2019, 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, landscaping, 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 Chandler, evidencing the abandonment of the State's interest.

March 20, 2020

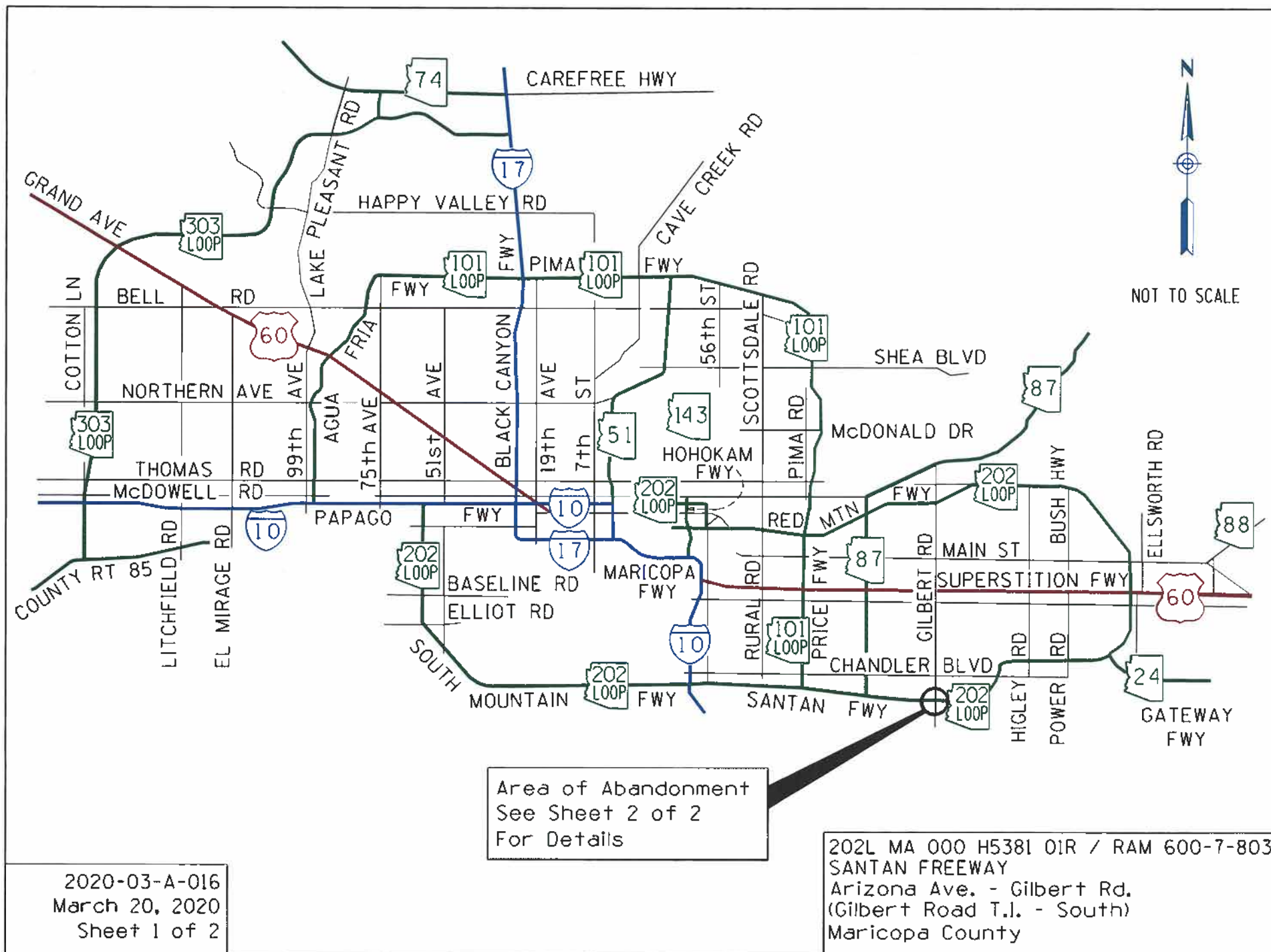
RES. NO. 2020-03-A-016
PROJECT: 202L MA 000 H5381 01R / RAM 600-7-803
HIGHWAY: SANTAN FREEWAY
SECTION: Arizona Ave. - Gilbert Rd. (Gilbert Road T. I. - South)
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 070

CERTIFICATION

I, DALLAS L. HAMMIT, 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 March 20, 2020.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 20, 2020.

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation



S. R. 202L

SANTAN FREEWAY

36 31
1 6

T 2 S R 5 E
T 2 S R 6 E

Gilbert Rd

P.O.T. 16+00.19
P.C.C.P.

Existing R/W

NE⁴ SE⁴

Existing R/W

Lot 6

CITY OF
CHANDLER

TOWN OF
GILBERT



SE⁴ SE⁴

Lot 7

Central District
NOT TO SCALE

Existing R/W

Existing R/W

P.O.T. 9+50.56
Range Line

ADOT Retains
Existing
Access Control

Area of
Abandonment

2020-03-A-016
March 20, 2020
Sheet 2 of 2

APPENDIX "A"

202L MA 000 H5381 01R / RAM 600-7-803
SANTAN FREEWAY
Arizona Ave. - Gilbert Rd.
(Gilbert Road T.I. - South)
Maricopa County

March 20, 2020

RES. NO. 2020-03-A-017
PROJECT: 070 GH 294 H7637 / 070-A(209)T
HIGHWAY: GLOBE - LORDSBURG
SECTION: Bylas
ROUTE NO.: U. S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 015

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

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

This portion of U. S. Route 70 was previously established as a state route and state highway, designated U. S. Route 180, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. The highway was renumbered and redesignated as U. S. Route 70, by the Resolution dated June 17, 1935, as shown on Page 300 of the Official Minutes. Entries on Page 157 of the Official Minutes dated July 10, 1945; and on Page 218 of those dated September 02, 1947, disclose a motion by the Highway Commission and the subsequent approval of the United States Public Roads Administration for the inclusion of U. S. Route 70 in the national system of Interstate Highways. Additional right of way for the location, relocation, alteration and widening of the roadway was established as a state highway by the Commission's Resolution dated July 07, 1950, as shown on Page 431; and thereafter by its Resolution of March 08, 1955, shown on Page 187 of the Official Minutes. Most recently, new highway easement right of way for the above referenced improvement project was established as a state route and state highway by Arizona State Transportation Board Resolution 2016-07-A-037, dated July 15, 2016.

March 20, 2020

RES. NO. 2020-03-A-017
PROJECT: 070 GH 294 H7637 / 070-A(209)T
HIGHWAY: GLOBE - LORDSBURG
SECTION: Bylas
ROUTE NO.: U. S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 015

Said portion of highway easement right of way, lying within the San Carlos Apache Indian Reservation, is no longer required in the State Transportation System, nor will it necessarily be used for public highway purposes. Accordingly, I recommend that said highway easement right of way be removed from the State Transportation System, and extinguished and relinquished to the San Carlos Apache Tribe, and the United States Department of the Interior, acting by and through its Bureau of Indian Affairs, according to law, as their interests may appear.

This resolution is considered the only document necessary to extinguish and relinquish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

The portion of highway easement right of way to be removed from the State Transportation System, lying within the San Carlos Apache Indian Reservation, was acquired by that certain Right of Way Grant, dated January 21, 1957, shown on the Plans of Federal Aid Project 15, depicting San Carlos Indian Reservation Right of Way Map, Drawing No. A-5-T-128A; and Bureau of Indian Affairs Encroachment Permit No. 2017-0006, dated February 22, 2017. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the GLOBE - LORDSBURG HIGHWAY, Bylas, Project 070 GH 294 H7637 / 070-A(209)A", and is shown in Appendix "A" attached hereto.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the extinguishment and relinquishment of the portion of highway easement right of way depicted in Appendix "A".

March 20, 2020

RES. NO. 2020-03-A-017
PROJECT: 070 GH 294 H7637 / 070-A(209)T
HIGHWAY: GLOBE - LORDSBURG
SECTION: Bylas
ROUTE NO.: U.S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 015

The extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and this resolution is considered the only document necessary to extinguish and relinquish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

DALLAS L. HAMMIT, 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

March 20, 2020

RES. NO. 2020-03-A-017
PROJECT: 070 GH 294 H7637 / 070-A(209)T
HIGHWAY: GLOBE - LORDSBURG
SECTION: Bylas
ROUTE NO.: U. S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 015

RESOLUTION OF RELINQUISHMENT

DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 20, 2020, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046, 28-7210, and 28-7214, recommending removal of a certain portion of highway easement right of way from the State Transportation System by the extinguishment and relinquishment thereof.

The portion of highway easement right of way to be removed from the State Transportation System, lying within the San Carlos Apache Indian Reservation, was acquired by that certain Right of Way Grant, dated January 21, 1957, shown on the Plans of Federal Aid Project 15, depicting San Carlos Indian Reservation Right of Way Map, Drawing No. A-5-T-128A; and Bureau of Indian Affairs Encroachment Permit No. 2017-0006, dated February 22, 2017. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the GLOBE - LORDSBURG HIGHWAY, Bylas, Project 070 GH 294 H7637 / 070-A(209)A", and is shown in Appendix "A" attached hereto.

This resolution is considered the only document necessary to extinguish and relinquish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

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

March 20, 2020

RES. NO. 2020-03-A-017
PROJECT: 070 GH 294 H7637 / 070-A(209)T
HIGHWAY: GLOBE - LORDSBURG
SECTION: Bylas
ROUTE NO.: U. S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 015

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

WHEREAS this resolution is considered the only document necessary to extinguish and relinquish said portion of highway easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said portion of highway easement right of way lying within the San Carlos Apache Indian Reservation be removed in accordance with Intergovernmental Agreement No. 16-0005931, dated January 31, 2017, and any and all Amendments thereto, from the State Transportation System, extinguished and relinquished to the San Carlos Apache Tribe, and to the United States Department of the Interior, acting by and through its Bureau of Indian Affairs, according to law, as their interests may appear; therefore be it

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

RESOLVED that the portion of highway easement right of way lying within the San Carlos Apache Indian Reservation no longer needed for State transportation purposes is removed from the State Transportation System in accordance with Intergovernmental Agreement No. 16-0005931, dated January 31, 2017, and any and all Amendments thereto, by extinguishment and relinquishment to the San Carlos Apache Tribe, and to the United States Department of the Interior, acting by and through its Bureau of Indian Affairs, according to law, as their interests may appear; be it further

March 20, 2020

RES. NO. 2020-03-A-017
PROJECT: 070 GH 294 H7637 / 070-A(209)T
HIGHWAY: GLOBE - LORDSBURG
SECTION: Bylas
ROUTE NO.: U. S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 015

RESOLVED that the extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the only document necessary to extinguish and relinquish said portion of highway easement right of way; and no other instrument of conveyance is legally required; be it further

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

March 20, 2020

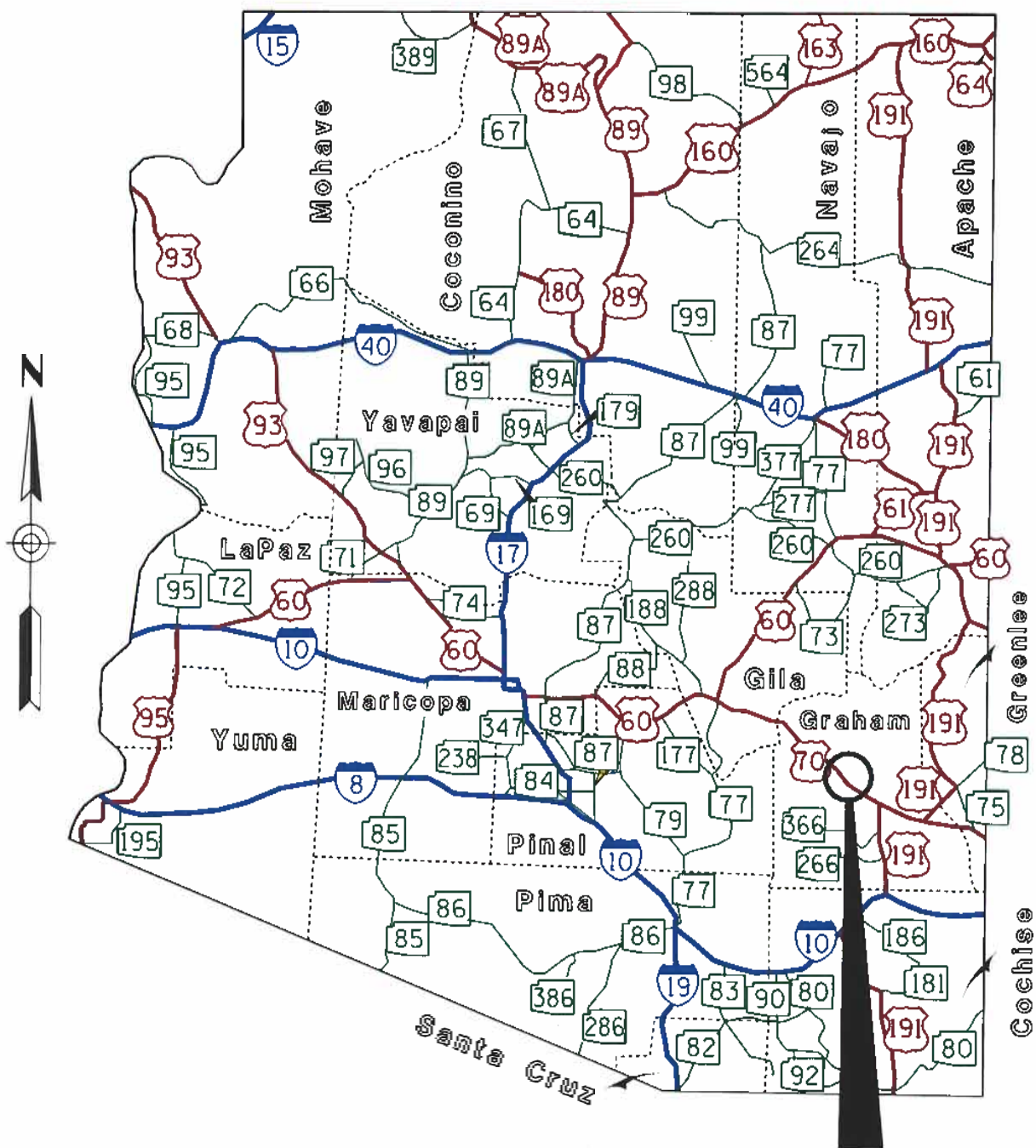
RES. NO. 2020-03-A-017
PROJECT: 070 GH 294 H7637 / 070-A(209)T
HIGHWAY: GLOBE - LORDSBURG
SECTION: Bylas
ROUTE NO.: U. S. Route 70
DISTRICT: Southeast
COUNTY: Graham
DISPOSAL: D - SE - 015

CERTIFICATION

I, DALLAS L. HAMMIT, 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 March 20, 2020.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 20, 2020.

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

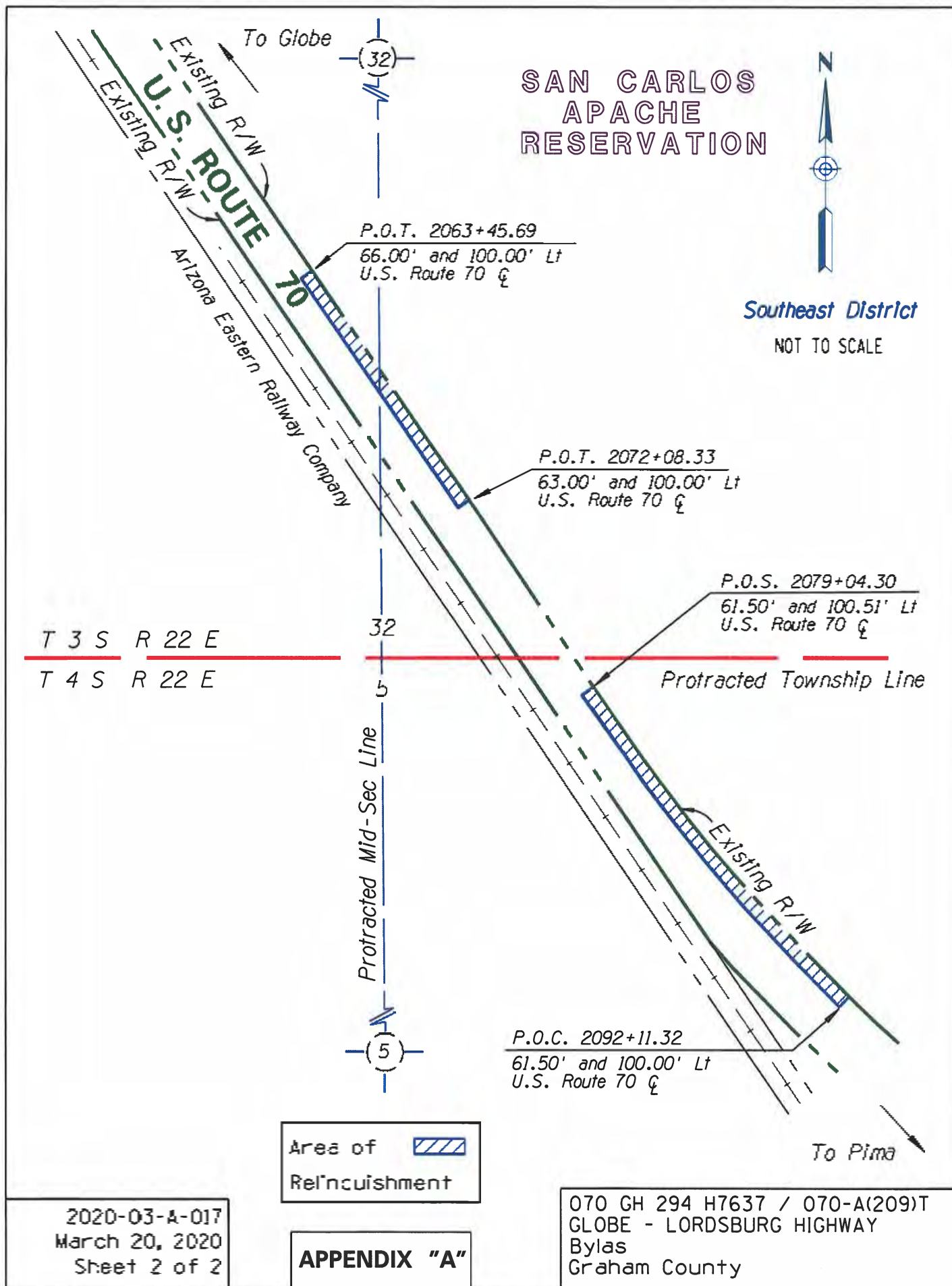


Area of Relinquishment
See Sheet 2 of 2
for Details

2020-03-A-017
March 20, 2020
Sheet 1 of 2

APPENDIX "A"

070 GH 294 H7637 / 070-A(209)T
GLOBE - LORDSBURG HIGHWAY
Bylas
Graham County



March 20, 2020

RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 10784-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of State Route 202 Loop, within the above referenced project.

The existing alignment was previously established as a State Route Plan for the Southwest Loop Freeway, and designated State Route 218 by State Transportation Board Resolution 85-04-A-33 of April 26, 1985. Advance acquisition was first authorized in Resolution 86-05-A-37 of May 16, 1986; and in Resolution 86-12-A-77 of November 21, 1986. The State Route Plan for the Southwest Outer Loop Corridor was refined by Resolution 87-08-A-68 of August 21, 1987; and further refined by Resolution 87-11-A-98 of November 20, 1987. This segment was renumbered and redesignated State Route 101 Loop in Resolution 87-11-A-105 of December 18, 1987; and later renumbered and redesignated State Route 202 Loop in Resolution 91-07-A-56 of July 19, 1991. Resolution 2011-09-A-062 of September 15, 2011; Resolution 2015-01-A-005 of January 09, 2015; and Resolution 2015-03-A-018 of March 20, 2015, established the corridor as a state route. Resolution 2016-07-A-040 of July 15, 2016, established the right of way as an access controlled state route and state highway. Resolution 2017-03-A-020 of March 17, 2017; Resolution 2017-07-A-040 of July 21, 2017; Resolution 2018-05-A-025 of May 18, 2018; and Resolution 2018-12-A-062 of December 21, 2018, established additional right of way as an access controlled state route and state highway to accommodate design changes.

March 20, 2020

RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10784-A

New right of way is now needed for widening and augmented design features to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SOUTH MOUNTAIN FREEWAY, Salt River - Jct. I-10 Papago Segment, Project 202L MA 000 H5439". Right of way acquisition is being done under Project 202LMA 056 H8827 01R / 202-D(200)S, as noted thereon.

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

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

March 20, 2020

RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10784-A

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation.

This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

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

Respectfully submitted,

DALLAS L. HAMMIT, 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

March 20, 2020

RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 10784-A

RESOLUTION OF ESTABLISHMENT

DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 20, 2020, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of the Ed Pastor Freeway, State Route 202 Loop, as set forth in the above referenced project.

New right of way is now needed to for widening and augmented design features to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SOUTH MOUNTAIN FREEWAY, Salt River - Jct. I-10 Papago Segment, Project 202L MA 000 H5439". Right of way acquisition is being done under Project 202L MA 056 H8827 01R / 202-D(200)S, as noted thereon.

March 20, 2020

RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10784-A

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 establishment and acquisition of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

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

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

March 20, 2020

RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10784-A

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

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

March 20, 2020

RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10784-A

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

March 20, 2020

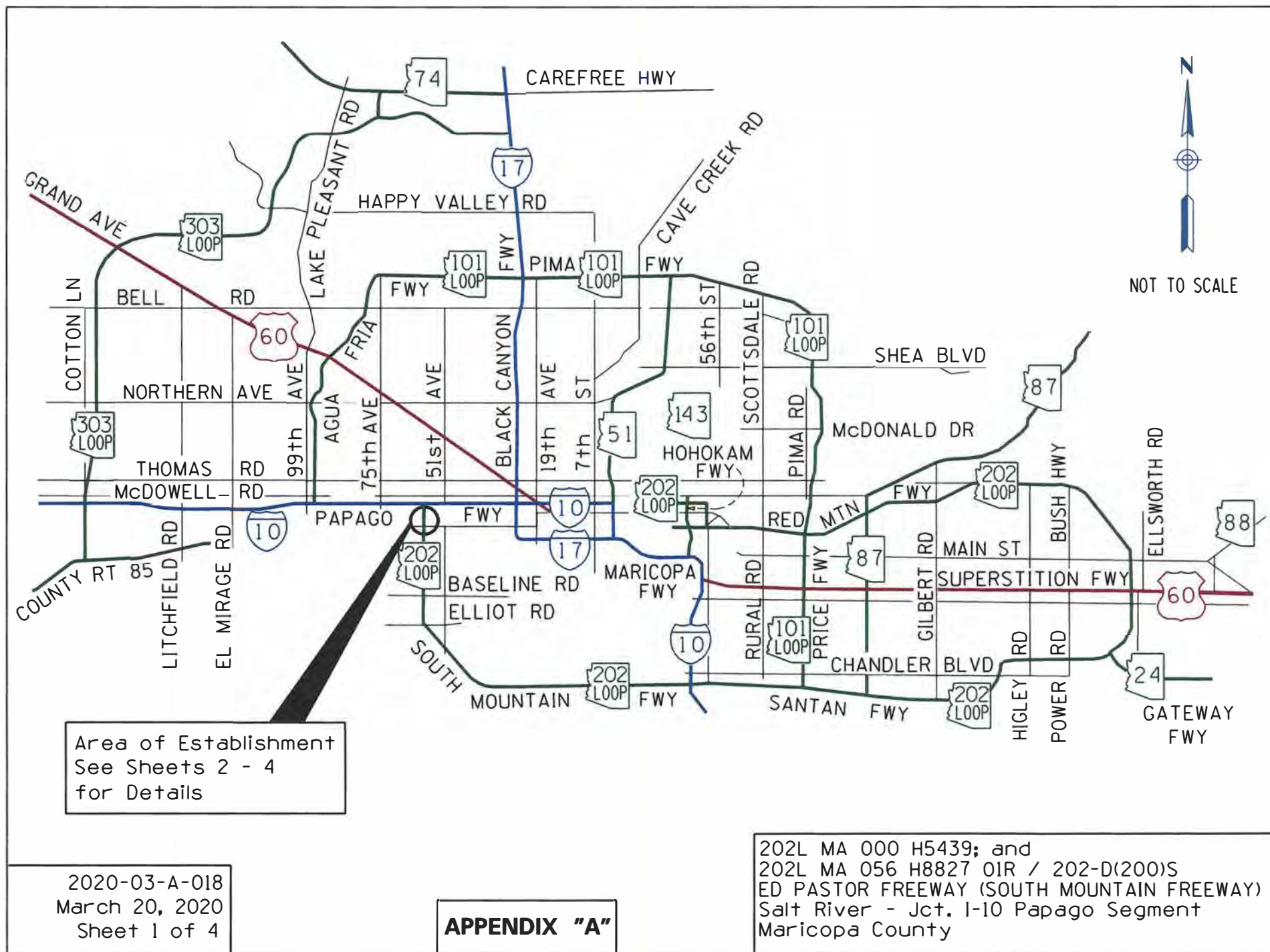
RES. NO. 2020-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: ED PASTOR FREEWAY (SOUTH MOUNTAIN FREEWAY)
SECTION: Salt River - Jct. I-10 Papago Segment
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7 - 10784-A

CERTIFICATION

I, DALLAS L. HAMMIT, 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 March 20, 2020.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 20, 2020.

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation



APPENDIX "A"
Legal Description

Parcel No. 1:

A permanent easement for sidewalk purposes lying within the West 10 feet of that part of the Northwest quarter of the Southwest quarter of Section 8, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at the Northwest corner of said Northwest quarter of the Southwest quarter;

thence South 00° 00' 00" West along the West line of said Northwest quarter of the Southwest quarter, a distance of 49.06 feet;

thence South 89° 06' 23" East along a line 49.00 feet South of and parallel with the North line of said Northwest quarter of the Southwest quarter, a distance of 40.00 feet to the East right of way line of 59th Avenue, and the POINT OF BEGINNING;

thence continuing South 89° 06' 23" East along said parallel line, a distance of 755.03 feet;

thence South 00° 04' 04" East, a distance of 379.44 feet;

thence North 89° 59' 27" East, a distance of 170.71 feet;

thence South 00° 00' 33" East, a distance of 825.44 feet;

thence South 89° 59' 27" West, a distance of 476.00 feet;

thence North 77° 11' 54" West, a distance of 287.61 feet;

thence North 90° 00' 00" West, a distance of 169.76 feet to the East right of way line of said 59th Avenue;

thence North 00° 00' 00" East along a line 40.00 feet East of and parallel with the monument line of said 59th Avenue, a distance of 1152.97 feet to the POINT OF BEGINNING.

(continued)

SHEET 3 OF 4

<u>Resolution 2020-03-A-018</u>	<u>—</u>	<u>March 20, 2020</u>
<u>Project: 202LMA 056 H8827 01R / 202-D(200)S</u>		<u>Parcel: 7-10784-A</u>

APPENDIX "A"
Legal Description
(continued)

Parcel No. 2:

A permanent easement for sidewalk purposes lying within the Northwest quarter of the Southwest quarter of Section 8, Township 1 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

COMMENCING at the West quarter corner of said Section 8, from which the Southwest corner of said section bears South 00° 00' 00" West, a distance of 2635.75 feet;

thence South 00° 00' 00" West along the West line of said Southwest quarter, a distance of 1159.52 feet;

thence South 90° 00' 00" East, a distance of 40.00 feet to the East right of way line of existing 59th Avenue, and the POINT OF BEGINNING;

thence South 45° 00' 03" East, a distance of 20.00 feet;

thence South 00° 00' 00" East, parallel with said West line, a distance of 61.66 feet;

thence South 44° 59' 57" West, a distance of 20.00 feet to said East right of way line;

thence North 00° 00' 00" East along said East right of way line, a distance of 89.94 feet to the POINT OF BEGINNING.

SHEET 4 OF 4

<u>Resolution 2020-03-A-018</u>	<u>—</u>	<u>March 20, 2020</u>
<u>Project: 202LMA 056 H8827 01R / 202-D(200)S</u>		<u>Parcel: 7-10784-A</u>

March 20, 2020

RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of portions of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

An investigation has determined that the land does lie within the area of the proposed corridor limits of the project.

The areas of establishment, the location of the State Route Plan and the land to be acquired by early or advance acquisitions are shown in Appendix "A", depicting Parcels 7-12443 through 7-12445, inclusive, Parcels 7-12454, 7-12456, 7-12457, 7-12460, and Parcels 7-12463 through 7-12466, inclusive, in accordance with that certain Location/Design Concept Report, dated January 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

March 20, 2020

RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S.R. 303L - S.R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

Pursuant to Arizona Revised Statutes §28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early and advance acquisitions will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met. Accordingly, I recommend that the parcels of land referenced above and depicted in Appendix "A" be established as a state route, designated State Route 30, the Tres Rios Freeway.

I further recommend that these parcels of land be approved and adopted as a portion of the State Route Plan for the Tres Rios Freeway, and early or advance acquisition of Parcels 7-12443 through 7-12445, inclusive, Parcels 7-12454, 7-12456, 7-12457, 7-12460, and Parcels 7-12463 through 7-12466, inclusive, be authorized.

March 20, 2020

RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

Therefore, in the interest of public safety, necessity, and convenience, and pursuant to Arizona Revised Statutes § 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

DALLAS L. HAMMIT, 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

March 20, 2020

RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S.R. 303L - S.R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

RESOLUTION OF ESTABLISHMENT AND EARLY AND ADVANCE ACQUISITION

DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 20, 2020, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

The areas of establishment, the location of the State Route Plan, and the portions of land to be acquired by early or advance acquisitions are shown in Appendix "A", depicting Parcels 7-12443 through 7-12445, inclusive, Parcels 7-12454, 7-12456, 7-12457, 7-12460, and Parcels 7-12463 through 7-12466, inclusive, in accordance with that certain Location/Design Concept Report, dated January 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

March 20, 2020

RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S.R. 303L - S.R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

Pursuant to Arizona Revised Statutes §28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A, and that early and advance acquisitions will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

Accordingly, it is recommended that the parcels of land referenced above and depicted in Appendix "A" be established as a state route, and approved and adopted as the State Route Plan for the Tres Rios Freeway, and that early and advance acquisition of the properties be authorized.

WHEREAS design and construction are planned for the alignment, and the above referenced project is included in the Five Year Construction Program; and

WHEREAS early or advance acquisitions will alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

WHEREAS pursuant to Arizona Revised Statutes §28-7094, the Deputy Director has determined that a reasonable need exists for the above referenced parcels of land, and that early and advance acquisition would forestall development, resulting in a substantial savings to the State, and would ensure critical construction bid dates are met; and

WHEREAS the areas depicted in Appendix "A" should be established as a state route and adopted and approved as portions of the State Route Plan for the Tres Rios Freeway, State Route 30; and

March 20, 2020

RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S.R. 303L - S.R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of portions of the State Route Plan, and early or advance acquisition of the parcels as recommended by the Deputy Director; therefore, be it

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

RESOLVED that the portions of land as depicted in Appendix "A", depicting Parcels 7-12443 through 7-12445, inclusive, Parcels 7-12454, 7-12456, 7-12457, 7-12460, and Parcels 7-12463 through 7-12466, inclusive, in accordance with that certain Location/Design Concept Report, dated January 2020, are hereby established as a state route and designated State Route 30, the Tres Rios Freeway; be it further

RESOLVED that the State Route Plan for the location of those portions of Parcels 7-12443 through 7-12445, inclusive, Parcels 7-12454, 7-12456, 7-12457, 7-12460, and Parcels 7-12463 through 7-12466, inclusive, as depicted in Appendix "A" is hereby approved and adopted; be it further

RESOLVED that the Deputy Director is authorized to proceed with early and advance acquisitions, including exchanges, to acquire an estate in fee and/or easement and the appropriate rights of access needed for the corridor depicted in Appendix "A", including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans, in accordance with Arizona Revised Statutes § 28-7094; be it further

March 20, 2020

RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

RESOLVED that the Deputy Director secure appraisals of the properties 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.

March 20, 2020

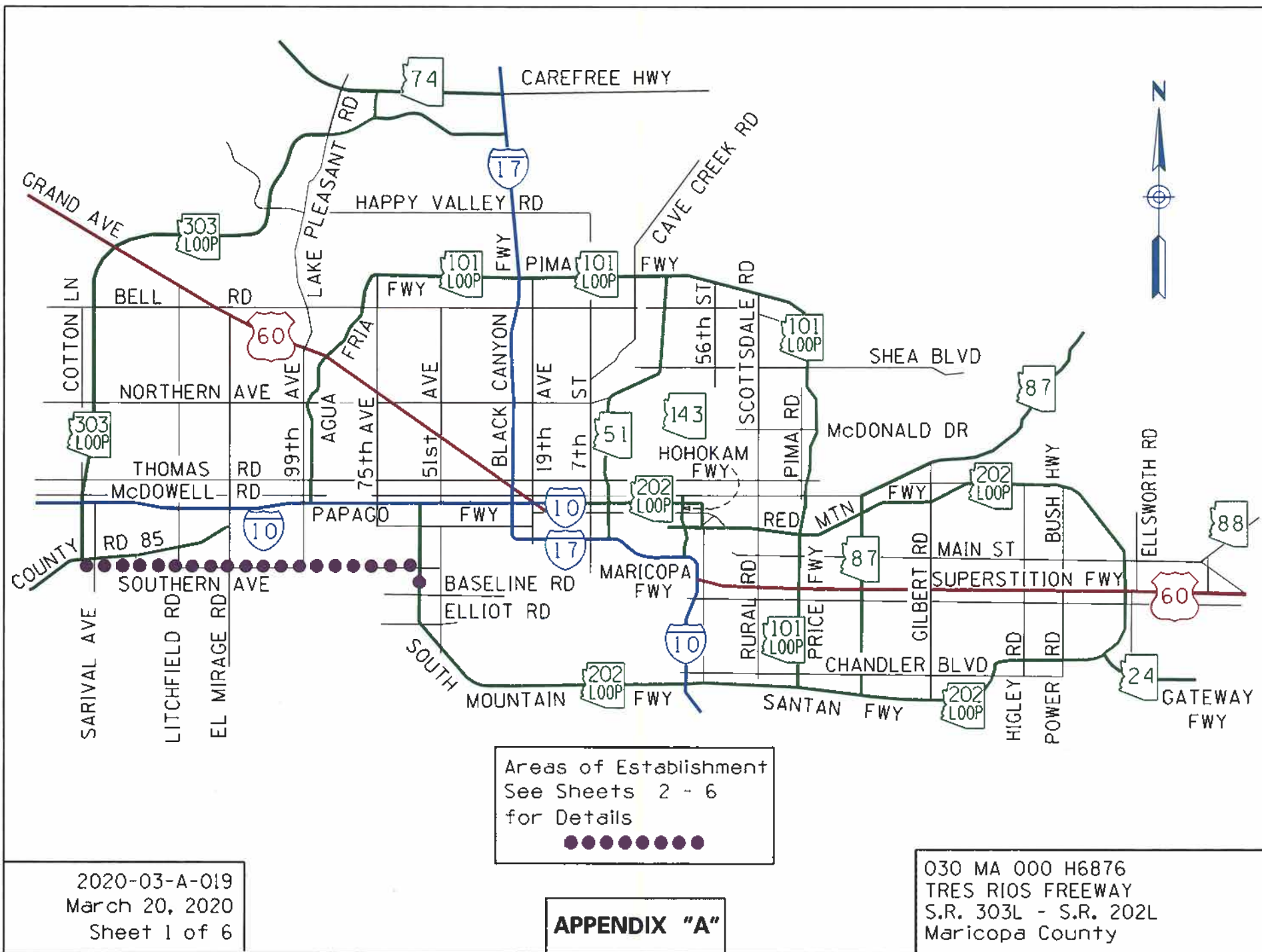
RES. NO. 2020-03-A-019
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S.R. 303L - S.R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7-12443 through 7-12445, inclusive, 7-12454, 7-12456,
7-12457, 7-12460, and 7-12463 through 7-12466, inclusive

CERTIFICATION

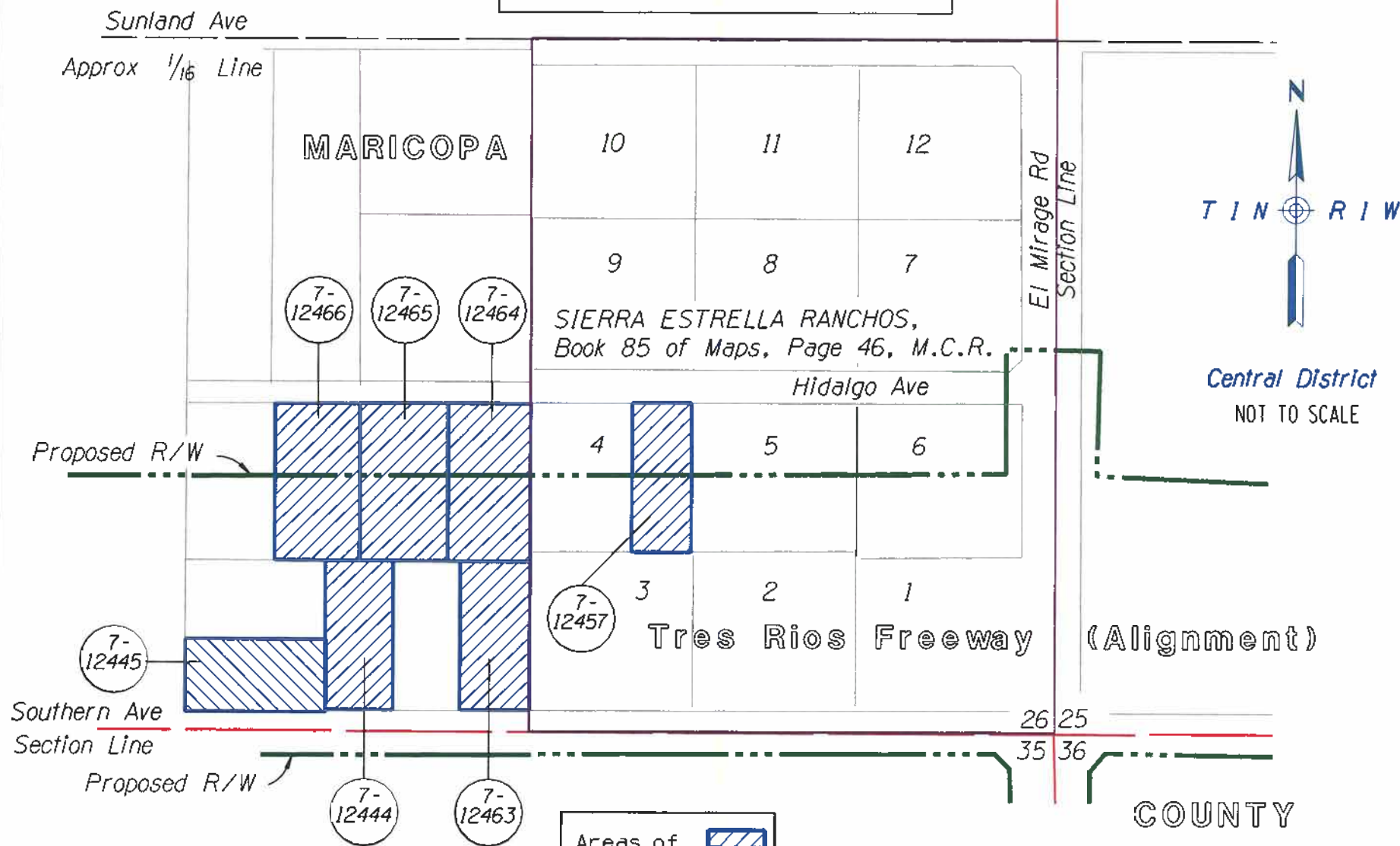
I, DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 20, 2020.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 20, 2020.

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation



EARLY / ADVANCE ACQUISITION PLAT



2020-03-A-019
March 20, 2020
Sheet 2 of 6

Areas of
Establishment

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

EARLY / ADVANCE ACQUISITION PLAT

23 | 24
26 | 25

Broadway Rd
Section Line

MARICOPA

NW⁴ NW⁴

73rd Ave

NE⁴ NW⁴

1 2 3 4

71st Ave

NW⁴ NE⁴



Central District
NOT TO SCALE

11
13 12 10 9 8 7 6 5
WESTERN HERITAGE ESTATES,
Book 157 of Maps, Page 18,
M.C.R.

1/16 Line Wier Ave

Proposed R/W

14 15 16 17 18 19 20 21

7-
12454

SW⁴ NE⁴

Tres Rios Freeway
(Alignment)

Buckeye Canal

22

Proposed R/W
SW⁴ NW⁴

SE⁴ NW⁴

Mobile Ave

COUNTY

Areas of
Establishment

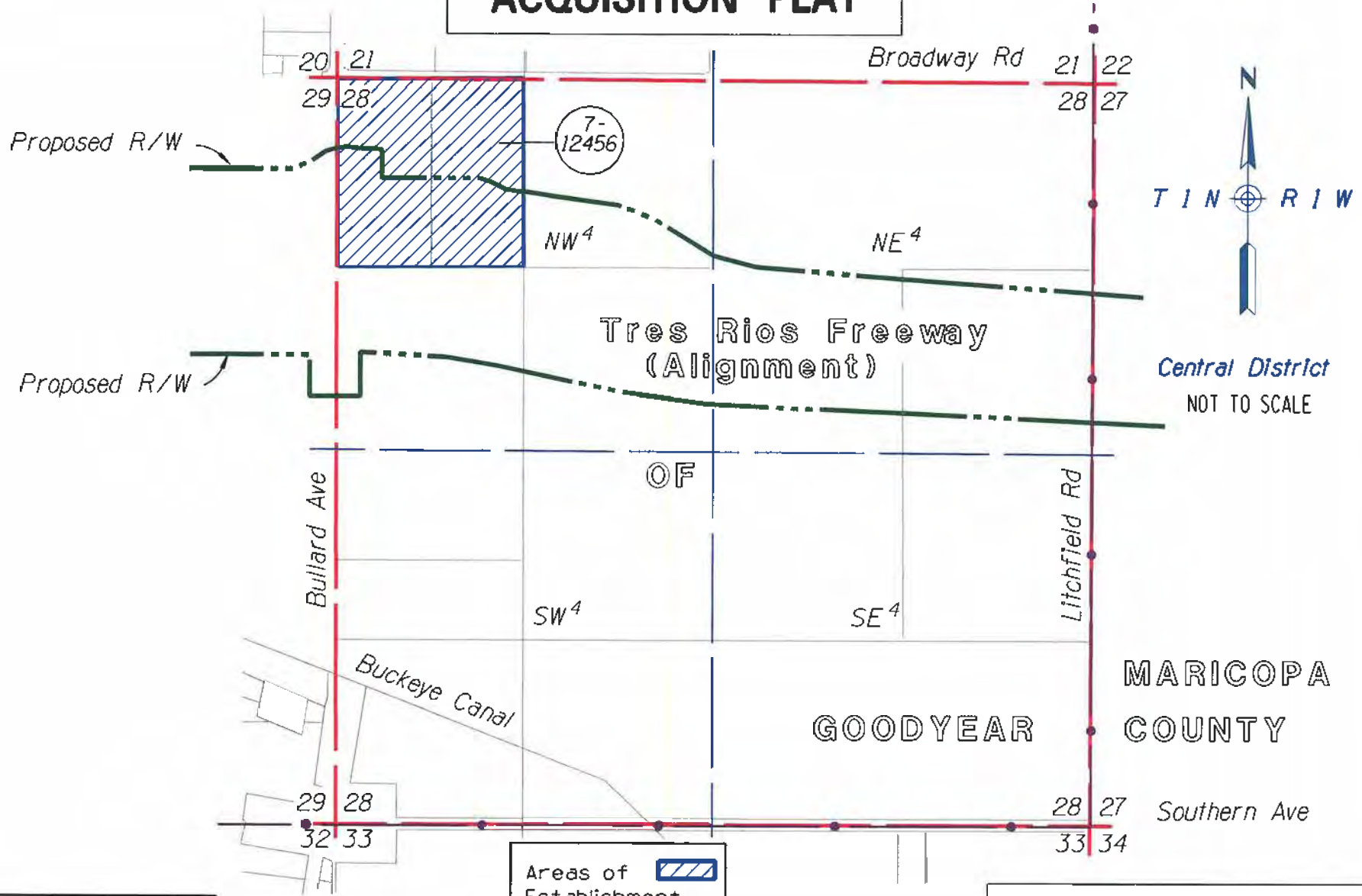
APPENDIX "A"

2020-03-A-019
March 20, 2020
Sheet 3 of 6

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

CITY

EARLY / ADVANCE ACQUISITION PLAT



2020-03-A-019
March 20, 2020
Sheet 4 of 6

Areas of
Establishment

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

EARLY / ADVANCE ACQUISITION PLAT

MARICOPA

GREEN VALLEY RANCHES UNIT TWO,
Book 107 of Maps, Page 42, M.C.R.

SW⁴

Buckeye Canal



Central District
NOT TO SCALE

16 15 14 13 12 11

Hidalgo Ave

23 24 25 26 27 28 6 7 8 9 10

Proposed R/W

34 33 32 31 30 29 5 4 3 2 1

Tres Rios Freeway
(Alignment)

Southern Ave

Proposed R/W

GREEN VALLEY RANCHES,
Book 103 of Maps, Page 03, M.C.R.

COUNTY

Areas of
Establishment

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

2020-03-A-019
March 20, 2020
Sheet 5 of 6

CITY



APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6a:	Route & MP:	Statewide
	Project Name:	STATEWIDE HIGH FRICTION SURFACE TREATMENT - CURVES
	Type of Work:	DESIGN
	County:	Statewide
	District:	Statewide
	Schedule:	
	Project:	TIP#: 101194
	Project Manager:	Bahram Dariush
	Program Amount:	\$154,000
	New Program Amount:	\$0
	Requested Action:	Delete project.

14

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

2/28/2020

Bahram Dariush

4. Project Manager / Presenter:

Bahram Dariush @ (602) 712-2332

1615 W Jackson St, 61, 065R - 6501 TRAFFIC HSIP

6. Project Name:

STATEWIDE HIGH FRICTION SURFACE TREATMENT - CURVES

7. Type of Work:

DESIGN

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
BL1P	Statewide	999	Statewide	0.0	- ?	0.0	HSIP

16. Program Budget: \$154

17. Program Item #: 101194

18. Current Approved Program Budget:

\$154

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

(\$154)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
101194	\$154	Statewide High Friction Surface Treatment - Curves	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70120	(\$154)	MODERNIZATION	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE: NO

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

Delete project

26. JUSTIFICATION OF REQUEST

After discussion with Pavement Management on the proposed HFST program, we recommend deleting the project.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/4/2020**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6b:	Route & MP:	Statewide
	Project Name:	STATEWIDE HIGH FRICTION SURFACE TREATMENT - CURVES
	Type of Work:	CONSTRUCTION
	County:	Statewide
	District:	Statewide
	Schedule:	FY 2020
	Project:	TIP#: 101194
	Project Manager:	Bahram Dariush
	Program Amount:	\$500,000
	New Program Amount:	\$0
	Requested Action:	Delete project.

15

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

2/28/2020

Bahram Dariush

4. Project Manager / Presenter:

Bahram Dariush @ (602) 712-2332

1615 W Jackson St, 61, 065R - 6501 TRAFFIC HSIP

6. Project Name:

STATEWIDE HIGH FRICTION SURFACE TREATMENT - CURVES

7. Type of Work:

CONSTRUCTION

8. CPSID:

BL1P

9. District:

Statewide

10. Route:

999

11. County:

Statewide

12. Beg MP:

0.0

13. TRACS #:

- ?

14. Len (Mi.):

0.0

15. Fed Id #:

HSIP

16. Program Budget: \$500

17. Program Item #: 101194

18. Current Approved Program Budget:

\$500

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

(\$500)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
101194	\$500	Statewide High Friction Surface Treatment - Curves	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70120	(\$500)	MODERNIZATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY: TBD

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

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

Delete project

26. JUSTIFICATION OF REQUEST

After discussion with Pavement Management on the proposed HFST program, we recommend deleting the project.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 3/4/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c:

Route & MP:	US 93 @ MP 198.0
Project Name:	TEGNER ST - WICKENBURG RANCH WAY
Type of Work:	CONSTRUCT DIVIDED HIGHWAY
County:	Yavapai
District:	Northwest
Schedule:	
Project:	F003101D, TIP#: 8373
Project Manager:	Craig Regulski
Program Amount:	\$4,006,000
New Program Amount:	\$4,315,000
Requested Action:	Increase design budget.



12

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

2/5/2020

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave., E748 - 4983 PROJECT MANAGEMENT

6. Project Name:

TEGNER ST - WICKENBURG RANCH WAY

7. Type of Work:

CONSTRUCT DIVIDED HIGHWAY

8. CPSID:

[AK1O](#)

9. District:

Northwest

10. Route:

93

11. County:

Yavapai

12. Beg MP:

198.0

13. TRACS #:

F003101D

14. Len (Mi.):

5.0

15. Fed Id #:

NHPP093-B(215)S

16. Program Budget: \$4,006

17. Program Item #: 8373

18. Current Approved Program Budget:

\$4,006

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

\$309

18b Total Program Budget After Request:

\$4,315

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
8373	\$4,006	TEGNER ST - WICKENBURG RANCH WAY	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	\$309	CONTINGENCY	.

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: 18-0007200

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: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase design budget.

26. JUSTIFICATION OF REQUEST

Due to availability of resources, consultants will be utilized to perform design phase right of way tasks originally planned to be performed by staff. Funding is needed to cover additional consultant costs for right of way tasks including property appraisals, appraisal review, and acquisition coordination.

Right of way consultant: \$281K

ICAP: \$28K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

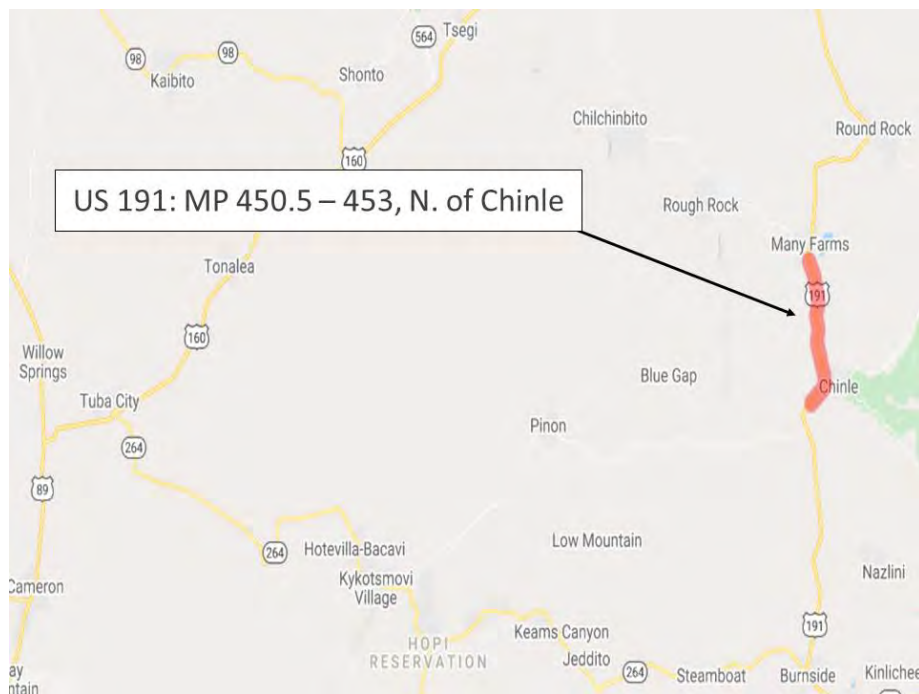
REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 3/4/2020



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6d:

Route & MP:	US 191 @ MP 450.5
Project Name:	US 191; MP 450.5 - MP 453.0, NORTH OF CHINLE
Type of Work:	SHOULDER WIDENING
County:	Apache
District:	Northeast
Schedule:	FY 2020
Project:	F019301C TIP#: 100328
Project Manager:	Jennifer Acuna
Program Amount:	\$2,438,000
New Program Amount:	\$0
Requested Action:	Delete Project.



02

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

3/4/2020

Jennifer Acuna @ (602) 712-8336

Jennifer Acuna

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

7. Type of Work:

US 191; MP 450.5 - MP 453.0, NORTH OF CHINLE

SHOULDER WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
RW10	Northeast	191	Apache	450.5	F019301C ?	4.0	HSIP191-E(217)T

16. Program Budget: \$2,438

17. Program Item #: 100328

18. Current Approved Program Budget:

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

18b Total Program Budget After Request:

\$2,438

(\$2,438)

\$0

CURRENTLY APPROVED:**CHANGE / REQUEST:****19. BUDGET ITEMS:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
100328	\$2,438	US 191: MP 450.5 - MP 453.0, NORTH OF CHINLE	HIGHWAY SAFETY IMPROVEMENT PROGRAM

Item #	Amount	Description	Comments
70120	(\$2,438)	MODERNIZATION	

CURRENT SCHEDULE:**CHANGE REQUEST NEW SCHEDULE:**

21. CURRENT FISCAL YEAR: 20

21A. REQUEST FISCAL YEAR:

22. CURRENT BID READY: 3/27/2020

22A. REQUEST BID READY:

23. CURRENT ADV DATE: 4/24/2020

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 II
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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

Delete Project.

26. JUSTIFICATION OF REQUEST

This project was established in FY20 based on project rankings. Staff has reviewed 3 other projects identical in scope that envelope this project and recommends bundling all the work into one FY21 construction project. The driving forces behind this request are safety and bundling efficiencies.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:****APPROVED / RECOMMENDED ACTIONS:**

DELETE PROJECT

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/4/2020



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e:	Route & MP:	SR 260 @ MP 282.0
	Project Name:	RIM ROAD - GIBSON ROAD, SEGMENT I
	Type of Work:	SHOULDER WIDENING
	County:	Coconino
	District:	Northcentral
	Schedule:	FY 2020
	Project:	H824501C TIP#: 7880
	Project Manager:	Trent Kelso
	Program Amount:	\$7,500,000
	New Program Amount:	\$0
	Requested Action:	Delete project.



01

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

2/27/2020

Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685

205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

RIM ROAD - GIBSON ROAD, SEGMENT I

7. Type of Work:

SHOULDER WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UN1O	Northcentral	260	Coconino	282.0	H824501C ?	13.0	HSIP260-B(213)A

16. Program Budget: \$7,500

17. Program Item #: 7880

18. Current Approved Program Budget:

\$7,500

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

(\$7,500)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
7880	\$7,500	Rim Rd - Gibson Rd, Segment I	HSIP Funding

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70120	(\$7,500)	MODERNIZATION	Contingency

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE: 3/31/2020

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 III
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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: YES

25. DESCRIPTION OF REQUEST

Delete project

26. JUSTIFICATION OF REQUEST

This project will be re-programmed to FY 21, combined with Segment II and delivered as one project. A single project would have been the most economical delivery method. However, at the time of initial programming funding was not available to construct the entire length as one project.

Over 21 miles in length, the project will extend from Rim Road (~MP 282) to Gibson Road (~MP 304). Combination of the two segments will generate greater cost economies, and enhance flexibility in traffic maintenance and construction.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

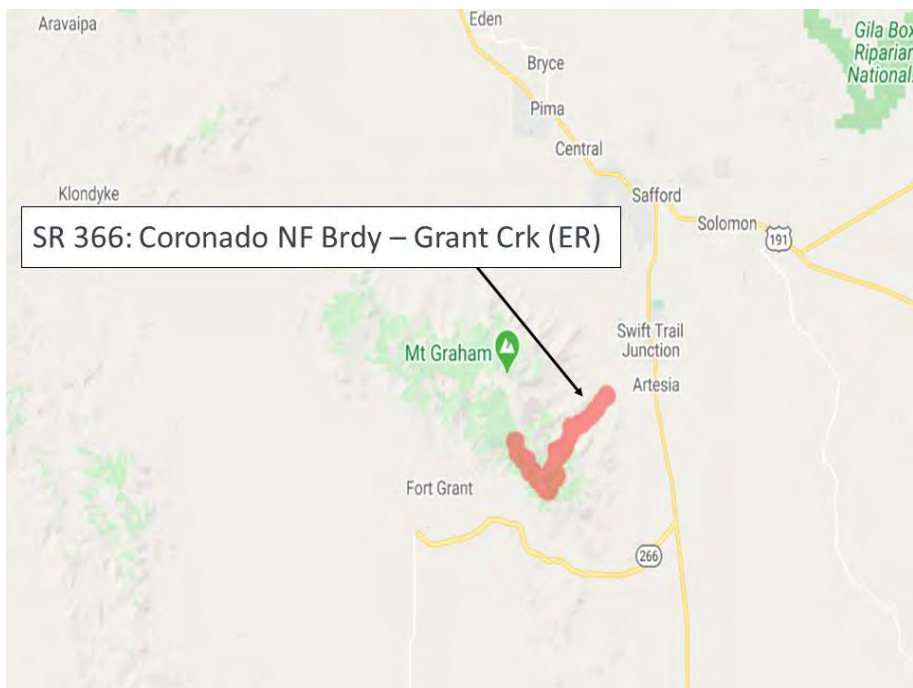
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/4/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6f:	Route & MP:	SR 366 @ MP 118.0
	Project Name:	Coronado NF Bdry - Grant Ck (ER)
	Type of Work:	RESTORE ROADWAY, DRAINAGE & ROCKFALL FENCE
	County:	Graham
	District:	Southeast
	Schedule:	
	Project:	F019101C TIP#: 100292
	Project Manager:	Tricia Brown
	Program Amount:	\$0
	New Program Amount:	\$7,600,000
	Requested Action:	Establish construction project.



05

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

2/27/2020

Tricia Brown

4. Project Manager / Presenter:

Tricia Brown @ (602) 712-7046

205 S 17th Ave, , 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

Coronado NF Bdry - Grant Ck (ER)

7. Type of Work:

RESTORE ROADWAY, DRAINAGE & ROCKFALL FENCE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
RJ10	Southeast	366	Graham	118.0	F019101C ?	22.0	ER 366-A(202)T

16. Program Budget: \$0

17. Program Item #: 100292

18. Current Approved Program Budget:

\$0

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

\$7,600

18b Total Program Budget After Request:

\$7,600

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
79920	\$433	.	
90000	\$7,167	.	Federal ER Funding

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 20

22A. REQUEST BID READY: 5/1/2020

23A. REQUEST ADV DATE: 6/15/2020

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Establish construction project.

26. JUSTIFICATION OF REQUEST

After the Frye Fire, a Flood Event caused damage along segments of SR 366 in the Southeast District. The roadway, rockfall fence, culverts, and roadside slopes need to be restored. Emergency relief funds are requested for the construction.

ICAP is included in the request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/4/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6g:	Route & MP:	Statewide
	Project Name:	Arizona Crash Information System Enhancement
	Type of Work:	Develop Crash Diagram Report
	County:	Statewide
	District:	Statewide
	Schedule:	
	Project:	M714801X, TIP#: 101675
	Project Manager:	Saroja Devarakonda
	Program Amount:	\$0
	New Program Amount:	\$300,000
	Requested Action:	Establish a new project.

10

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

2/27/2020

Saroja Devarakonda @

Saroja Devarakonda

,, - 6501 TRAFFIC HSIP

6. Project Name:

7. Type of Work:

Arizona Crash Information System Enhancement

Develop Crash Diagram Report

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

-

M714801X ?

999-M(577)T

16. Program Budget: \$0

17. Program Item #: 101675

18. Current Approved Program Budget:

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

18b Total Program Budget After Request:

\$0

\$300

\$300

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70120	\$300	MODERNIZATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 2020

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

ACIS is an ADOT developed and maintained program that allows users to query crash data, generating crash summary charts, graphs and location maps by project site or agency.

The requested enhancement will add the feature to generate crash diagrams and make the query interface user friendly.

The addition of the crash diagram report feature to ACIS will help the RSA programs, crash analysis, design staff with graphical depiction of crashes at the project locations.

ADOT ITG has provided us the scope and fee for this task.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/4/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6h:	Route & MP:	I-19 @ MP 21.0
	Project Name:	TUBAC - WEST ARIVACA RD
	Type of Work:	PAVEMENT REHABILITATION
	County:	Santa Cruz
	District:	Southcentral
	Schedule:	
	Project:	H893501C, TIP#: 6707
	Project Manager:	Derek Boland
	Program Amount:	\$0
	New Program Amount:	\$31,000,000
	Requested Action:	Establish new project.



03

1. PRB Meeting Date: 2/4/2020

2. Teleconference: No

3. Form Date / 5. Form By:

2/27/2020

Derek Boland

4. Project Manager / Presenter:

Derek Boland @ (602) 712-6660

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

TUBAC - WEST ARIVACA 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 #:
QM1N	Southcentral	19	Santa Cruz	21.0	H893501C ?	10.7	NHPP019-A(232)T

16. Program Budget: \$0

17. Program Item #: 6707

18. Current Approved Program Budget:

\$0

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

\$31,000

18b Total Program Budget After Request:

\$31,000

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	\$31,000	CONTINGENCY	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 20

22A. REQUEST BID READY: 4/10/2020

23A. REQUEST ADV DATE: 6/22/2020

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE V
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24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&RR CLEARANCE: YES

24i. R/W CLEARANCE: YES

24k. SCOPING DOCUMENT: YES

24f. MATERIALS MEMO COMP: YES

24h. C&S CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

This project is currently programmed in FY22 and is ready to move toward advertising for construction in FY20.

All clearance documents have been secured and the design consultant is finalizing Stage 5 Documents.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/4/2020**PRB APPROVED**

*ITEM 6i: AIRPORT NAME: Grand Canyon Nation Park Airport
 GRANT MANAGER: Lisa Yahraus
 REQUESTED ACTION: New Project. Reconstruct Airport Access Road
 System and Main Terminal Restroom Renovation.



ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: Grand Canyon National Park
SPONSOR: State of Arizona
CATEGORY: Commercial Service
PROJECT NUMBER: N/A
DATE: February 13th 2020

X New Project
Changed Project

Current Project Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount
Grand Canyon National Park Airport (GCN)	2020	\$245,850.00	\$245,850.00	5,008,300.00	5,500,000.00
Revised Project Description	Fiscal Year	State Share	Sponsor	FAA Share	Total Amount
Recommended Action is: Support an upcoming FAA Grant that will be used to reconstruct Airport Access Road System and Main Terminal Restrooms Renovation. The cash flow supports the addition of this project.					

DocuSigned by: Aeronautics Recommends for PPAC Action <i>Donald King</i> 989A05E8CDB34E2...		Date: 2/14/2020
Aeronautics Manager Approval: FMS Review and Approval:	<i>Cecilia Pineda-Daley</i> 2EBD55F44A19406...	Date: 2/14/2020

STATE ENGINEER'S REPORT

February 2020

The Status of Projects Under Construction report for February 2020 shows 81 projects under construction valued at \$886,000,603.14. The transportation board awarded 10 projects during February valued at approximately \$128.8 million.

During February, the Department finalized 11 projects valued at \$35,712,135.07. 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 75 projects. The total cost of these 75 projects has exceeded the contractors bid amount by 2.6%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 0.4%.

MONTHLY CONSTRUCTION REPORT

February 2020

PROJECTS UNDER CONSTRUCTION	81
MONETARY VALUE OF CONTRACTS	\$886,000,603.14
PAYMENTS MADE TO DATE	\$496,244,548.33
STATE PROJECTS	56
LOCAL GOVERNMENT	25
OTHER	
CONTRACTS EXECUTED IN FEBRUARY 2020	5
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$104,196,309.09

FIELD REPORTS SECTION

EXT. 7301

Completed Contracts (Fiscal Year 2020)

February, 2020

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 11	11		\$32,232,258.79	\$35,712,135.07
		<u>Monetary</u>		<u>Monetary</u>
				\$3,479,876.28


Accumulation to Date (Fiscal Year 2020 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
75	\$173,855,329.34	\$179,749,545.62	\$184,439,861.56	\$4,690,315.94	2.6%

Prepared By:

Checked By:

Field Reports Unit, X7301


~~Charlene Neish, Manager~~ Acting Manager
 Field Reports Unit, X7301 Irene Del Castillo

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2020
February, 2020

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
GGI-0(207)T SL69201C Working Days: 90 Days Used: 6	MAIN ST GOLDENHILL RD TO SouthEast District		STANDARD CONSTRUCTION COMPANY, INC.	Low Bid = \$102,649.96 or 20.05% over State Estimate \$614,630.21	\$180,845.35	(\$433,784.86)	-70.6 %
		511,980.25					
010-A-(227)T H885501C Working Days: 417 = 400 + 17 Days Used: 417	EHRENBERG PORT OF ENTRY, PHASE SouthWest District		FNF CONSTRUCTION, INC.	Low Bid = \$749,794.87 or 7.07% over State Estimate \$11,361,363.54	\$12,983,854.08	\$1,622,490.54	14.3 %
		10,611,568.67					
040-B-(221)T H879901C Working Days: 220 = 210 + 10 Days Used: 210	DW RANCH ROAD TI UP NorthWest District		FNF CONSTRUCTION, INC.	Low Bid = \$209,438.74 or 7.70% over State Estimate \$2,928,993.01	\$2,983,876.15	\$54,883.14	1.9 %
		2,719,554.27					
NHPP-008A(227)T H892201C Working Days: 180 Days Used: 179	MP 96 - PALOMA ROAD SouthWest District		FNF CONSTRUCTION, INC.	Low Bid = \$344,125.12 or 4.18% over State Estimate \$8,581,891.12	\$9,622,492.44	\$1,040,601.32	12.1 %
		8,237,766.00					

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2020
February, 2020

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
PE0-0-(224)T T006801C	83RD AVE - HAPPY VALLEY RD TO Central District						
Working Days: 114 = 70	+ 4 + 15 + 3 + 3 + 19						
Days Used: 114							
			N.G.U CONTRACTING, INC.	Low Bid = (\$87,091.93) or 9.13% under State Estimate			
		953,450.00		\$866,358.07	\$864,062.64	(\$2,295.43)	-0.3 %
095-C-(215)T H848901C	MOHAVE ROAD INTERSECTION SouthWest District						
Working Days: 120							
Days Used: 119							
			PAVECO, INC.	Low Bid = \$69,408.38 or 9.52% over State Estimate			
		729,182.90		\$798,591.28	\$778,255.71	(\$20,335.57)	-2.5 %
SUR-0-(230)T T006301C	BULLARD AVE - GREENWAY RD TO P Central District						
Working Days: 166 = 120	+ 46						
Days Used: 166							
			COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$1,023,380.00 or 43.17% over State Estimate			
		2,370,841.00		\$3,394,221.00	\$3,121,651.12	(\$272,569.88)	-8.0 %
088-A(0)T F017601P	SR88: MP196-220 (N IDAHO RD) Central District						
Working Days: 149 = 100	+ 49						
Days Used: 149							
			NESBITT CONTRACTING CO., INC.	Low Bid = or under State Estimate			
				\$2,274,929.16	\$3,787,403.28	\$1,512,474.12	66.5 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2020
February, 2020

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
CYM-0-(203)T SH60001C Working Days: 110 Days Used: 106	VARIOUS LOCATIONS NorthWest District		SUNLINE CONTRACTING, LLC	Low Bid = (\$58,020.75) or 22.52% under State Estimate \$199,625.65	\$196,488.30	(\$3,137.35)	-1.6 %
		257,646.40					
179-A-NFA M699001C Working Days: 0 Days Used: 51	RANGER STATION - CHAPEL RD NorthCent District		VSS INTERNATIONAL, INC.	Low Bid = (\$18,412.89) or 2.50% under State Estimate \$718,000.00	\$716,841.57	(\$1,158.43)	-0.2 %
		736,412.89					
AAP-0-(205)T T004401C Working Days: 60 Days Used: 58	Stanford Dr. - SR 61 to Resa R NorthEast District		HATCH CONSTRUCTION & PAVING, INC.	Low Bid = (\$158,251.45) or 24.28% under State Estimate \$493,655.75	\$476,364.42	(\$17,291.33)	-3.5 %
		651,907.20					

<u>FINAL COST VS BID ADJUSTED</u>	
FISCAL YEAR 2020.	

[illegible]

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 8a: BOARD DISTRICT NO.: 5

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BIDS OPENED: FEBRUARY 07, 2020

HIGHWAY: FLAGSTAFF – HOLBROOK HIGHWAY (I-40)

SECTION: WINONA TI UNDERPASS

COUNTY: COCONINO

ROUTE NO.: I-40

PROJECT : TRACS: NHPP-040-D(237)T: 040 CN 211 F010801C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 3,881,894.25

STATE ESTIMATE: \$ 3,226,506.00

\$ OVER ESTIMATE: \$ 655,388.25

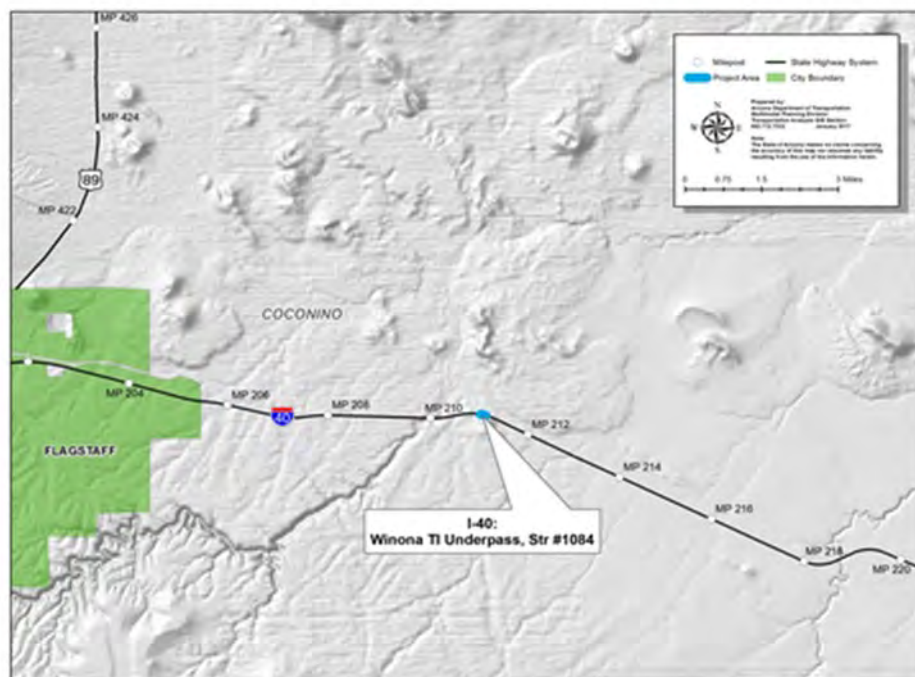
% OVER ESTIMATE: 20.3%

PROJECT DBE GOAL: 9.71%

BIDDER DBE PLEDGE: 9.89%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 8b: BOARD DISTRICT NO.: 5

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BIDS OPENED: FEBRUARY 07, 2020

HIGHWAY: FLAGSTAFF – HOLBROOK HIGHWAY (I-40)

SECTION: BABBITTS TANK WB & BUFFALO RANGE ROAD TI OP

COUNTY: COCONINO

ROUTE NO.: I-40

PROJECT : TRACS: NHPP-040-D(235)T: 040 CN 224 H892801C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: VASTCO, INC.

LOW BID AMOUNT: \$ 3,472,182.06

STATE ESTIMATE: \$ 2,694,383.90

\$ OVER ESTIMATE: \$ 777,798.16

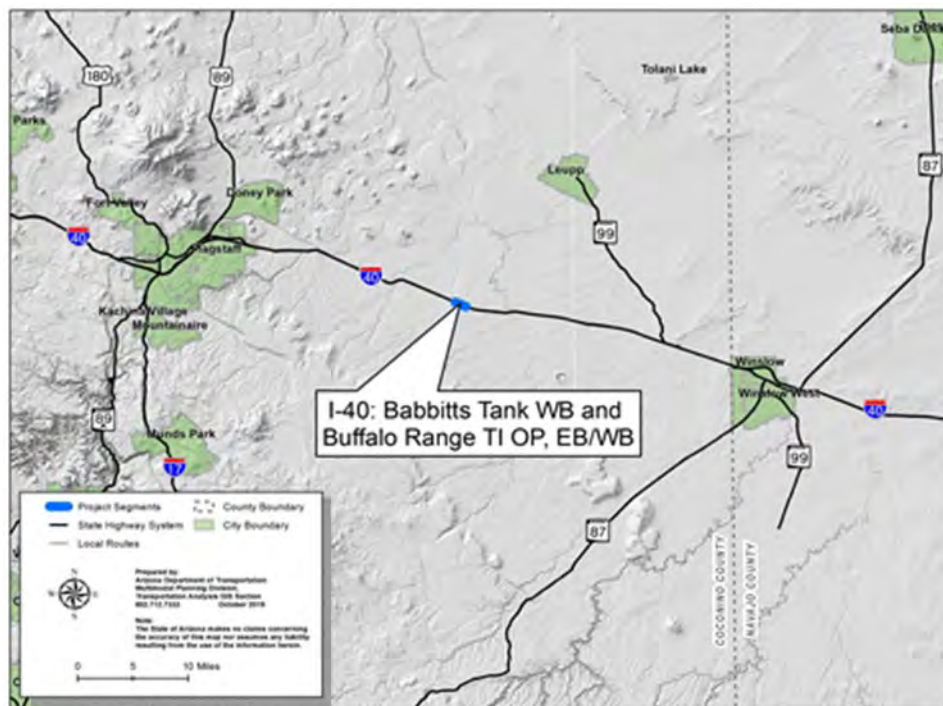
% OVER ESTIMATE: 28.90%

PROJECT DBE GOAL: 9.99%

BIDDER DBE PLEDGE: 10.30%

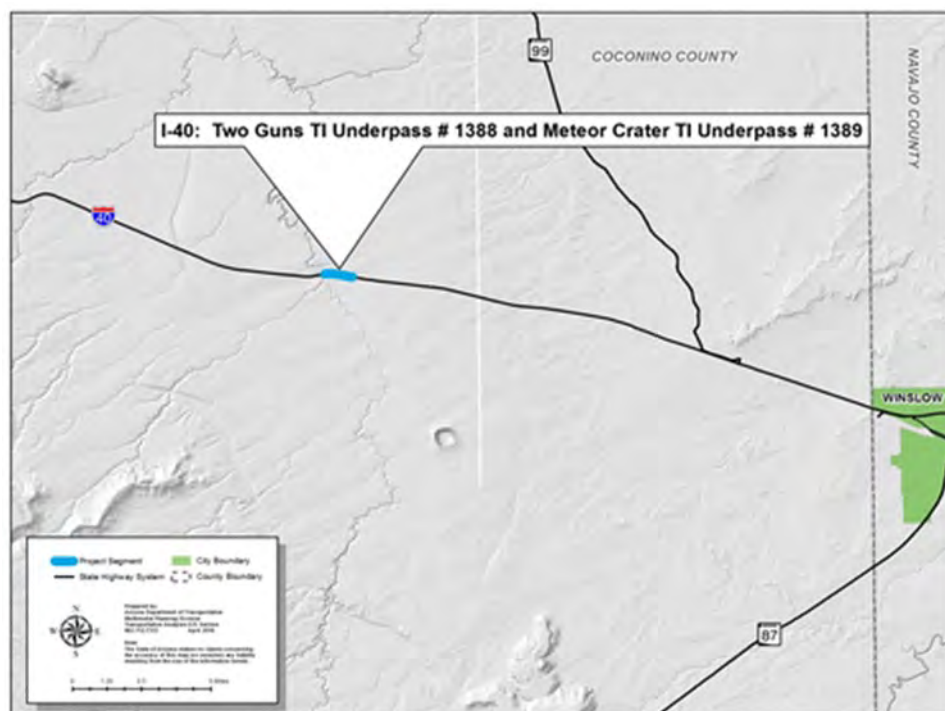
NO. BIDDERS: 4

RECOMMENDATION: AWARD



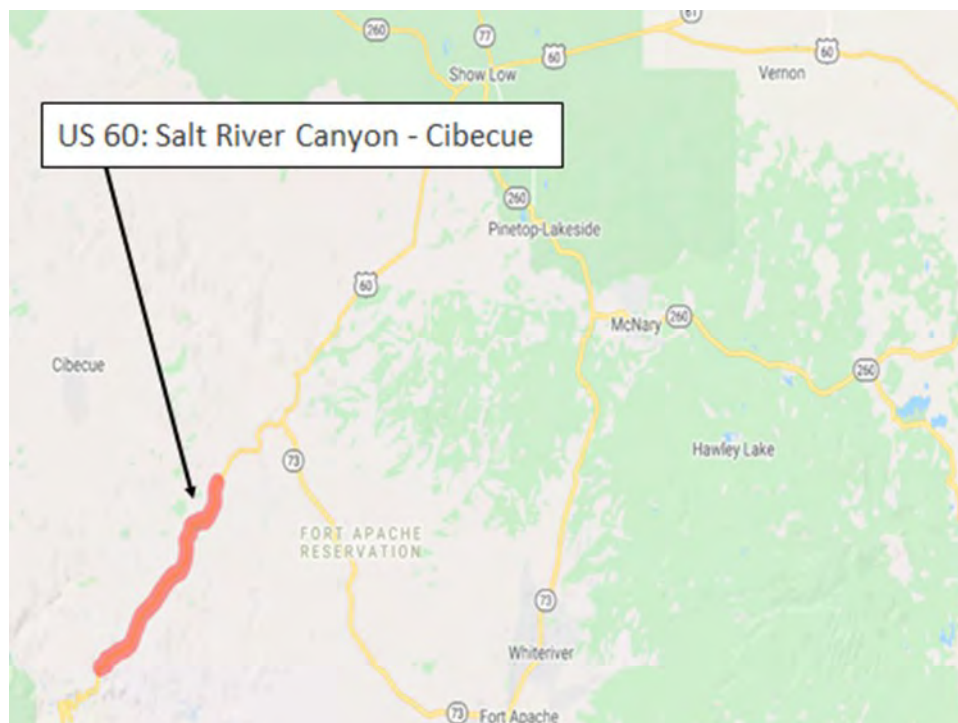
*ITEM 8c: BOARD DISTRICT NO.: 5
 BIDS OPENED: FEBRUARY 21, 2020
 HIGHWAY: FLAGSTAFF – HOLBROOK HIGHWAY (I-40)
 SECTION: TWO GUNS & METEOR CRATER (TI UP)
 COUNTY: COCONINO
 ROUTE NO.: I-40
 PROJECT : TRACS: NHPP-040-D(238)T: 040 CN 230 F015201C
 FUNDING: 99.34% FEDS 0.66% STATE
 LOW BIDDER: PULICE CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 4,272,377.00
 STATE ESTIMATE: \$ 3,585,895.67
 \$ OVER ESTIMATE: \$ 686,481.33
 % OVER ESTIMATE: 19.1%
 PROJECT DBE GOAL: 9.43%
 BIDDER DBE PLEDGE: 9.59%
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD

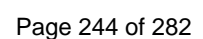
Page 271



*ITEM 8d: BOARD DISTRICT NO.: 4
 BIDS OPENED: FEBRUARY 07, 2020
 HIGHWAY: GLOBE – SHOW LOW HIGHWAY (US 60)
 SECTION: SALT RIVER CANYON TO CIBECUE
 COUNTY: GILA
 ROUTE NO.: US 60
 PROJECT : TRACS: STBG-060-E(218)T: 060 GI 298 F015601C
 FUNDING: 94.3% FEDS 5.7% STATE
 LOW BIDDER: TECHNOLOGY CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 831,802.18
 STATE ESTIMATE: \$ 580,755.30
 \$ OVER ESTIMATE: \$ 251,046.88
 % OVER ESTIMATE: 43.20%
 PROJECT DBE GOAL: N/A
 BIDDER DBE PLEDGE: N/A
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD

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*ITEM 8f:

BOARD DISTRICT NO.: 2

Page 280

BIDS OPENED: FEBRUARY 21, 2020

HIGHWAY: SAN XAVIER DISTRICT OF THE TOHONO O'ODHAM NATION

SECTION: SAN XAVIER ROAD; LITTLE NOGALES ROAD TO I-19

COUNTY: PIMA

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-ITO-0(204)T: 0000 PM ITO SL69801C

FUNDING: 94.30% FEDS 5.70% LOCAL

LOW BIDDER: K.A.Z. CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 316,000.00

STATE ESTIMATE: \$ 359,582.90

\$ UNDER ESTIMATE: \$ 43,582.90

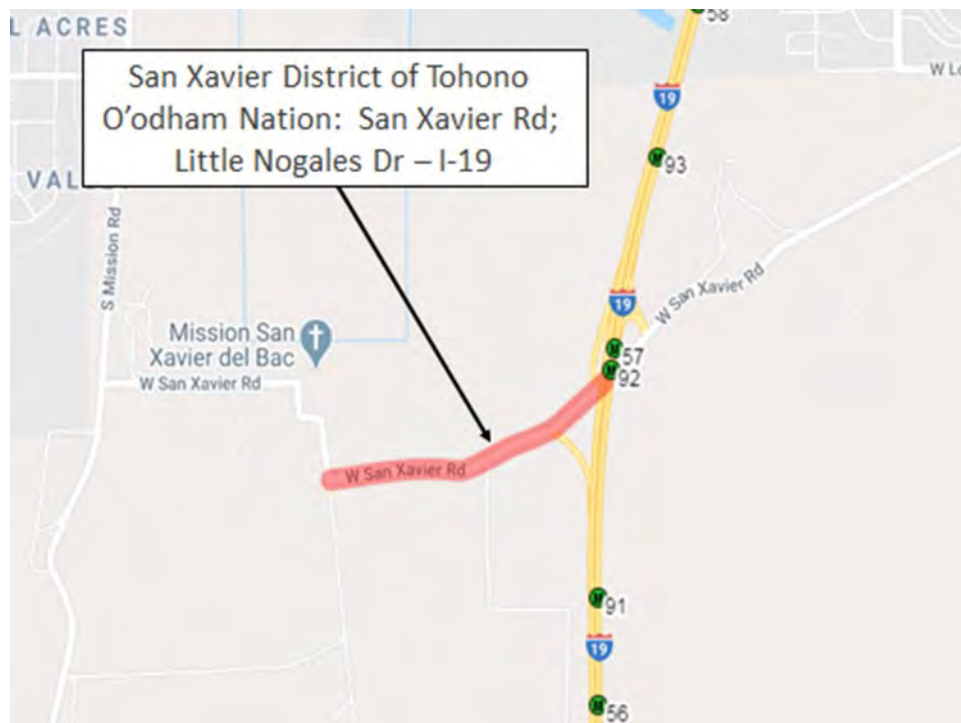
% UNDER ESTIMATE: 12.1%

PROJECT DBE GOAL: 6.11%

BIDDER DBE PLEDGE: 69.30%

NO. BIDDERS: 2

RECOMMENDATION: REJECT ALL BIDS



Printed: 2/7/2020

Page 1 of 1

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

110 Working Days

The proposed project is located primarily in Navajo County crossing into Apache County, between mileposts 343.67 and 352.88 on US 60. The proposed work consists of milling the existing pavement and replacing it with asphaltic concrete and a chip seal coat, Bridge repair, replacing pavement markings, and other related work.

Bid Opening Date : 2/7/2020, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
060 NA 343 F016801C 060-E-(219)T	SHOW LOW - SPRINGERVILLE HIGHWAY	40th Street - SR61 NorthEast District	9119

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,598,700.00	Sunland Asphalt & Construction Inc.	775 West Elwood Street Phoenix, AZ 85041
2	\$4,622,211.28	HATCH CONSTRUCTION & PAVING, INC.	127 S. MAIN STREET TAYLOR, AZ 85939
	\$5,122,652.19	DEPARTMENT	
3	\$5,223,149.44	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Apparent Low Bidder is 10.2% Under Department Estimate (Difference = (\$523,952.19))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 07, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 NA 343 F016801C
PROJECT NO	STP-060-E(219)T
TERMINI	SHOW LOW – SPRINGERVILLE HIGHWAY (US 60)
LOCATION	40TH STREET - SR-61

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	343.67 to 352.88	Northeast	9119

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$8,000,000. The location and description of the proposed work are as follows:

The proposed project is located primarily in Navajo County crossing into Apache County, between mileposts 343.67 and 352.88 on US 60. The proposed work consists of milling the existing pavement and replacing it with asphaltic concrete and a chip seal coat, Bridge repair, replacing pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 110 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.47.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist: Layth Al Obaidi
Construction Supervisor: Randy Routhier

LAlobaidi@azdot.gov
rrouthier@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 01/03/2020

Printed: 2/28/2020

Page 1 of 1

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed project is located in Yavapai County on SR 69, between milepost 279.07 to milepost 293.34. The work consists of repairing Asphaltic Concrete pavement spots by micro surfacing and applying fog coat. The work includes milling and filling, pavement marking, and other related work.

Bid Opening Date : 2/28/2020, Prequalification Required, Engineer Specialist : Farhana Jesim

Project No.	Highway Termini	Location	Item
069 YV 279 F027401C 069-A-(220)T	CORDES JUNCTION - PRESCOTT HIGHWAY (SR 69)	Main Street - Prescott Lake Pa NorthWest District	101179

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,645,887.85	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
2	\$1,667,179.39	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
	\$1,887,292.53	DEPARTMENT	

Apparent Low Bidder is 12.8% Under Department Estimate (Difference = (\$241,404.68))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 28, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO	069 YV 279 F0274 01C
PROJ NO	NHPP-069-A(220)T
TERMINI	CORDES JUNCTION – PRESCOTT HIGHWAY (SR 69)
LOCATION	MAIN STREET – PRESCOTT LAKE PARKWAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 69	279.07 to 293.34	Northwest	101179

The amount programmed for this contract is \$2,210,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on SR 69, between milepost 279.07 to milepost 293.34. The work consists of repairing Asphaltic Concrete pavement spots by micro surfacing and applying fog coat. The work includes milling and filling, pavement marking, and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 70 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.78.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Farhana Jesmin
James Bramble

fjesmin@azdot.gov
jbramble@azdot.gov



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 1/17/2020

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

240 Calendar Days

The proposed work is located in Pinal County on State Route (SR) 87 within the Gila River Indian Community. The work consists of installing traffic signals along SR 87 at the intersections SR 187/Olberg Road (MP 146.06), Sacaton Road (MP 151.29) and Gilbert Road (MP 156.16).

Bid Opening Date : 2/21/2020, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
087 PN 146 F019001C 087-A-(211)T	PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY	SR 87, SR 187 - Gilbert Road SouthCent District	100270

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,170,000.00	DEPARTMENT	
1	\$1,197,488.16	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
2	\$1,228,593.08	ROADWAY ELECTRIC, LLC	2002 W. Cheryl Drive Phoenix, AZ 85021
3	\$1,234,567.89	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027

Apparent Low Bidder is 2.3% Over Department Estimate (Difference = \$27,488.16)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 21, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 087 PN 146 F019001C
PROJ NO HSIP-087-A(211)T
TERMINI PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY (SR 87)
LOCATION SR87, SR 187 – GILBERT ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	146	SOUTH CENTRAL	100270

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$1,500,000. The location and description of the proposed work are as follows:

The proposed work is located in Pinal County on State Route (SR) 87 within the Gila River Indian Community. The work consists of installing traffic signals along SR 87 at the intersections SR 187/Olberg Road (MP 146.06), Sacaton Road (MP 151.29) and Gilbert Road (MP 156.16).

This project is located on a Native American Reservation, in the Gila River Indian Community (GRIC) area, which may subject the contractor to the laws and regulations of the GRIC and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the GRIC on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 240 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

On an experimental basis, the Department will accept questions pertaining to the plans, specifications and bid schedule for this project from interested stakeholders through the Bid Express (BidX) website. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 1/22/2020

Printed: 3/10/2020

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed project is located in Yavapai County on SR-89, starting from milepost 295.00 to milepost 307.53 south of Prescott. The proposed work consists of the application of a chip seal coat. The work also includes pavement markings and other related work.

Bid Opening Date : 2/21/2020, Prequalification Required, Engineer Specialist : Kamal Jalal

Project No.	Highway Termini	Location	Item
089 YV 295 F027501C 089-A-(212)T	WICKENBURG - PRESCOTT HIGHWAY (SR 89)	Walden Blvd to Ponderosa Park NorthWest District	101185

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,153,377.10	DEPARTMENT	
1	\$1,184,000.00	VSS INTERNATIONAL, INC.	3785 Channel Drive West Sacramento, CA 95691
2	\$1,258,518.10	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
	NON RESPONSIVE	EARTH RESOURCES CORPORATION	14655 East Cielo Vista DEWEY, AZ 86327

Other

Apparent Low Bidder is 2.7% Over Department Estimate (Difference = \$30,622.90)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 21, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO	089 YV 295 F027501C		
PROJ NO	089-A(212)T		
TERMINI	WICKENBURG – PRESCOTT HIGHWAY (SR 89)		
LOCATION	WALDEN BLVD - PONDEROSA PARK RD		
ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR-89	295.00-307.53	NORTHWEST	101185

The amount programmed for this contract is \$ 1,400,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on SR-89, starting from milepost 295.00 to milepost 307.53 south of Prescott. The proposed work consists of the application of a chip seal coat. The work also includes pavement markings and other related work.

The time allowed for the completion of the work included in this project 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.57.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Jalal Kamal	Jkamal@azdot.gov
Construction Supervisor:	Kara Lavertue	KLavertue@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: JANUARY 23, 2020

Printed: 2/28/2020

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Working Days

The proposed project is located in Coconino County on US180, starting from milepost 235.20 to milepost 250.00 north of Flagstaff. The work consists of removing the existing asphaltic concrete (AC) by milling and replacing it with new AC, diamond milling and diamond grinding, and Chip Seal application. The work also includes pavement markings and other related work.

Bid Opening Date : 2/28/2020, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
180 CN 234 F004401C 180-A-(204)T	FLAGSTAFF - VALLE HIGHWAY (US 180)	NF 151 - NF 223J NorthCent District	101188

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,956,302.01	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372
	\$3,127,379.90	DEPARTMENT	
2	\$3,186,677.43	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Apparent Low Bidder is 5.5% Under Department Estimate (Difference = (\$171,077.89))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 28, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO	180 CN 236 F0044 01C
PROJ NO	180-A(204)T
TERMINI	FLAGSTAFF – VALLE HIGHWAY (US 180)
LOCATION	NF 151 - NF 223J

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US180	235.20 – 250.00	NORTHCENTRAL	101188

The amount programmed for this contract is \$ 4,610,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County on US180, starting from milepost 235.20 to milepost 250.00 north of Flagstaff. The work consists of removing the existing asphaltic concrete (AC) by milling and replacing it with new AC, diamond milling and diamond grinding, and Chip Seal application. The work also includes pavement markings and other related work.

The time allowed for the completion of the work included in this project will be 130 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 1.65.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

On an experimental basis, the Department will accept questions pertaining to the plans, specifications and bid schedule for this project from interested stakeholders through the Bid Express (BidX) website. Any questions received less than three working days prior to the bid opening date may not be answered.

For 
Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 1/31/2020

Printed: 11/1/2019

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Calendar Days

The proposed project is located in Maricopa County within the City of Avondale, on Van Buren Street between the Agua Fria River and 113th Avenue, with an approximate length of 1.5 miles. The proposed work consists of constructing a concrete multi-use path, sidewalks and sidewalk ramps, installing pedestrian lighting and an irrigation system, landscaping, signing, striping and other related work.

Bid Opening Date : 11/1/2019, Prequalification Required, Engineer Specialist : Do David

Project No.	Highway Termini	Location	Item
0000 MA AVN SL73801C AVN-0-(221)T	CITY OF AVONDALE	VAN BUREN STREET; AGUA FRIA RI Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,250,801.50	DEPARTMENT	
1	\$2,432,373.30	Sunland Asphalt & Construction Inc.	1625 East Northern Avenue Phoenix, AZ 85020
2	\$2,733,514.35	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
3	\$2,743,595.05	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082-3035
4	\$3,111,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 8.1% Over Department Estimate (Difference = \$181,571.80)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 25, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA AVN SL73801C
PROJECT NO STB-AVN-0(221)T
TERMINI CITY OF AVONDALE
LOCATION VAN BUREN STREET; AGUA FRIA RIVER TO 113TH
AVENUE, AVONDALE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$2,489,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County within the City of Avondale, on Van Buren Street between the Agua Fria River and 113th Avenue, with an approximate length of 1.5 miles. The proposed work consists of constructing a concrete multi-use path, sidewalks and sidewalk ramps, installing pedestrian lighting and an irrigation system, landscaping, signing, striping and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 200 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 90 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 11.45.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	David Do	DDo@azdot.gov
Construction Supervisor:	Keegan Olds	KOlds@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: September 19, 2019

Printed: 2/7/2020

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

215 Working Days

The proposed project is located in Coconino County, on Interstate 40 at Milepost 211, approximately 13 miles east of the City of Flagstaff. The proposed work consists of replacing the bridge superstructure and full depth pavement section, striping, signing and other related work.

Bid Opening Date : 2/7/2020, Prequalification Required, Engineer Specialist : Kamal Jalal

Project No.	Highway Termini	Location	Item
040 CN 211 F010801C 040-D-(237)T	FLAGSTAFF-HOLBROOK HWY	WINONA TI UNDERPASS NorthCent District	8808

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,226,506.00	DEPARTMENT	
1	\$3,881,894.25	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$4,068,231.00	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255
3	\$4,148,732.00	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
4	\$4,662,662.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284

Apparent Low Bidder is 20.3% Over Department Estimate (Difference = \$655,388.25)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 07, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 CN 211 F010801C
PROJ NO NHPP-040-D(237)T
TERMINI FLAGSTAFF-HOLBROOK HIGHWAY (I-40)
LOCATION WINONA TI UNDERPASS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	211	NORTHCENTRAL	8808

The amount programmed for this contract is \$ 5,300,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County, on Interstate 40 at Milepost 211, approximately 13 miles east of the City of Flagstaff. The proposed work consists of replacing the bridge superstructure and full depth pavement section, striping, signing and other related work.

The time allowed for the completion of the work included in this project will be 215 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.71.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.


A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Jalal Kamal	Jkamal@azdot.gov
Construction Supervisor:	Cordell Yazzie	CYazzie@azdot.gov

For 
Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: DECEMBER 20, 2019

Printed: 2/7/2020

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Working Days

The proposed project is located in Coconino County on I-40 between mileposts 224.38 and 225.19, approximately 24 miles east of the City of Flagstaff. The work consists of removing and replacing the existing bridge deck of the westbound Babbitts Tanks, and rehabilitating the Buffalo Range T. I. OP bridges.

Bid Opening Date : 2/7/2020, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
040 CN 224 H892801C 040-D-(235)T	FLAGSTAFF - HOLBROOK HIGHWAY (I-40)	BABBITTS TANK BR WB # 1385 & B NorthCent District	8372

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,694,383.90	DEPARTMENT	
1	\$3,472,182.06	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
2	\$3,633,731.00	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255
3	\$3,789,905.55	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
4	\$4,200,204.20	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284

Apparent Low Bidder is 28.9% Over Department Estimate (Difference = \$777,798.16)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 07, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 CN 224 H892801C
PROJ NO NHPP-040-D(235)T
TERMINI FLAGSTAFF - HOLBROOK HIGHWAY (I-40)
LOCATION BABBITTS TANK WB & BUFFALO RANGE ROAD TI OP

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	224.38 TO 225.19	NORTHCENTRAL	8372

The amount programmed for this contract is \$3,250,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County on I-40 between mileposts 224.38 and 225.19, approximately 24 miles east of the City of Flagstaff. The work consists of removing and replacing the existing bridge deck of the westbound Babbitts Tanks, and rehabilitating the Buffalo Range T. I. OP bridges.

The time allowed for the completion of the work included in this project will be 150 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.99.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Mohammed Patwary	MPatwary@azdot.gov
Construction Supervisor:	Tom Goodman	tgoodman@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/23/2019

Printed: 2/21/2020

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

270 Working Days

The proposed project is located in Coconino County on I-40, at MP 230.45 & at MP 233.70, between the Cities of Flagstaff and Winslow. The work consists of removing the existing bridge deck, barriers approach slabs, guardrails and other related work.

Bid Opening Date : 2/21/2020, Prequalification Required, Engineer Specialist : Farhana Jesim

Project No.	Highway Termini	Location	Item
040 CN 230 F015201C 040-D-(238)T	FLAGSTAFF-HOLBOORK HIGHWAY (I-40)	Two Guns & Meteor Crater (TIUP NorthCent District	8371

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,585,895.67	DEPARTMENT	
1	\$4,272,377.00	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255
2	\$4,444,444.44	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
3	\$4,918,918.00	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323

Apparent Low Bidder is 19.1% Over Department Estimate (Difference = \$686,481.33)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 21, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 CN 230 F0152 01C		
PROJ NO	NHPP-040-D(238)T		
TERMINI	FLAGSTAFF-HOLBROOK HIGHWAY (I-40)		
LOCATION	TWO GUNS & METEOR CRATER (TI UP)		
ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I - 40	230.45 to 233.70	NORTHCENTRAL	8737

The amount programmed for this contract is \$4,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County on I-40, at MP 230.45 & at MP 233.70, between the Cities of Flagstaff and Winslow. The work consists of removing the existing bridge deck, barriers approach slabs, guardrails and other related work.

The time allowed for the completion of the work included in this project will be 235 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.43.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package shall be directed to the individuals noted below:

Engineering Specialist:	Farhana Jesmin
Construction Supervisor:	Tom Goodman

fjesmin@azdot.gov
tgoodman@azdot.gov



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications Section

PROJECT ADVERTISED ON: 12/24/2019

Printed: 2/7/2020

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed work is located in Gila County on US 60, between mileposts 298.35 and 312.64; approximately 40 miles north of the City of Globe. The proposed work consists of removing existing fencing and installing new fencing.

Bid Opening Date : 2/7/2020, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
060 GI 298 F015601C 060-E-(218)T	GLOBE - SHOW LOW HIGHWAY, US 60	Salt River Canyon to Cibecue NorthEast District	9165

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$580,755.30	DEPARTMENT	
1	\$831,802.18	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
2	\$836,684.17	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
3	\$1,069,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 43.2% Over Department Estimate (Difference = \$251,046.88)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 31, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 060 GI 298 F015601C
PROJECT NO STBG-060-E(218)T
TERMINI GLOBE - SHOW LOW HIGHWAY (US 60)
LOCATION SALT RIVER CANYON TO CIBECUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	298.35 to 312.64	NORTHEAST	9165

The amount programmed for this contract is \$1,100,000. The location and description of the proposed work are as follows:

The proposed work is located in Gila County on US 60, between mileposts 298.35 and 312.64; approximately 40 miles north of the City of Globe. The proposed work consists of removing existing fencing and installing new fencing.

This project is located on a Native American Reservation, in the Fort Apache Indian Reservation area, which may subject the contractor to the laws and regulations of the Fort Apache Indian Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Fort Apache Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 100 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-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 are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Layth Al Obaidi	LAlobaidi@azdot.gov
Construction Supervisor:	Randy Routhier	rrouthier@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/24/2019

Printed: 11/1/2019

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

215 Calendar Days

The proposed project is located in the City of Avondale in Maricopa County approximately ½ mile north of Van Buren Street along the Agua Fria River east levee going beneath the I-10 overpass. The work consists of constructing asphaltic concrete and portland cement concrete pathway, soil cement bank protection, landscaping and other related work.

Bid Opening Date : 11/1/2019, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 MA AVN SZ07801C AVN-0-(215)T	CITY OF AVONDALE	CITY OF AVONDALE Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,107,923.00	DEPARTMENT	
1	\$1,311,176.50	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082-3035
2	\$1,357,487.00	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
3	\$1,657,353.00	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372
4	\$1,731,541.40	Sunland Asphalt & Construction Inc.	1625 East Northern Avenue Phoenix, AZ 85020

Apparent Low Bidder is 18.3% Over Department Estimate (Difference = \$203,253.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 01, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA AVN SZ07801C
PROJ NO CM-AVN-0(215)T
TERMINI CITY OF AVONDALE
LOCATION AGUA FRIA RIVER MULTI USE PATH UNDER I-10.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	LOCAL

The amount programmed for this contract is \$1,340,855. The location and description of the proposed work are as follows:

The proposed project is located in the City of Avondale in Maricopa County approximately ½ mile north of Van Buren Street along the Agua Fria River east levee going beneath the I-10 overpass. The work consists of constructing asphaltic concrete and portland cement concrete pathway, soil cement bank protection, landscaping and other related work.

The time allowed for the completion of the work included in this project will be 215 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.74.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Mahfuz Anwar	MAнвар@azdot.gov
Construction Supervisor:	Keegan Olds	KOlds@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 6/28/19

Printed: 2/21/2020

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed project is located in Pima County, within the San Xavier District of the Tohono O'Odham Nation, on the north side of San Xavier Road at I-19 Milepost 57.0. The proposed work consists of constructing a new asphaltic concrete pathway and concrete sidewalk, landscaping, signing, striping, and other related work.

Bid Opening Date : 2/21/2020, Prequalification Required, Engineer Specialist : Kirstin Huston

Project No.	Highway Termini	Location	Item
0000 PM IT0 SL69801C IT0-0-(204)T	SAN XAVIER DISTRICT OF THE TOHONO O'ODHAM NATION	SAN XAVIER ROAD; LITTLE NOGALE SouthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$316,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S SANTA RITA AVENUE TUCSON, AZ 85719
	\$359,582.90	DEPARTMENT	
2	\$390,660.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

Apparent Low Bidder is 12.1% Under Department Estimate (Difference = (\$43,582.90))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 21, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PM ITO SL69801C
PROJECT NO TEA-ITO-0(204)T
TERMINI SAN XAVIER DISTRICT OF THE TOHONO O'ODHAM NATION
LOCATION SAN XAVIER ROAD; LITTLE NOGALES ROAD TO I-19

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$360,000. The location and description of the proposed work are as follows:

The proposed project is located in Pima County, within the San Xavier District of the Tohono O'Odham Nation, on the north side of San Xavier Road at I-19 Milepost 57.0. The proposed work consists of constructing a new asphaltic concrete pathway and concrete sidewalk, landscaping, signing, striping, and other related work.

This project is located on a Native American Reservation, in the San Xavier District of the Tohono O'odham Nation area, which may subject the contractor to the laws and regulations of the San Xavier District of the Tohono O'odham Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the San Xavier District of the Tohono O'odham Nation on work performed on the Reservation.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 120 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 730 calendar days.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.11.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Kirstin Huston	khuston@azdot.gov
Construction Supervisor:	Daniel Casmer	dcasmer@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: January 21, 2020