

Janice K. Brewer, Governor
John S. Halikowski, Director

Stephen W. Christy, Chair
Kelly Anderson, Vice Chair
Hank Rogers, Member
Joseph E. La Rue, Member
Deanna Beaver, Member
William Cuthbertson, Member
Jack W. Sellers, 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 of a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction.

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

CITIZEN INPUT

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

MEETINGS

The Transportation Board typically meets on the second 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 meeting open to the public on Friday, March 14, 2014, Arizona Department of Transportation, Auditorium, 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007. 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.

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 14, 2014, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), the Arizona State Transportation Board does not discriminate on the basis of race, color, national origin, age, gender or disability. Citizens that require a reasonable accommodation based on language or disability should contact ADOT Civil Rights at (602) 712-7761 or civilrightsoffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles de ADOT al (602) 712-7761 or civilrightsoffice@azdot.gov. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

AGENDA

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

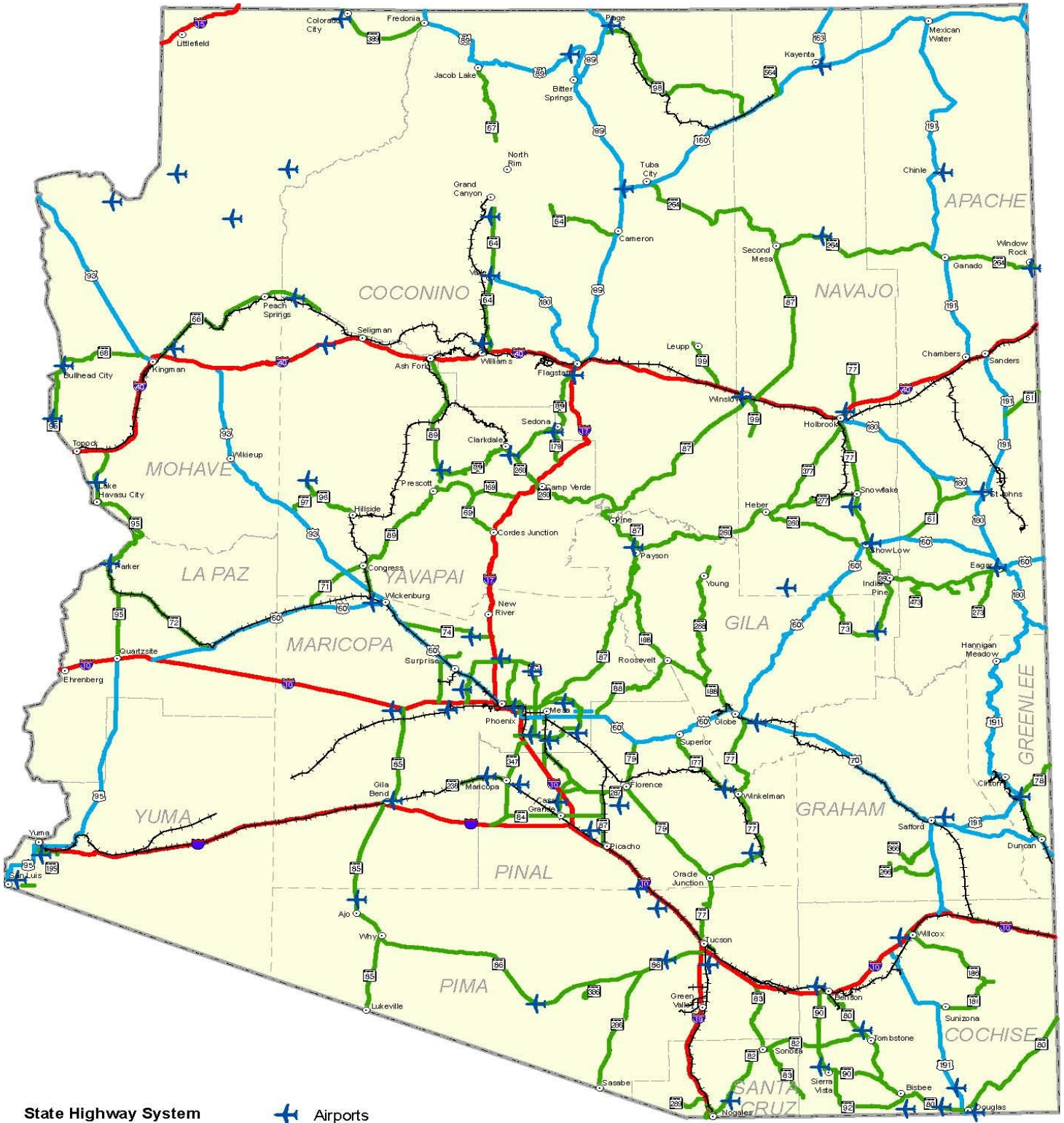
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION.

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

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

**Dated this 7th day of March, 2014
STATE TRANSPORTATION BOARD
By: Mary Beckley**

Arizona Highways, Airports, and Railroads



State Highway System

— Interstate

— State Route

— US Highway

✈ Airports

— Railroads (In Service)

○ Cities and Towns

— County Boundaries



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

July 2009

0 20 40 60 80 Miles



AGENDA
STATE TRANSPORTATION BOARD MEETING
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, March 14, 2014
ADOT Administration Building Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

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 14, 2014, beginning at 9:00 a.m., at the ADOT Administration Building Auditorium, 206 S. 17th Avenue, Phoenix, AZ 85007. 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.

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 14, 2014. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

Pledge

The Pledge of Allegiance

Roll Call

Roll call by Board Secretary Mary Beckley

Opening Remarks

Opening remarks by Steve Christy

Call to the Audience for Public Hearing on the 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. Time limits may be imposed.

PUBLIC HEARING

Presentation of FY 2015-2019 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations <http://www.azdot.gov/planning/transportation-programming/tentative-program>
(ADOT website link will be live on Thursday, March 13, 2014 at 9:00 a.m.)

- ITEM A: Overview of the Tentative FY15-19 Transportation Facilities Construction Program**
Staff will present an overview of the tentative Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Scott Omer, Assistant Director, Multimodal Planning Division)
- ITEM B: FY 2015 - 2019 Statewide Highway Construction Program**
Staff will present an overview of the 2015-2019 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only – Scott Omer)
- ITEM C: FY 2015 - 2019 PAG Regional Highway Construction Program**
Staff will present an overview of the 2015-2019 PAG Regional Highway Construction Program.
(For information and discussion only – Scott Omer)
- ITEM D: FY 2015 - 2019 MAG Regional Highway Construction Program**
Staff will present an overview of the 2015-2019 MAG Regional Highway Construction Program.
(For information and discussion only – Scott Omer)
- ITEM E: FY 2015 - 2019 Airport Development Program**
Staff will present an overview of the 2015-2019 Airport Development Program
(For information and discussion only – Scott Omer)

***Adjournment**

BOARD MEETING

Call to the Audience for Board Meeting (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. Time limits may be imposed.

ITEM 1: District Engineer's Report

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

(For information and discussion only — Madhu Reddy, Phoenix District Engineer)

ITEM 2: Director's Report

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

Individual Topics

- Proposed Interstate 11 and Intermountain West Continued Study Efforts and Funding

B) Last Minute Items to Report

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

ITEM 3: Consent Agenda*Page 4**

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 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.

ITEM 4: Legislative Report

Staff will provide a report on State and Federal legislative issues, to include an overview of the recent Agency meetings with congressional members and staff.
(For information and discussion only — Kevin Biesty, Director of Government Relations)

ITEM 5: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:
(For information and discussion only — Kristine Ward, Chief Financial Officer)

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

ITEM 6: Multimodal Planning Division Report

Staff will present an update on the Proposed I-11 Corridor Profile Study and ADOT Passenger Rail Corridor Study

(For information and discussion only — Scott Omer, Assistant Director, Multimodal Planning Division)

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

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2013 - 2017 Statewide Transportation facilities Construction Program.

(For discussion and possible action — Scott Omer, Assistant Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report

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

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

***ITEM 9: Construction Contracts**

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

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

ITEM 10: Tiger Grants Information

Staff will present information on the department's role in requesting a Tiger Grant, as well as local governments or entities requesting a Tiger Grant.

(For information and discussion only—Floyd Roehrich, Deputy Director of Policy)

ITEM 11: New State Transportation Board Website

Staff will present information and a demonstration of the future State Transportation Board website.

(For information and discussion only—Floyd Roehrich, Deputy Director of Policy)

ITEM 12: Suggestions

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

***Adjournment**

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

- **Amended Board Meeting Minutes, December 13, 2013**
- **Study Session Minutes, February 4, 2014**

RIGHT OF WAY RESOLUTIONS (action as noted)

ITEM 3a: RES. NO. 2014-03-A-009
PROJECT: 101L MA 015 H7456 01R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Bell Road Right Turn Lanes
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-441
RECOMMENDATION: Abandon to the Cities of Glendale and Peoria, as their interests may appear of record, right of way along Bell Road East of State Route 101 Loop that is no longer needed for state highway purposes.

ITEM 3b: RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA – PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila
RECOMMENDATION: Establish new right of way as a state route and state highway for reconstruction and improvement of the Slate Creek Curve, necessary to enhance convenience and safety for the traveling public.

Contracts: (Action as Noted)

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

*ITEM 3c: BOARD DISTRICT NO.: 6

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BIDS OPENED: February 07, 2014

HIGHWAY: CORDES JCT - FLAGSTAFF HWY I-17

SECTION: DUGAS TI - CHERRY RD

COUNTY: YAVAPAI

ROUTE NO.: I - 17

PROJECT : TRACS: IM-017-B(218)T : 017 YV 269 H813501C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FANN CONTRACTING, INC

LOW BID AMOUNT: \$ 6,419,259.05

STATE ESTIMATE: \$ 6,933,032.55

\$ UNDER ESTIMATE: (\$ 513,773.50)

% UNDER ESTIMATE: (7.4%)

PROJECT DBE GOAL: 2.81%

BIDDER DBE PLEDGE: 2.91%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 3d: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 07, 2014

HIGHWAY: TUBA CITY-FOUR CORNERS HWY (US 160)

SECTION: US 160 AT N21

COUNTY: COCONINO

ROUTE NO.: US 160

PROJECT : TRACS: NHPP-STP-160-A(230)T : 160 CN 343 H803701C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: KIMBRELL ELECTRIC, INC.

LOW BID AMOUNT: \$ 150,865.54

STATE ESTIMATE: \$ 153,331.00

\$ UNDER ESTIMATE: (\$ 2,465.46)

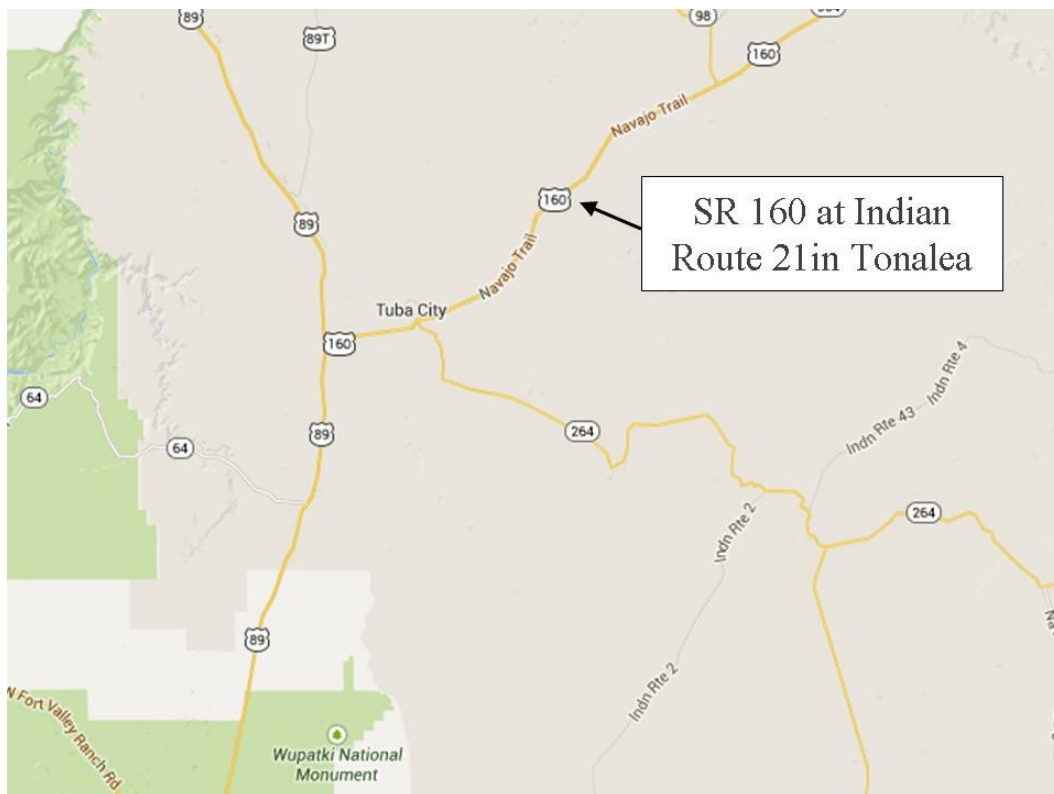
% UNDER ESTMATE: (1.6%)

PROJECT DBE GOAL: None

BIDDER DBE PLEDGE: NA

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3e: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 07, 2014

HIGHWAY: PAYSON-SHOWLOW HWY (SR 260)

SECTION: COTTONWOOD WASH TO SHOW LOW

COUNTY: NAVAJO

ROUTE NO.: SR 260

PROJECT : TRACS: NH-260-B(216)T : 260 NA 321 H812901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SUNLAND, INC. ASPHALT & SEAL COATING

LOW BID AMOUNT: \$ 2,905,000.00

STATE ESTIMATE: \$ 3,404,590.19

\$ UNDER ESTIMATE: (\$ 499,590.19)

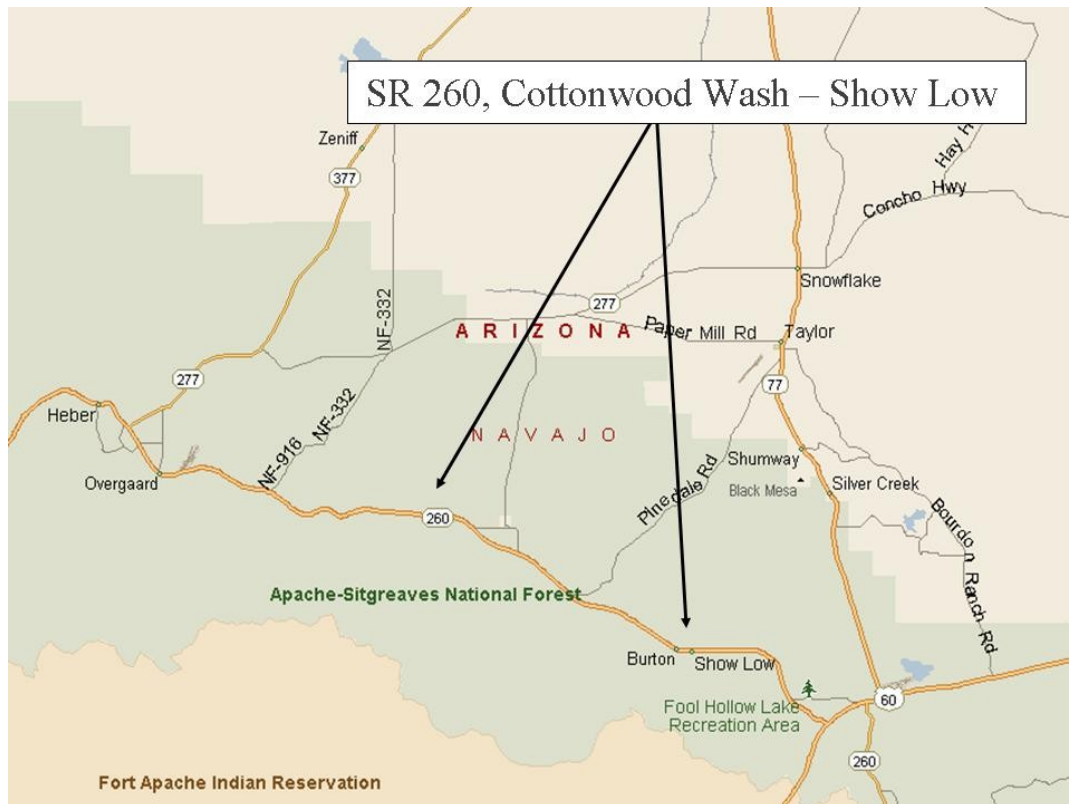
% UNDER ESTMATE: (14.7%)

PROJECT DBE GOAL: 2.58%

BIDDER DBE PLEDGE: 3.46%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 3f: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 21, 2014

HIGHWAY: TUBA CITY-WINDOW ROCK HWY (SR 264)

SECTION: CROSS CANYON-SUMMIT

COUNTY: APACHE

ROUTE NO.: SR 264

PROJECT : TRACS: STP-264-A(214)T : 264 AP 459 H786301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SUNLAND, INC. ASPHALT & SEAL COATING

LOW BID AMOUNT: \$ 7,700,000.00

STATE ESTIMATE: \$ 7,429,045.04

\$ OVER ESTIMATE: \$ 270,954.96

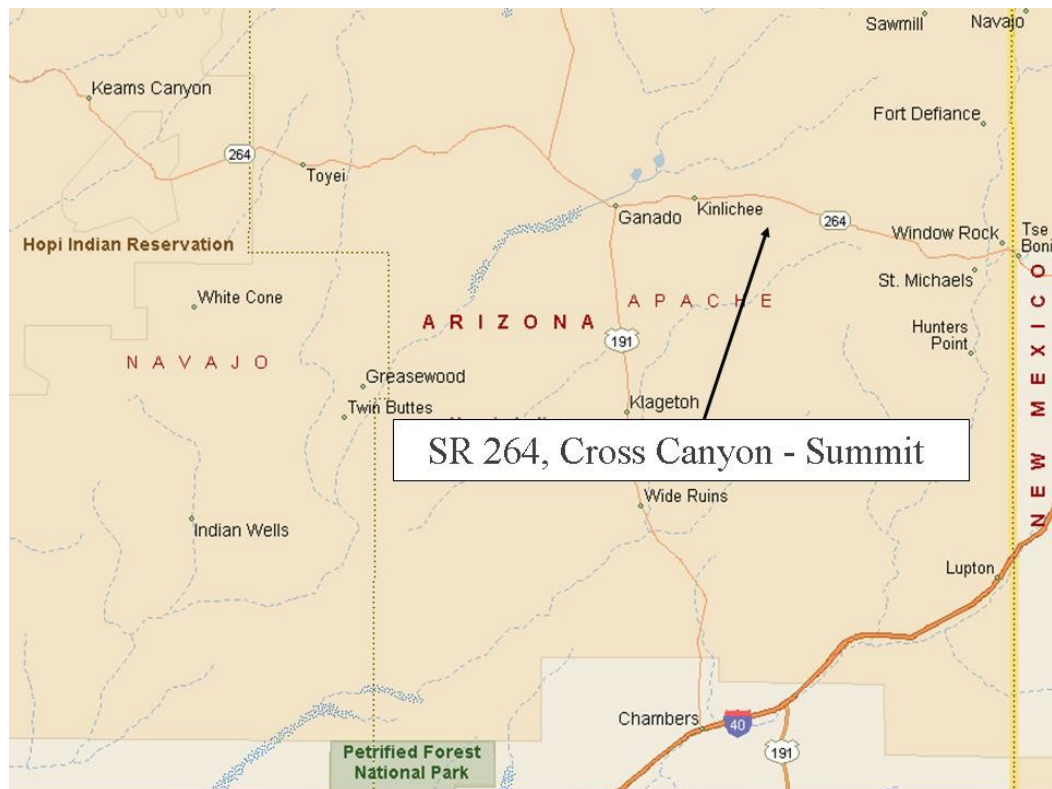
% OVER ESTMATE: 3.6%

PROJECT DBE GOAL: 4.72%

BIDDER DBE PLEDGE: 4.89%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3g: BOARD DISTRICT NO.: 6

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BIDS OPENED: February 21, 2014

HIGHWAY: EHRENBERG-PHOENIX HWY (I-10)

SECTION: BURNT WELL AND EHRENBERG REST AREAS

COUNTY: YUMA and MARICOPA

ROUTE NO.: I - 999

PROJECT : TRACS: STP-999-A(351)T : 999 SW 000 H821701C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FANN CONTRACTING, INC

LOW BID AMOUNT: \$ 2,778,461.05

STATE ESTIMATE: \$ 2,758,343.10

\$ OVER ESTIMATE: \$ 20,117.95

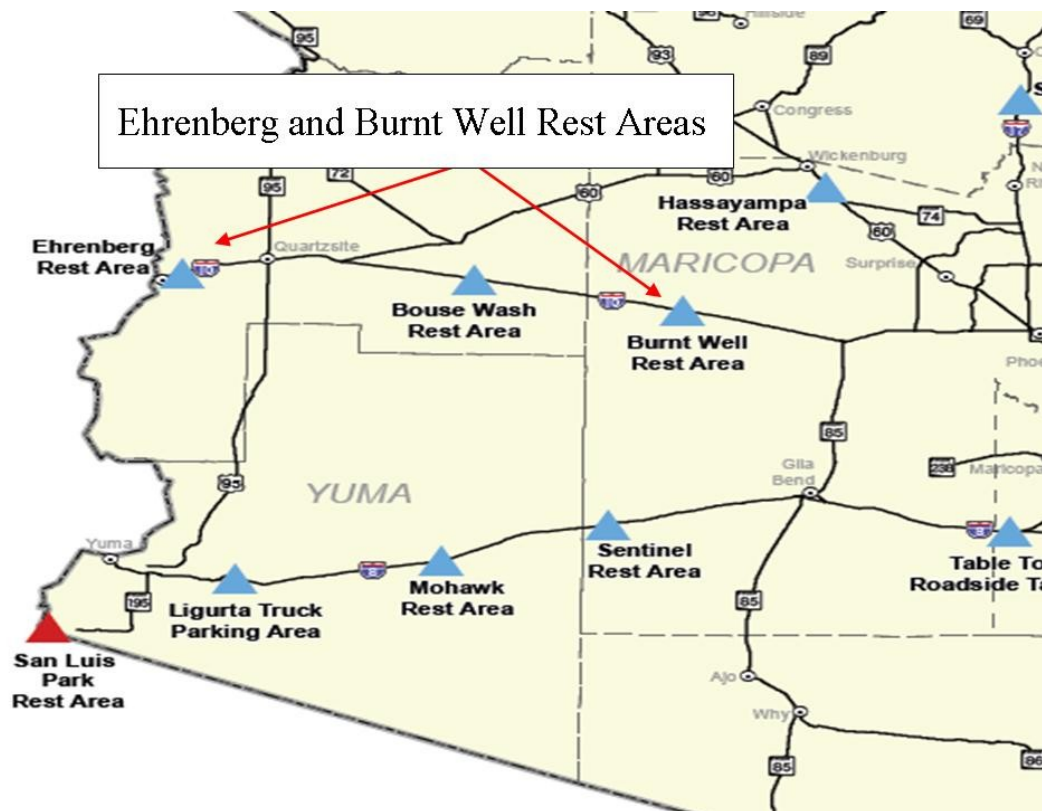
% OVER ESTMATE: 0.7%

PROJECT DBE GOAL: 7.11%

BIDDER DBE PLEDGE: 7.25%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

PROJECT MODIFICATIONS – *Items 3h and 3i

*ITEM 3h:

ROUTE NO: SR 95 @ MP 200.0

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COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: FY 2014

SECTION: Realignment I-40 to SR 68

TYPE OF WORK: DCR and Tier I Environment Impact Statement

PROGRAM AMOUNT: \$ 3,704,000

PROJECT MANAGER: Victor Yang

PROJECT: H680103L, Item # 16307

JPA: 05-114 with City of Bullhead City and Mohave County

REQUESTED ACTION: Increase the study by \$148,000 to \$3,852,000 in the Highway Construction Program. **Funds are available from the FY 2014 Construction Preparation: Technical Engineering Group Fund #70014.**

NEW PROGRAM AMOUNT:

\$ 3,852,000



*ITEM 3i:

ROUTE NO: SR 89A @ MP 399.0

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COUNTY: Coconino

DISTRICT: Flagstaff

SCHEDULE: FY 2014

SECTION: JW Powell Blvd

TYPE OF WORK: Design Intersection Improvements

PROGRAM AMOUNT: \$ 5,512,000

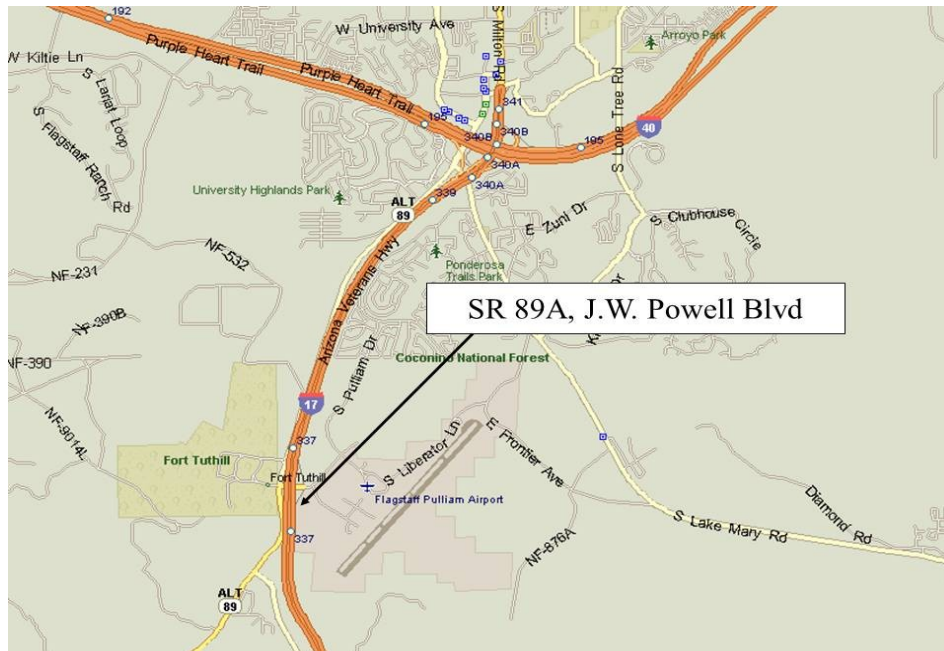
PROJECT MANAGER: Aszita Mansor

PROJECT: H413401D, Item # 15404

REQUESTED ACTION: Increase the design project by \$55,000 to \$5,567,000 in the Highway Construction Program. **Funds are available from the FY 2014 Right of Way Acquisition, Appraisal, and Plans Fund #71014.**

NEW PROGRAM AMOUNT:

\$ 5,567,000



STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, December 13, 2013
Gila County Board of Supervisors Hearing Room
1400 East Ash Street
Globe, Arizona 85501

The Pledge of Allegiance was led by Chairman Flores.

Roll call by Board Secretary Lila Trimmer

In attendance: Hank Rogers, Joe La Rue, Steve Christy, Victor Flores, William Cuthbertson, Deanna Beaver, and Kelly Anderson

Opening Remarks

Chairman Flores thanked Gila County for hosting a reception at the Dream Manor Inn and a special thank you to Steve Stratton and Shannon Boyer for organizing the dinner last night. Also in attendance were various local government officials and top administrators.

Chairman Flores stated that this meeting is his last meeting and thanked Director Halikowski for his leadership and all of ADOT staff for their support during the year. He also thanked his fellow Board members for being a team. He will miss being on this Board.

Call to the Audience

Citizens addressed various issues:

1. Mike Pastor, Chair/Gila County Board of Supervisors, re: welcomes the Board to Globe, and congratulations to Chairman Flores on his retirement
2. Brent Billingsley, City Manager/Globe, Arizona, re: appreciates the Board for the projects in Gila County and rural Arizona, and also thanked Globe District Engineer, Jesse Gutierrez, for his exceptional customer service
3. Ian Lamont, president/Southern Gila County Economic Development Group, re: thanked the Board for the US 60/Silver King project
4. Tommie Martin, Vice Chair/Gila County Board of Supervisors, re: welcome (via video conferencing from Payson, Arizona)
5. Tom Rankin, Mayor/Town of Florence, re: Highway 79 north south corridor
6. Alan Levin, owner/Port of Tucson, re: heavy weight corridor
7. Terry Wheeler, Mayor/Globe, Arizona, re: welcome to Globe especially for the Chair's last Board meeting; CAG, Sun Corridor, and east west corridor

ITEM 1: District Engineer's Report — Jesse Gutierrez, Globe District Engineer

Jesse stated that earlier in the year, he presented a brief overview of the District and of the 5-year program. Jesse focused on the Silver King/Superior Streets project which is critical to the region and district. It is the new alignment and expansion segment to widen and improve the existing two-lane roadway from the completed Gonzales Pass segment to the Superior Streets segment. The current roadway is two lanes, with limited passing opportunity, and is the current capacity and functionality constraint for US 60. One of two segments remaining to be constructed, which is part of the US 60 DCR from Florence Junction to Superior segment to widen and improve the existing two- and three-lane roadway from the Silver King Section to SR 177, mostly within the town limits of Superior. The current roadway is a three-lane urban section containing intersections with city streets and businesses, and an average daily traffic in excess of 10,000 vehicles per day. This portion of the project will complete the work studied as part of the US 60 DCR from Florence Junction to Superior. The project is 95 percent design submittal as of December and 100 percent of design submitted by March 2014 and will be ready to advertise for bid by summer 2014.

ITEM 2: Director's Report A) Last Minute Items to Report—John Halikowski, Director

Director Halikowski stated that the issue of overweight permits has recently come up. ADOT cannot issue overweight permits for divisible loads. The Department challenged the interpretation at the ports of entry about three years ago. At that time, if the load was custom sealed, the Department did not consider it divisible and were able to sell overweight permits for trucks entering Arizona from Mexico within the port area. ADOT is researching if it can extend overweight permits at the port area into the port of Tucson. In the last six months, Staff has been working and looking into the long-held interpretation by researching the Federal laws, LCD3s, and the Federal Rules. ADOT is coming close to a determination that the Department may be able to work out a way to do this but have not come to a final conclusion, yet. The Department still needs to look at the relevance State laws and the fees that are attached to those permits to ensure that we are within State law and that are charging a fee much like was done for the ports' area that is commensurate with the estimated pavement wear and tear to the increased loads.

***ITEM 3: Consent Agenda**

A motion to approve and accept the Consent Agenda as presented was made by Kelly Anderson and seconded by Steve Christy. Victor Flores, Steve Christy, Kelly Anderson, Hank Rogers, Joe La Rue, and Bill Cuthbertson voted in the affirmative; Deanna Beaver abstained. The motion carries.

ITEM 4: Legislative Report —Kevin Biesty, Director of Government Relations

Kevin updated the Board on the recent news of former ADOT Director, Victor Mendez, was named as interim deputy secretary USDOT replacing John Porcari. Mr. Mendez is the current Federal Highway Administrator and former American Association of State Highway and Transportation Officials President. Other news is the House passed a 2-year budget bill deal that appears to be set to pass and indications are that it will pass the Senate and be approved by the President. This should avoid any of the sequestered cuts and avoid any type of shut down of the Federal Government at least for two years. The following information received from Washington, D.C. may be of interest to you regarding two pieces of legislation (HR 3636 and HR 3638) introduced earlier this week by Congressman Blumenauer (D-OR) that, if approved, would have major policy impacts on transportation funding, as well as on the transportation industry as a whole. Specifically, HR 3636 is of note because of the coalition of support behind it. HR 3636 increases gasoline and diesel fuel taxes by 15 cents and indexes both to inflation thereafter. This legislation has received support from AAA, the U.S. Chamber of Commerce, and the American Trucking Association. Accordingly, it is likely to get the discussion going on how to fund long-term surface transportation needs/authorizations, especially with MAP-21 set to expire at the end of the Federal Fiscal Year (September 30th). HR 3636 was referred to the House Committee on Ways and Means. HR 3638 establishes a Road Usage Fee Pilot Program. Specifically, this requires U.S. DOT to establish a competitive grant program allowing state, regional, local, and tribal governments an opportunity to conduct pilot studies on vehicle miles traveled (VMT) fees in addition to collecting other information on recording, enforcement, payment, and privacy issues. It would also allow grant monies to be used for implementation in jurisdictions that have adopted plans for VMT fee systems. This legislation contains a \$30 million authorization, and requires an interim report to Congress within 2 years and a final report within 4 years. HR 3638 was referred to the House Committee on Ways and Means, Transportation and Infrastructure, and Energy and Commerce. The Arizona State Legislature session begins on January 13. ADOT is working on two proposals. They are updates, one is the commercial driver's license updates and the other one is some right-of-way updates that were the result of MAP-21. Kevin has scheduled meetings with the new Senate Transportation Chairwoman, Senator Judy Burges. Senator Burges has been a member of the Senate Transportation Committee and is familiar on the financial issues that ADOT faces.

ITEM 5: Financial Report—Kristine Ward, Chief Financial Officer

Kristine reported that HURF is doing well through the first five months of FY 2014; revenues amounted to \$504.6 million, an increase of 3.0 percent above the same period last year and 0.9 percent above the estimate. November HURF collections totaled \$98.3 million, an increase of 2.0 percent over November 2012 and 0.6 percent above the estimate. RARF collections for the first four months of FY 2014 totaled \$116.5 million, an increase of 6.9 percent above the same period last year and 0.6 percent over the estimate. October RARF revenues amounted to \$29.0 million, an increase of 7.1 percent above October 2012 but 0.9 percent below the estimate. The cash management account has earned \$3.9 million year to date at a yield of 0.87%.

***ITEM 6: Resolution 2013-1, The PM-10 State Implementation Plan For Pinal County—Floyd Roehrich, Deputy Director for Policy**

RESOLUTION 2013-1

RESOLUTION TO IMPLEMENT MEASURES TO REDUCE DUST EMISSIONS FROM PAVED ROADS AND UNPAVED TRAFFIC SURFACES IN THE PM-10 STATE IMPLEMENTATION PLAN FOR PINAL COUNTY.

WHEREAS, the Pinal County area has been classified as a moderate nonattainment area for PM-10 particulate matter; and

WHEREAS, the Pinal County nonattainment area continues to record violations of the federal standards for PM-10; and

WHEREAS, the Arizona Department of Environmental Quality has prepared a State Implementation Plan for the Pinal County nonattainment area to address continued violations of the 24-hour PM-10 standard; and

WHEREAS, reasonably available control measures are required to reduce restrained dust emissions from paved roads and similar sources in the PM-10 nonattainment area; and

WHEREAS, Arizona Revised Statutes 49-406 G. requires that each agency that commits to implement a control measure describe that commitment in a resolution adopted by the governing body which specifies its authority for implementing the measure as provided in statute, ordinance, or rule; a program for enforcement of the measures; and the level of personnel and funding allocated to the implementation of the measure; and

WHEREAS, the State Transportation Board has the authority to set priorities for construction of department transportation facilities and to adopt the five year transportation facilities construction program under A.R.S. § 28-695' et seq.; and

WHEREAS, the Director of the Arizona Department of Transportation supervises and administers the overall activities of the Arizona Department of Transportation including the design, construction, operations and maintenance of department transportation facilities, and the development of the five year transportation facilities construction program.

NOW, THEREFORE, BE IT RESOLVED BY THE STATE TRANSPORTATION BOARD as follows:

SECTION 1. That the Arizona Department of Transportation agrees to proceed with a good faith effort to implement the measures identified in Exhibit A which is part of this resolution.

SECTION 2. That the Arizona Department of Transportation commits to implement the measures as scheduled and with the funding sources identified. Recognizing, however, that the availability of necessary funding may depend on the funding programs or processes of various state and federal agencies, the Arizona Department of Transportation agrees to consider modifications of the funding or schedules for implementation actions, if necessary.

PASSED AND ADOPTED by the State Transportation Board of Arizona this 3th day of December 2013.

Attest:


Victor Flores, Chairman
Arizona Transportation Board

I agree to the commitments described in sections 1 and 2 above within my authority as Director.


JOHN HALIKOWSKI, Director
Arizona Department of Transportation

Dated 12-13-13

EXHIBIT A
ADOT REASONABLY AVAILABLE CONTROL MEASURES
FOR THE PINAL COUNTY PM10 NONATTAINMENT AREA

ADOT will implement the following Available Fugitive Dust Control Measures:

- Require that access points to State highways and routes, constructed under an encroachment permit, be paved with asphalt or concrete.
- Maintain existing stormwater drainage structures that are within ADOT right-of-way to reduce water erosion onto roadways.
- Provide for cleanup of debris (water erosion runoff, mud/dirt carryout areas, material spills, etc.) on State highways and routes upon receipt of notification of the roadway hazard.
- Require vegetation, chemical stabilization, or other abatement of areas within ADOT right-of-way that exceed one acre of soil disturbance resulting from highway construction, highway maintenance, or encroachment permit activities.

ADOT has the authority to implement these control measures through Arizona Revised Statute (ARS) § 28-332 which states, "the exclusive control and jurisdiction over state highways, state routes, state-owned airports, and all state-owned transportation systems or modes are vested in the Department of Transportation (DOT)." ARS § 28-7053 gives the Director the authority to issue permits, enforce against unauthorized encroachments, and pursue legal remedies. The requirements for highway encroachment permits are listed in Arizona Administrative Code (A.A.C.) Title 17, Chapter 3, Article 5.

The enforcement of these controls will be through the standard contract provisions identified in *ADOT Standard Specifications for Road and Bridge Construction (2008 Edition)*. Sections 104.08, 104.09, 805 and 810 of the standard specifications address prevention of air and noise pollution, stormwater management, reseeding and erosion and pollution control, respectively. The stormwater requirements will be enforced as described in ADOT's permit issued by Arizona Department of Environmental Quality under the Arizona Pollutant Discharge Elimination System (AZPDES) program.

The Tucson District will provide the personnel and funding for implementing these controls within the Pinal County PM10 nonattainment area. The Tucson District has currently invested \$870,241.44 for implementing sweeping and dust mitigation through the following contracts that can be found on the Procure.AZ.gov website. These contracts include the weekly sweeping and cleaning of a 157,620 sq. ft. MVD parking lot in Casa Grande and the sweeping of 234.6 miles of roadway a year on portions of SR87, SR79, SR79B, and I-10.

Contract/Blanket #	Bid#	Description	Vendor Name	Begin Date	End Date
ADOT12-017273	ADOT12-00001166	Parking Lot Sweeping for Phoenix Metro and Casa Grande	SUNSTATE SWEEPING LLC	01/31/2012	01/30/2014
ADOT13-034210	ADOT13-00001983	Landscape, Lc: Clean-up and Dust Mitigation - On Call for Phoenix and Tucson Districts	SOMERSET LANDSCAPE MAINTENANCE INC	10/21/2012	10/20/2014
ADOT13-049244	ADOT13-00002861	Mechanical Sweeping Services, Highways - Tucson District	C&S SWEEPING SVCS INC	06/09/2013	06/08/2014

A motion to accept and approve Item 6: Resolution 2013-1, The PM-10 State Implementation Plan for Pinal County, was made by Deanna Beaver and seconded by Kelly Anderson. In a voice vote, the motion carries.

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16 ARIZONA STATE TRANSPORTATION BOARD

17 (Excerpted proceedings)

18

19 December 13, 2013

P R O C E E D I N G S

(Excerpted proceedings: *ITEM 7: Resolution
2013-2 The Intermountain West Corridor (I-11)
Southern Arizona Connectivity Segment)

MR. FLORES: Item 7.

MR. ROEHRICH: Well, Mr. Chair and Members
of the Board, Item 7 is a resolution that was brought
forward and requested to be placed on the agenda by
Mr. Christy at last month's board meeting. And the
resolution is pertaining to the State Transportation
Board, referencing the Intermountain West Corridor, the
I-11 Southern Arizona Connectivity Segment, which was
identified as part of the I-11 Intermountain West
feasibility study. It's the ongoing study that, after
Congress had passed Map-21, the reauthorization for the --
for the Highway Trust Fund, in it, it had designated
existing U.S. 93 from the vicinity of Phoenix to Las Vegas
as a future Interstate 11, provided that it is upgraded to
interstate standard. And that's -- and that was
identified in the law that was passed by Congress.

After the -- the passage of the law, the
state of Nevada and the state of Arizona had come together
in a joint agreement to look at what the whole corridor

1 analysis would be for an Interstate 11, to provide not
2 just connectivity, as identified in the law, but how --
3 where it was most feasible to connect basically from, if
4 you will, our border, national border with Mexico on up
5 through into Nevada, and then Intermountain West from
6 Nevada all the way, if you will, through the northern
7 states into a connectivity with Canada, first phase being
8 to really look at the Arizona-Nevada connections, and then
9 the connectivity north from there, Nevada and the other
10 states would start moving forward.

11 So in the summer -- or the 2012, we kicked
12 off our feasibility study, and it's been ongoing now for
13 little more than a year. That study has looked at, one,
14 the justification of the corridor in order for us to
15 provide the background for purpose and need and
16 justification to extend, if you will, Interstate 11 beyond
17 the designation by Congress to give us the background to
18 say, it needed to really -- for its functional purpose,
19 really needed to extend all the way to the border and move
20 forward. So that's started to move forward.

21 Here, the summer of 2013, we moved into the
22 next part of that, which is the assessment phase, which
23 looked at a Level 1 analysis of the cor- -- kind of the
24 corridor, you know, quantifying the feasibility,
25 quantifying the purpose and need and the goal and

1 objectives of the corridor. And then it would go into a
2 further Level 2 analysis, which would take us until
3 probably the summer of 2014, to again start developing, if
4 you will, segments of it and start looking for fatal flaws
5 and different alternatives. It would not lead to a final
6 decision or a final alternative. But it would help us
7 narrow the focus into -- to the reasonable and the
8 feasible elements of a corridor alternatives for us to
9 move into the next phase of either an EIS or a Tier 1 type
10 of document.

11 So -- so that was kind of the purpose of
12 where we're at.

13 I know that we've held number of stakeholder
14 meetings in different areas of the state. And I think
15 part of, I guess -- and I asked Mr. Christy the background
16 and purpose behind the resolution, but part of the issue
17 was to bring the resolution to the transportation board as
18 identified in this resolution, to put emphasis on that
19 southern connectivity segment.

20 At this point, Mr. Flores, I'd either ask,
21 if you want a motion to continue the discussion or open
22 the debate on the resolution, because the Department has
23 concerns that we do want to express, and I don't know if
24 you want to express those now or when the.

25 MR. FLORES: I would like -- I would like a

1 motion to accept the resolution as submitted by
2 Mr. Christy. And then we can open it to debate and do
3 whatever we need to do.

4 MALE SPEAKER: So we can still have
5 discussion?

6 MR. FLORES: Oh, yeah, no, no, no, it's open
7 to debate at that point, yes.

8 MALE SPEAKER: I'd like to make a motion to
9 accept the resolution as presented.

10 MALE SPEAKER: I'll second it.

11 MR. FLORES: Okay. It's been moved and
12 seconded to accept Resolution 2013-2 Intermountain West
13 Corridor Southern Arizona Connectivity Segment. And I --
14 I think it would be appropriate for Mr. Christy to perhaps
15 begin, maybe questions and --

16 MR. CHRISTY: Basically, the issues that we
17 have in presenting this is -- the objective is to get ADOT
18 to publicly supported continued simultaneous work on the
19 southern connectivity portion of the Intermountain West
20 Corridor and to acknowledge that the I-11 study has shown
21 the route should be through the Port of Nogales and thus
22 through Tucson and the region.

23 The concerns that we have in southern
24 Arizona regarding this -- and we hope that they're not
25 founded, but that's the purpose of bringing the resolution

1 forward today, is that there seems to be a feeling, I
2 guess, is the best way to describe it, in southern Arizona
3 that the Department has backed away from its belief that
4 the entire project should be from Las Vegas to Nogales,
5 and that the Department is going to be centering its
6 efforts on securing either funding or project time and
7 analysis simply on Phoenix to Las Vegas.

8 Now, should that occur and funding should be
9 acquired for that purpose, additional funding, we feel,
10 for our section, the southern section, would be
11 jeopardized. It's hard to get funding to begin with, and
12 if a chunk of the funding goes simply and solely for Las
13 Vegas to Phoenix, then it appears that all the efforts and
14 the studies that have included the connectivity between
15 Nogales up through Tucson, will be completely forgotten
16 and put aside.

17 What we're trying to obtain here is
18 assurances that we are looking at the project as a whole
19 from Las Vegas all the way to Nogales and simply not
20 spending our efforts, time and talent on securing the I-11
21 from Phoenix to Las Vegas.

22 There has been some discussion about monies
23 to complete the study between Nogales north. We feel that
24 there might be some alternatives that could help as far as
25 providing the funding for that. We'd like to know what --

1 if there's going to be further studies on this
2 connectivity issue, when those studies will be made, when
3 they will be completed, if they will be made at all. And
4 basically just an affirmation from the Department that it
5 is committed to the connectivity from Nogales up through
6 Tucson and north so the whole project is one, as opposed
7 to simply being a Phoenix-to-Las-Vegas corridor, I-11.

8 One -- one question of -- that I might have
9 for the parliamentarian, if it's appropriate, on the
10 resolution, Number 3, would it be possible to amend that
11 very simply where it says the board further recommends
12 that ADOT expand the study scope, if the word "scope"
13 could be eliminated entirely.

14 MR. FLORES: Well, I -- I believe that we
15 would have to amend the motion at some time if we went
16 that route.

17 MR. CHRISTY: Okay.

18 MR. FLORES: And we'd get a second.

19 MR. CHRISTY: Then we'll allow it.

20 But those basically are the -- is the
21 motivation for the resolution. Those are the concerns
22 that we have in southern Arizona. We want to explore what
23 objections that the Department might have in continuing
24 this study. If there's -- if it's a money issue, if it's
25 only money, is there other issues other than money and

1 what those issues are. And basically a discussion to see
2 what we can do together to ensure that the entire I-11
3 project includes Las Vegas all the way to Nogales.

4 MS. BEAVER: Mr. Chairman, it's my
5 understanding that the National Environmental Policy Act
6 portion for I-11 has not been completed, and so to me, it
7 seems as though this is a little bit premature. It's not
8 that we -- you know, would not look at it later, but it's
9 just premature right now, because the process hasn't been
10 completed.

11 MR. FLORES: Right. Yeah, and I -- and I
12 believe they can explain that the NEPA process is -- is
13 actually a couple of steps away before you proceed with
14 that.

15 MR. HALIKOWSKI: That's correct,
16 Mr. Chairman. Before we can even begin to embark on that
17 NEPA process, to come to the point where we'd actually
18 select a corridor, the federal government has made it very
19 clear that funding has to be reasonably identified as to
20 how we would pay for that development construction. We're
21 not even there yet.

22 What we are into right now is a
23 border-to-border study, looking at I-11 routes. And as
24 you and I have been through this over the past couple of
25 years, as you know, initially, we were looking at I-11

1 from a Phoenix-to-Wickenburg perspective. And through
2 your leadership, we embarked on this study in conjunction
3 with the state of Nevada that essentially takes a look at
4 I-11 from a high-level view from the standpoint of where
5 it would join along the border, all the way up through
6 U.S. 93, which Congress has designated to Vegas.

7 So I am not sure, Mr. Chairman or
8 Mr. Christy, where the concern's coming from that we would
9 ignore southern Arizona. That's not our intent, and it's
10 not the current focus of this initial study that we're
11 involved in.

12 But I would raise a concern to -- to say
13 that the Department would make a decision that it would be
14 in Nogales, because under the NEPA Act that Board Member
15 Beaver referred to, we have to be very careful about being
16 predecisional on where a route might go. We have to look
17 at all feasible alternatives. And then through the
18 process, alternatives become eliminated because they don't
19 best meet purpose and need for the route.

20 And we ran into this issue initially with
21 I-11, Mr. Chairman, as you'll recall, in the Phoenix area
22 when there were lots of newspaper articles about people
23 wanting to donate land and run the routes through a
24 certain segment of land. And we had to pull back and say,
25 we can't do that or accept that donation, because that

1 would be predecisional in the route.

2 So as we go through these studies, we have
3 to be able to look at all the alternatives. But I would
4 give you assurance that southern Arizona is certainly not
5 left out of this first round of study. We're looking at
6 that also.

7 MR. FLORES: Let me -- let me interject
8 something that when -- when the study was kicked off, the
9 corridor study was kicked off and the -- and the
10 collateral material came out, one thing that did concern
11 me and -- and I was assured by staff that it was not going
12 to be a problem -- is the language and -- of where it
13 talks about two parts to the study, you have a detailed
14 corridor plan between Las Vegas and Phoenix, and, two,
15 high-level visioning. So I think, although innocuous, it
16 sort of suggests that it's marginalized from Phoenix down.

17 So I think there's needs to be at least some
18 work in how it's framed. And I know, Mr. Director, you've
19 been -- you've been very clear that this is an entire
20 corridor without saying that it is going to Nogales or the
21 CANAMEX at one point, I suppose, identified Yuma. So
22 you've been very, very clear about that, there is an
23 entire corridor.

24 But this thing still remains in print, and I
25 can see if I was from southern Arizona that I would be

1 concerned that, you know, you guys are focusing all on --
2 you're doing your -- what's that? planning environmental
3 linkage on the segment north, and eventually, we'll get
4 down to you guys.

5 So I think when I read this resolution, that
6 to me was the basis, what they're trying to get some
7 assurances that -- that they are, in fact, included in the
8 corridor study.

9 So I don't -- I don't know how you
10 accomplish that.

11 MR. ROEHRICH: Mr. Chairman and Members of
12 the Board, I think we have to remember where we're at in
13 the process. Congress has passed a law that says
14 Interstate 11 is Vegas to Phoenix, the vicinity. That's
15 in law. And that's all we know of today.

16 But we know it's not in our interests to
17 only develop that corridor. That's a limited, that's a
18 fragmented approach. It's not -- it's just not practical.
19 That's why we're studying this preliminary phase to
20 develop the purpose and need and the purpose of why we
21 need to extend it to the border, so we can go back and get
22 it added into the next phase of the study when we do NEPA,
23 in order to move this forward.

24 So there are some terminologies, and maybe
25 we need to sit down and think about how we can say it.

1 But we have to be clear, we can't go out and say I-11 is
2 in Tucson or to the -- to Mexico, because I-11 is not to
3 Tucson and Mexico. I-11 is Phoenix to Vegas, by law.

4 But we know we have to extend it to that.
5 So we're doing the preliminary phase to develop the
6 purpose and need and justification to eventually get I-11
7 designated all the way down. I mean, this is all part of
8 the process to -- to lead to getting ultimately to what we
9 want.

10 And I realize sometimes it seems, you know,
11 you want it to -- quicker. You seem like why do you have
12 to go through this. But we have to follow the process in
13 order to make sure that, one, as a number of people here
14 said, Ms. Beaver, the process hasn't been tainted to the
15 point where it doesn't maintain federal eligibility,
16 because we -- I don't know how we'll ever build this
17 corridor if we don't have it federally eligible to use all
18 funding sources available. And, two, till we can get
19 enough justification and the purpose identified so we can
20 show that I-11 is not Phoenix to Vegas, it is also to the
21 border and it is beyond that, you know, we have to
22 establish that, and there's process to do that.

23 So I do agree. Maybe some of that
24 terminology leads it to think that it's not a priority
25 now. But, again, it's part of developing that so we can

1 get -- administratively get it changed, because right now,
2 the law only says I-11 is Phoenix to Vegas.

3 MR. FLORES: Yeah, before I ask -- allowed
4 Hank to make his comment, I guess, therein lies a problem,
5 though. You're explaining the I-11 when the study is the
6 Western Corridor study. So -- so somehow you need to get
7 off of the I-11, if it is, in fact, a part of the
8 corridor, so, again, I think it's -- I think it's a --
9 it's the way it's framed, the way it's discussed, and in
10 meetings like this where -- small meetings, I think most
11 people at the conclusion understand that it's the entire
12 corridor. Unfortunately, there's no one but Mr. Christy
13 from Tucson, so I think we need to work on that.

14 So thank you.

15 Mr. Rogers.

16 MR. ROGERS: The question I've got and
17 maybe, I guess, I was under the impression that the study
18 was from the border of Arizona. Is the study just from
19 Vegas to Phoenix? Is that --

20 MR. ROEHRICH: Mr. Flores, Mr. Rogers, no,
21 it is not. Only the part designated by Congress is in
22 there. We're studying it so we can provide the
23 justification to extend the corridor to the limits that we
24 want. So it is not just -- we refer to it as I-11, but
25 it's a full corridor from border -- hopefully from border

1 to border, but at least from our border with Mexico
2 through the state and on into Nevada. And then --

3 MR. ROGERS: Pardon me. Are you saying the
4 study is from the northern border of Nevada to the Mexican
5 border?

6 MR. ROEHRICH: The current study that we --
7 while Mr. Chairman, Mr. Christy -- or, Mr. Rogers, the
8 current study we have is from the northern border of
9 Nevada all the way through down to the Mexican border
10 through Arizona.

11 MR. ROGERS: Well, yeah, I mean, so but
12 you're telling us -- I guess I'm -- I'm -- I'm confused
13 here. You're telling us that you can't look at anything
14 other than what Congress has passed, but then you tell me
15 you are. I --

16 MR. ROEHRICH: Mr. Chair, Mr. Rogers, I
17 didn't say we couldn't look at it. I said we could only
18 call I-11 Phoenix to Vegas. But that's why we call it the
19 Intermountain West Corridor, and that's why we're doing
20 the feasibility to establish it needs to have this linkage
21 for it to really have connectivity and to really be
22 functional. It's not functional the way it is today.

23 But we want to make it functional. And so
24 we're laying the groundwork for that over -- over this
25 preliminary study all into a final NEPA document. It'll

1 all roll together. It's just going to take us time to get
2 to that.

3 But we have not backed off from the fact
4 that this corridor needs to extend from the border through
5 our state to where it connects into Nevada.

6 MR. CHRISTY: Mr. Chairman, I think there --
7 as you pointed out, therein lies the -- maybe the
8 misconceptions that we're feeling. But I do want to point
9 out that the resolution is designed and it merely
10 replicates your own study of October of the alternative
11 seat, which is recommended for further analysis. So this
12 is what is prompting us to feel that this whole study
13 might be in jeopardy.

14 And you -- we were talking about a bias or
15 worrying about objectivity. The resolution merely
16 replicates what has already been stated by the Department
17 in the October study, just as a point.

18 My further question at this -- at this stage
19 of the discussion is what kind -- what assurances can you
20 give southern Arizona that the Department is not backing
21 off on its intention to include the southern -- the
22 Intermountain connectivity issue that we're concerned
23 about in the entire plan.

24 MR. HALIKOWSKI: Well, Mr. Chairman,
25 Mr. Christy, I can give you my assurances that we will

1 look at all of the alternatives for southern Arizona. But
2 other than that, I am not sure what you're looking for
3 exactly. But the study does include southern Arizona.

4 MR. ROEHRICH: And Mr. Flores and
5 Mr. Christy, I think I need to -- our actions have always
6 been and we've had multiple meetings down in the Tucson
7 and southern area, we've always shown that corridor all
8 the way to -- through -- through the different segments
9 that we've looked at along the borders, we looked at
10 reasonable and feasible, we've always shown it all the way
11 to the border. That's never come out of the study. And
12 we do not intend to take it out of the study.

13 MR. CHRISTY: Mr. Chairman, my question,
14 then, is why do you -- why are you objecting to the
15 resolution --

16 MR. ROEHRICH: Mr. Floyd and Mr. Christy,
17 along with the concern, NEPA's as far as being -- being
18 predecisional as a possibility, I think there's another
19 concern that we have as staff, and that is when is the
20 appropriate time for the board to weigh in as a statewide
21 body. I look to the fact that just last month, we had
22 adopted the board policies. And the board set itself up
23 under its commitments under those policies to be a
24 statewide board that will look at all the transportation
25 needs around the state, and it will basically stay neutral

1 on those issues as the Department develops the corridors,
2 develops the infrastructure recommendations, and then we
3 bring them to the board as part of programming,
4 prioritization and moving forward.

5 I think it's a -- in my opinion, for the
6 board to in the middle a study, take a regional approach
7 to defining -- or recommending that it takes a specific
8 action or a regional look, gives -- gives the
9 impression -- or to me gives the impression to the rest of
10 the state that this board is either overly influenced or
11 it is willing to put its own bias into the studies before
12 the Department has had chance to review all of the
13 elements of the study and make a recommendation.

14 So to me, I'm just again looking at is the
15 purpose of the board, the function of the board as it
16 relates to the Department performing its work and what the
17 board's function is. And, again, taking a resolution that
18 the board that has a regional approach when it's a
19 statewide board that is affirmed through its policies that
20 it will keep open to the statewide, I just think it sets
21 bad practice.

22 MR. FLORES: Yes, Mr. Christy.

23 MR. CHRISTY: So we have two issues,
24 Mr. Chairman, of objection from the Department for the
25 resolution. One is the "need to study" issue, the bias,

1 and then your feeling that it's not a good policy for the
2 board to be utilizing resolutions as a matter of
3 direction? So those are the two issues?

4 MR. ROEHRICH: Mr. Flores, Mr. Christy, I
5 don't know about a matter of giving direction -- I guess
6 you could say direction, but trying to the influence the
7 study process that the agency is going through before
8 we've had a chance to make a recommendation to the board
9 to move forward.

10 And the other thing is passing a resolution
11 by the board becomes an official action, and therefore,
12 it's something that, you know, either has a legal
13 ramifications or ties to a challenge later on as well as
14 about, you know, the board's attempting to influence or
15 maybe inappropriately direct the agency to do something.

16 MR. CHRISTY: Mr. Chairman, would you have
17 an alternative that you would suggest.

18 MR. HALIKOWSKI: Mr. Chairman, we didn't
19 come prepared with an alternative resolution. And I'm
20 hesitant to try and wordsmith this right now in the middle
21 of a debate.

22 MR. ROEHRICH: Mr. Director, I do have an
23 alternative.

24 MR. HALIKOWSKI: Oh, I'm sorry.

25 MR. ROEHRICH: Not a resolution, but an

1 alternative.

2 MR. HALIKOWSKI: Oh.

3 MR. ROEHRICH: Mr. Chair --

4 MR. FLORES: -- another resolution, just an
5 alternative.

6 MR. ROEHRICH: Mr. Chair, Mr. Christy, let's
7 follow the process. Let the Department finish the study.
8 It's due to be done next year sometime summer or fall.
9 Let's get to a recommendation. We will come present to
10 the board. We'll -- we'll come and present the
11 recommendation. We'll talk about the timeline to the next
12 phase. And then the board can tell us the direction, do
13 they supported that, do they want us to go -- give other
14 consideration, but not consideration that directs us to a
15 solution, but consideration that questions have we
16 evaluated and analyzed it appropriately and gotten to the
17 point where we can brief the board so they're comfortable
18 to say, yes, we're ready to move to the next phase.

19 MR. HALIKOWSKI: Mr. Chairman, I would look
20 to you. I mean, we had this discussion, as you know, a
21 couple of years ago, about the scope of this study. And I
22 gave you my word then that we would look at the entire
23 state. You and I came to an agreement and understanding.
24 And I would offer you the same now, that based on what
25 staff is telling you, we are looking at I-11 from the

1 southern border all the way to the northern border. And
2 we'll present those alternatives to the board.

3 MR. FLORES: Yeah, I do believe you -- and
4 you've been, again, front and center on your position with
5 regard to this entire corridor.

6 And I guess, you know, I -- when I first saw
7 this thing, I looked at it as no more than -- I guess I
8 don't take the position that -- that as a -- a body that's
9 advocating for something is any different than what took
10 place in Pinetop regarding the input from the community
11 and -- and the changes that took place on the five-year
12 plan. I saw it as something -- something -- input from
13 our constituents.

14 I do understand, in this particular case,
15 that perhaps it has more ramifications because you've got
16 the federal guidelines and so forth. And I still believe
17 that maybe not in the form of another resolution, but in
18 some very demonstrative terms, suggest that the southern
19 segment is going to be -- that entire corridor is Mexico
20 to Nevada, would suffice for me, and -- but it's
21 Mr. Christy's to opine at this meeting.

22 MR. ROEHRICH: Mr. Flores, I could just
23 answer, I want to make sure, because I think there's a
24 very distinct difference between the action you took on
25 the five-year when we were in Pinetop and this. That was

1 the reprioritized projects and the funded projects that
2 were in the program. That is board function. That's your
3 primary function.

4 The board does not have a function in
5 studying and analyzing corridors. That's the agency.
6 We're studying and analyzing corridor. And so that's
7 where I'm saying I think the distinction is that the
8 agency follows a process to do that and then brings the
9 final results to the board.

10 So to say that -- in my mind, to say that,
11 well, we made this -- we took some latitudes in Pinetop on
12 the five-year program, that's because that was specific
13 projects and that's specific -- one of the specific
14 functions of the board is to prioritize and fund projects.

15 We're not at a projects phase. We're at a
16 study phase, a planning stage. The board has set policy
17 through its board policies and planning. After that, it's
18 the agency's responsibility to go through the planning
19 process to -- to develop a final recommendation for the
20 board. And that's to me, the distinction is is this is
21 totally different than the board taking discretion with
22 the five-year program because that's one of their primary
23 functions. This is a planning function. This is the
24 agency's primary function.

25 MR. FLORES: Yeah, well, I appreciate your

1 thoughts on that. I -- perhaps my -- my comparison was --
2 was a little naïve. But it is potentially possible that
3 the planning process could be deficient and, therefore,
4 our input was nothing more to make the Department aware
5 that there is segment that was not included. In no other
6 terms other than suggesting it. And I guess when you go
7 to a resolution, it makes it more formal and therein lies
8 the concerns, and I -- I do see that.

9 MR. HALIKOWSKI: Well, I don't want to,
10 Mr. Chairman, overlook another concern, and let me
11 illustrate.

12 There are certain projects that we are
13 involved in right now, coming to closure with the NEPA
14 process. And as you can imagine with any transportation
15 facility construction project, you have folks that support
16 it and folks who are against it. And typically, the folks
17 who are against it want to sue the Department based on the
18 process that was followed to reach the decision through
19 NEPA.

20 And my concern is that at some point when we
21 get to construction of I-11 in the future from one end of
22 the state to another, you will have folks who are in
23 opposition to it for various reasons, whether they be
24 environmental, social justice, the list goes on when it
25 comes to the NEPA process.

1 The courts tend focus on what was followed
2 in the process and whether there was anything negatively
3 influencing that process or something the Department did
4 not conduct fully according to law. I don't want to open
5 the door up with resolutions that might in the future,
6 leave us subject to attack in lawsuit under the NEPA
7 process.

8 I know that that's a little bit maybe way
9 out there as we're looking at this thing. But every piece
10 of paper gets examined, every statement that we make gets
11 examined when we get sued under NEPA.

12 MR. FLORES: Understand.

13 MR. CHRISTY: Mr. Chairman? I guess I need
14 some part, some Robert's Rules direction. I know we have
15 a motion on the floor for the passing of this resolution.
16 I would -- my goal would be not to pass or to defeat the
17 resolution, but merely to table it for further analysis by
18 myself and with a possible re-presentation or rewording in
19 some manner or not. But I would -- I'd like to have some
20 direction on how I can just move to table this resolution
21 to the next meeting.

22 MR. FLORES: Well, they'll have to ask our
23 legal counsel, but I -- I know the cleanest way would be
24 to -- to withdraw your motion and then, you know, resubmit
25 it, if you so desire, at another meeting.

1 MR. CHRISTY: And I will have that
2 opportunity to resubmit it.

3 MR. FLORES: Oh, yeah, sure, you're going to
4 be the chair, you can --

5 (Laughter)

6 MR. ROEHRICH: And that's a good point,
7 Mr. Chair. I want to -- we agenda'd this, Mr. Christy, so
8 we could talk about it. And we'll continue to do that.

9 MR. CHRISTY: And I do appreciate the
10 dialog.

11 MR. ROEHRICH: And you also have the second
12 avenue of a board study session to even delve further, if
13 you want more information on process.

14 There's a lot of interaction we can have
15 that's appropriate with the board before you take this
16 type of a formal action that we feel is a little
17 problematic and we need to work through.

18 MR. CHRISTY: Well, with your permission and
19 the board's permission, as the presenter of the
20 resolution, I would like to withdraw it.

21 MR. FLORES: And there was a second.

22 MALE SPEAKER: I second. I'll withdraw my
23 second.

24 MS. BEAVER: Just before totally, I guess I
25 would like just a little clarification and maybe not now

1 but at a study session, why originally was -- Congress
2 passed the law that the section was just from Nevada to
3 Phoenix as opposed to the full length of our state?

4 MR. ROEHRICH: Now, Mr. Flores, Ms. Beaver,
5 I've got to be careful here. I can request Congress, but
6 they have to answer that. We have no idea. Nobody knew
7 that was in there until it showed up. And then we're
8 reacting to it. So we can meet and talk about it, but
9 we'll never get satisfaction from Congress, because I -- I
10 don't know why they put it in there. And we in staff have
11 no -- we're not given justification around Congress's
12 action. I'm sorry. They're --

13 MS. BEAVER: Well, it just didn't seem
14 logical to me if the whole thing was a corridor from north
15 south, why they would stop halfway.

16 MR. ROEHRICH: So you're equating logic with
17 Congress right now? I think we need a study session on
18 that, Mr. Chair.

19 I'm sorry. I don't mean to make light about
20 it. We -- I just -- I don't believe there's a way we can
21 answer that, Ms. Beaver, why Congress did that.

22 MR. HALIKOWSKI: There were lots of
23 supporters, Mr. Chairman, if you recall the media
24 coverage. It was two big cities, Phoenix and Vegas, that
25 weren't connected. And I think that's what a lot of

1 supporters were focused on. But, again, through the
2 chairman's leadership, we really looked at this thing and
3 said we have to study this. And he brought up many years
4 he spent looking at this north-south corridor.

5 And just to restate it once more, we are
6 committed to looking at this thing from border to border.

7 MR. CHRISTY: And that would be,
8 Mr. Chairman, the purpose of my withdrawing the motion is
9 that your statement that you just made affirms the
10 Department's commitment. And we also understand the
11 issues with the objectivity. And because of what you said
12 and because of what was presented here, that's the
13 motivation for withdrawing the motion. Not to say that it
14 might not be something else down the line, but for this
15 particular agenda item, I'm -- I move to withdraw it.

16 Thank you.

17 MALE SPEAKER: And I think Board Member
18 Beaver kind of hit it on the head, why wasn't a full
19 corridor designated. When I go into my supervisor's
20 office, there it shows the I-11 from Phoenix to Vegas.
21 And I say, well, what about going to Mexico? Well, I
22 think you've got two different items to discuss. And I
23 think today's dialog is bringing forefront the issue. And
24 I think when you bring back whatever you bring back would
25 be -- will help highlight and maybe garner a little more

1 traction in the media that there are two separate issues
2 that we're fixing on here. And they're separate but
3 they're all tied together.

4 MR. FLORES: Thank you, Mr. (Indiscernible)?
5 Any other discussion on this topic?

6 UNIDENTIFIED SPEAKER: Thank you.

7 (Conclusion of excerpted proceedings)

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I, AMY E. WEAVER, do hereby certify that the 28 pages contained herein constitute a full, accurate transcript, from electronic recording, of the proceedings had in the foregoing matter, all done to the best of my skill and ability.

SIGNED and dated this 4th day of March, 2014.

Amy E. Weaver - Transcriber

***ITEM 7: Resolution 2013-2, The Intermountain West Corridor (I-11) Southern Arizona Connectivity Segment —Floyd Roehrich, Deputy Director for Policy**

Motion to withdrawn Item 7, Resolution 2013-2, The Intermountain West Corridor (I-11) Southern Arizona Connectivity Segment from the State Transportation Board Agenda dated December 13, 2013 was made by Board Member Steve Christy and a second was made by Hank Rogers.

ITEM 8: MPD Report—Scott Omer, Assistant Director, MPD

Scott gave an overview on the ADOT Planning and Environmental Linkages (PEL). The PEL process links long-range planning to studies performed under the National Environmental Policy Act (NEPA) by incorporating NEPA-compliant practices into the planning study. A comprehensive look at all factors is to help determine which projects are priorities so that there is less backtracking during NEPA. Projects currently using the PEL process are Interstate 11; Statewide Climbing and Passing Lane Prioritization Study; and State Route 189: International Border to Grand Avenue, Nogales. Completed PEL projects are the Yuma Gateway PARA Study; Interstate 10 – Phoenix to California Border Multimodal Corridor Profile Study; and US 95, MP 98-104, Initial Project Assessment.

***ITEM 9: Priority Planning Advisory Committee (PPAC)—Scott Omer, Assistant Director, MPD**

Scott asked the Board to move Item 9AC from New Projects and include it with the Project Modifications.

Project Modifications – *Items 9a through 9x including Item 9ac

A motion to accept and approve Project Modifications Items 9a through 9x and including Item 9ac as presented was made by Hank Rogers and seconded Deanna Beaver. In a voice vote, the motion carries.

New Projects – *Items 9y through 9ae

A motion to accept and approve New Projects Items 9y through 9ae was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

Note: Item 9ac is moved to Project Modifications.

FY 2014 - 2018 Airport Development Program—Requested Modifications

Airports – *Items 9af, 9ag, and 9ah

A motion to accept and approve Airports Items 9af, 9ag, and 9ah as presented was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

ITEM 10: State Engineer’s Report — Jennifer Toth, Deputy Director of Transportation/State Engineer

The Status of Projects under Construction report for November 2013 shows 97 projects under construction valued at \$847.2 million. The Department has finalized 75 projects fiscal year to date. Staff has done an incredible job and continues to do a good job in finalizing projects.

Jennifer gave a brief update on SR 189. The Department is doing spot improvements SR 189 at the I-19 interchange and the intent of the project is to increase that movement to alleviate traffic congestion and the backup that is happening at the interchange. The project consists of constructing dual left hand turn lanes and installing microwave communication systems so that we can control that timing from a remote location and monitor it to adjust so if we see if the queue is backing up, we will be able to go in and preempt that timing to move that traffic forward. The project is expected to be completed by the end of this year. In addition, there is a pedestrian facility study at SR 189/Mariposa Land Port of Entry. Presently the pedestrians are walking across the truck traffic. The Department is looking at some sort of grade separation of either an overpass bridge or an underpass bridge configuration. We are reviewing three alternatives. The purpose of the study is to facilitate pedestrian traffic across the Mariposa Land Port of Entry on SR 189. Jennifer mentioned the SR 189 Design Concept Report and the PEL update. There are three alternatives that have been reviewed and are moving forward. A public information meeting was scheduled in December and recently the Department sent out a project newsletter in November and it is posted on the ADOT website. That project continues to move forward.

Jennifer gave an update on the Dust Storm Action Plan. The Director held a brainstorm meeting with staff to discuss ideas, which he had reported at last month's Board meeting. There were many ideas that were explored and categorized into three areas; Engineering, Education, and Enforcement. From the Engineering perspective, immediate efforts have been focused on the area of I-10 between Tucson and Phoenix. During recent wind events, the Department has increased staffing levels along that corridor during those time periods to provide more observations points on the ground. This will allow them to assist in decision making when those driving conditions would warrant closure of the interstate. Both portable variable message boards and the dynamic message boards were used to warn drivers based on the Nation Weather Service weather advisories. In the next few months, the Department will focus on installing video cameras along I-10. The team is working with the vendor to install them in approximately five different areas using mobile communications. In the Education component, the Department started a research effort to develop a communication plan for windblown dust with a goal to improve driver safety during dust storms. In terms of Enforcement, the Department had a debrief meeting based on the October event with DPS, and local emergency responders, the fire, ambulance, and the towing companies. The Department has debriefing meetings on most of the major events on the freeway systems. This week the Tucson and Safford Districts met with their counterparts in the area and DPS to brainstorm what operational solutions there might be into the future. They will continue to have regular meetings to discuss what opportunities there are from an operational standpoint.

***ITEM 11: Construction Contracts—Jennifer Toth, Deputy Director of Transportation/State Engineer**

***ITEM 11a:** The proposed crack sealing project is located on I-8 in Maricopa County between MP 141.10, and MP 147.60, west of SR 84. The work includes cracks sealing asphalt concrete pavement and other related work.

*ITEM 11a:	BIDS OPENED: November 08, 2013 HIGHWAY: YUMA-CASA GRANDE HWY (I-8) SECTION: FREEMAN ROAD TO COUNTY LINE COUNTY: MARICOPA ROUTE NO.: I-8 PROJECT : TRACS: NHPP-SHRP-008-B(207)T : 008 MA 141 H856701C FUNDING: 95% FEDS 5% STATE LOW BIDDER: CACTUS TRANSPORT, INC. LOW BID AMOUNT: \$ 167,640.60 STATE ESTIMATE: \$ 211,446.75 \$ UNDER ESTIMATE: (\$ 43,806.15) % UNDER ESTMATE: (20.7%) PROJECT DBE GOAL: No Goal BIDDER DBE PLEDGE: Not Applicable NO. BIDDERS: 5 RECOMMENDATION: AWARD	Page 182
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A motion to accept and approve Staff's recommendation on Item 11a to award contract to CACTUS TRANSPORT, INC. was made by Steve Christy and seconded by Hank Rogers. In a voice vote, the motion carries.

***ITEM 11b:** The proposed project is located in the Town of Buckeye in Maricopa County. The project is approximately ¼ mile long on Watson Road, from Maricopa County (MC) 85 to the Buckeye Canal. The work consists of grading and paving the existing unpaved roadway. Additional work includes pavement marking and signage.

*ITEM 11b:	BIDS OPENED: November 22, 2013	Page 185 Page 51 of 334
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HIGHWAY: TOWN OF BUCKEYE
SECTION: WATSON RD, MC 85 TO BUCKEYE CANAL
COUNTY: MARICOPA
ROUTE NO.: Local
PROJECT : TRACS: CM-BKY-0(205)T : 0000 MA BKY SS93901C
FUNDING: 20% FEDS 80% LOCAL
LOW BIDDER: **BLUCOR CONTRACTING, INC.**
LOW BID AMOUNT: \$ 153,385.55
STATE ESTIMATE: \$ 181,142.60
\$ UNDER ESTIMATE: (**\$ 27,757.05**)
% UNDER ESTMATE: (**15.3%**)
PROJECT DBE GOAL: 4.07%
BIDDER DBE PLEDGE: 38.51%
NO. BIDDERS: 8
RECOMMENDATION: AWARD

A motion to accept and approve Staff's recommendation on Item 11b to award contract to BLUCOR CONTRACTING, INC. was made by Steve Christy and seconded by Joe La Rue. In a voice vote, the motion carries.

***ITEM 11c:** The proposed project is located in Yuma County, on County 19th Street between Avenue G and Avenue F, approximately 3 miles southwest of the City of Somerton, Arizona. The work consists of the construction of a new single-span precast concrete bridge on the existing alignment of County 19th Street over the Main Drain Canal, removal of the existing bridge, installation of vehicle impact attenuators, removal of asphaltic concrete and replacement with Asphaltic Concrete (Miscellaneous Structural) (Special Mix), pavement markings, and other related work.

***ITEM 11c:**

BIDS OPENED: November 22, 2013
HIGHWAY: YUMA COUNTY
SECTION: COUNTY 19TH ST BRIDGE OVER MAIN DRAIN (AVE F 1/2)
COUNTY: YUMA
ROUTE NO.: Local
PROJECT : TRACS: BR-YYU-0(201)T : 0000 YUYUYU SB43701C
FUNDING: 83% FEDS 17% LOCAL
LOW BIDDER: DPE CONSTRUCTION, INC.
LOW BID AMOUNT: \$ 997,588.00
STATE ESTIMATE: \$ 774,132.00
\$ OVER ESTIMATE: \$ 223,456.00
% OVER ESTMATE: 28.9%
PROJECT DBE GOAL: 8.32%
BIDDER DBE PLEDGE: 10.11%
NO. BIDDERS: 6
RECOMMENDATION: POSTPONE

Page 189

RECOMMENDATION: Six bids were received on this project ranging from \$997,588.00 to \$1,244,546.50. However, the low bid exceeds the amount of funds budgeted for this project by Yuma County. The Department is awaiting approval by Yuma County for the additional funds and requests that the Board postpone action on this contract to the January 2014 meeting.

A motion to accept Staff's recommendation to POSTPONE Item 11c was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

***ITEM 12: Draft 2014 Board Meetings and Public Hearing Dates and Locations—Floyd Roehrich, Deputy Director for Policy**

The 2014 Transportation Board Meetings are scheduled to be held on the second Friday of the month beginning on February 14, 2014. Study Sessions are scheduled quarterly on an as-needed basis. The January 17 meeting is scheduled on the third Friday in January in conjunction with the Arizona Rural Transportation Summit, which will be held in Prescott, Arizona.

A motion to accept Staff's recommendation to accept Item 12, Draft 2014 Board Meetings and Public Hearing Dates and Locations, was made by Hank Rogers and seconded by Deanna Beaver. In a voice vote, the motion carries.

Date	2014 Board Meeting Locations
January 17	Prescott
February 4	Study Session~HRDC
February 14	Sierra Vista
March 14	Phoenix
April 11	Marana (PAG area)
May 9	Willcox
May 20	Study Session~HRDC
June 13	Flagstaff
July 11	Cottonwood
August 8	Page
August 19	Study Session~HRDC
September 12	Casa Grande
October 10	Wickenburg
October 21	Study Session~HRDC
November 14	Lake Havasu City
December 12	Tucson (PAG area)

ITEM 13: Suggestions of Agenda Items for Future Board Meetings

Steve Christy suggested a tour of the Port of Tucson in 2014.

Adjournment

A motion to adjourn was made by Steve Christy and seconded by Kelly Anderson. In a voice vote, the motion carries.

Meeting adjourned 10:50 A.M. MST

Victor Flores, Chairman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

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16 ARIZONA STATE TRANSPORTATION BOARD

17 (Study Session: Excerpted proceedings)

18

19 February 4, 2014

P R O C E E D I N G S

(Excerpted proceedings: ITEM 1: Financial
Overview; ITEM 2: 2015-2019 Tentative Five-Year
Transportation Facilities Construction Program
Review)

MR. CHRISTY: Seeing and hearing none, I'll
move on to the agenda to Item 1, which is a financial
overview, which will be presented by the Department's CFO,
Kristine Ward.

Ms. Ward.

MS. WARD: Good afternoon.

MR. CHRISTY: Good afternoon.

MS. WARD: Well, I see an (indiscernible)
popped up in (indiscernible) land.

Okay. My presentation is broken down in
primarily two components.

STAFF MEMBER: You have to speak into the
mic.

MS. WARD: How's this?

(Interruption in proceedings)

MS. WARD: All right. Well, my presentation
is broken down primarily into two components. The first
component is associated with fiscal constraints, so this

1 is basically my agenda for the presentation.

2 When we concluded -- when we were coming to
3 conclusion of the last program and looking to vote on that
4 program, the 18 -- the '14 through '18 program, one of the
5 topics or -- or some comments I heard were -- well, they
6 almost made my hair straight, and it's with regards to
7 fiscal constraint and why do the -- why do the numbers
8 matter. Of course, to a CFO, numbers matter a lot.

9 So one of the things I was -- I thought I
10 would start out with in this presentation is to kind of go
11 over why we -- we adhere to fiscal constraint, what is
12 fiscal constraint, and why is it so important.

13 So basically, the short answer to what
14 fiscal constraint is is that thou shalt not spend more
15 than thou expects in revenues. Okay?

16 So that policy comes to us from a couple of
17 different angles -- places. And to start with, it comes
18 to us from the board's policy. What you see here is an
19 excerpt from the November-approved board policy. And one
20 of the things you'll find, kind of the verb -- the words
21 you'll find throughout this, speak to a -- a conservative
22 financial approach.

23 Now, I'd like to focus kind of on two of the
24 bullets that you see up there. One is the first one, (A)
25 developed on a cash flow basis and ensuring reasonable

1 cash balances. So I'll start with that one. Then I'll go
2 to judicious use -- we'll go to bonding authority. And
3 then we'll go into -- you know, all of this is under the
4 auspices of fiscal constraint.

5 Let's talk about cash balances and
6 maintaining adequate cash balances. We struggle as a
7 department right now to do just that. The revenues that
8 are flowing into HURF and then subsequently flowing into
9 the state highway fund, are just barely meeting our debt
10 service requirements. So you've got various distributions
11 that come out of HURF. One of those distributions goes
12 into the state highway fund, and then there are a series
13 of costs that pull against those -- those revenues that
14 flow into the state highway fund.

15 We, as an agency, are require- -- relying
16 heavily on bond proceeds to -- to meet our federal match
17 requirements because our cash position is so poor.

18 So in times like these, when you've endured
19 the things that the Department has endured and you the
20 board have endured with the program being reduced and so
21 forth, when you come to those -- those points in time, it
22 is all the more necessary that we maintain a very
23 conservative fiscal approach when we develop our program.

24 The next thing I -- and let me provide a
25 little context for you there. The state highway fund used

1 to maintain balances that ranged from anywhere from 200 to
2 400 million dollars. I would love to have experienced
3 those days.

4 These days, what we are running is anywhere
5 from 1 to 2 million dollars.

6 We are, like I said, using bond proceeds in
7 order to may- -- meet those match requirements.

8 Things to -- also to keep in mind, our
9 payroll, the Department's payroll, runs \$10 million every
10 two weeks. Our contractor payments run anywhere from 25
11 to 65 million dollars a month.

12 So -- and we have to meet our federal match
13 requirements in order to make sure we draw down every
14 federal dollar available to us.

15 You've probably heard quite a bit about the
16 HURF Swap and the desire to reinstitute the HURF Swap.
17 The reason that swap was discontinued is because of the --
18 the difficult cash position that the Department finds
19 itself in.

20 Yes, sir.

21 MR. CHRISTY: Could you describe the HURF
22 Swap as well.

23 MS. WARD: Sure.

24 MR. CHRISTY: Define it.

25 MS. WARD: It is -- the HURF Swap Program

1 was one in which the Department would exchange federal
2 dollars that were discretionarily -- that were
3 suballocated to the local -- to MAG, PAG, and the Greater
4 Arizona, and what we would do is we'd say, okay, these are
5 the federal dollars you would otherwise get, with all
6 their lovely restrictions, and we will keep those dollars,
7 and in exchange, we will give you state highway fund
8 dollars, and therefore, you are not encumbered by the
9 restrictions that come with the requirements of federal
10 aid.

11 Does that make sense, sir?

12 MR. CHRISTY: I just didn't want to it to be
13 confused with the HURF sweep.

14 MS. WARD: Oh, yeah. Well, people generally
15 smile with HURF Swap and no one smiles with HURF sweep.

16 So what I'm trying to present to you is this
17 position, this cash position and the financial
18 circumstances we find ourselves in, make it all the more
19 imperative that we maintain a program that is fiscally
20 constraining.

21 MR. CHRISTY: Mr. La Rue.

22 MR. LA RUE: Kristine, has the board ever
23 defined either through words, the definition of
24 reasonable -- reasonable cash balance or through our
25 actions?

1 MS. WARD: Mr. Chair, Mr. La Rue, I am
2 not -- I do not know that. I do not know that answer.

3 MR. LA RUE: And what would your
4 recommendation --

5 MS. WARD: But I can find out.

6 MR. LA RUE: What would your recommendation
7 be on a reasonable cash balance as what's contained in
8 this board policy?

9 MS. WARD: Mr. Chair and Mr. La Rue, what
10 has been used in the past, has been an 8-week -- 8 weeks'
11 worth of operating balance.

12 At the time of the -- the cash balance
13 seldom ever got close to that. But in this day and age, I
14 would recommend 135 to 150 million dollar balance that is
15 based upon a number of factors. First, we looked at the
16 expenditures that we typically have to meet. As I was
17 discussing with you, we have con- -- the contractor
18 payments running anywhere from 25 to 65 million dollars in
19 a month. We have our regular payroll. Plus, we have a
20 risk that, oh, has occurred a couple of times in my tenure
21 here, and that is where we have a breakdown in
22 communication, a breakdown in interface between FMIS,
23 which is the federal system against which -- that
24 generates our reimbursements of federal aid. When you
25 consider that -- that -- when that happens, if it happens

1 on a contractor's cycle, it means that the state highway
2 fund needs to be able to absorb and maintain a balance
3 adequate to make those con- -- to deal with those
4 contractor payments.

5 So what, as we go forward, should things
6 like the HURF Swap also be added into this mix? I would
7 recommend that balance be increased, so you make sure that
8 you don't find yourself in a difficult position of not
9 being able to meet some of our statutory mandates.

10 MR. CHRISTY: Thank you.

11 MS. WARD: This next slide, this is a
12 language that is an excerpt from the Code of Federal
13 Regulations. Aside from our board policy, the state
14 trans- -- the C.F.R. requires that the State
15 Transportation Improvement Plan be fiscally constrained.
16 And you'll -- I've underlined certain language here. And
17 what they -- what it emphasizes is that revenues must be
18 reasonably expected or reasonably anticipated to be
19 available.

20 Now, if the -- the STIP is not fiscally
21 constrained, the -- the next time that the board and the
22 Department go to update that document, FHWA will not
23 approve the document. It has to be fiscally constrained.
24 No approved STIP, if you do not have an approved STIP, you
25 do not have the federal aid flowing.

1 To emphasize -- you know, you sometimes
2 wonder, well, do they make up all these regulations and
3 does anybody actually pay attention to them. Well, on
4 March 2011, the Department was issued a letter from FHWA,
5 and in that letter, it specified that the Department had
6 not provided adequate information to make clear that the
7 program was fiscally constrained.

8 Now, let me just start off right there, that
9 we have revamped, completely revamped our presentation in
10 the STIP, our financial presentation, and that requirement
11 or that finding -- I don't -- I'm reluctant to use the
12 word "finding" because it is not a formal audit, but that
13 finding, essentially, has been removed. We have satisfied
14 it.

15 The last -- so if we don't have enough in
16 board policy and we don't have enough in the C.F.R.
17 requirements, then we have our commitment to our
18 investors. Fiscal constraint is essential for our -- to
19 maintain our bonding program. There are numerous
20 documents that we have to sign and attest to at the time
21 we choose to issue bonds. And those documents are signed
22 to -- signed by various members of the Department and the
23 board, the chairman, the director, as well as myself.
24 Examples of what these are would be our preliminary
25 official statement. The statement goes out to potential

1 investors and speaks to the Department's position,
2 financial position. It also speaks to the process that we
3 go through in developing the program and developing our
4 estimates.

5 We then on an annual basis provide financial
6 updates through our continuing disclosure requirements to
7 investors.

8 Likewise, we have rating agencies out there.
9 And they are checking on us regularly to ensure that we
10 are maintaining a fiscally sound policy. The Department
11 currently has a Aa2 rating, from Moody's, and a Aa+ rating
12 for our subordinate credit. And how that is defined, it's
13 state -- the rating agency is essentially saying, that an
14 obligor -- in this case the Department -- has a very
15 strong capacity to meet its financial commitments. And
16 keep in mind, it differs that -- these ratings differ from
17 the highest rating by only a very small margin. So we
18 are -- given our fiscal situation, given our financial
19 situation, we are in an exceptional position, given the
20 fact that we have the -- the limited funding that we have.
21 And the reason we have that is because we have maintained,
22 historically maintained, a very fiscally conservative and
23 prudent approach to our -- to our programming.

24 Mr. La Rue?

25 MR. LA RUE: It would cause a whole series

1 of debate if you trade off your really prudent rating for
2 more projects by in putting an element of risk and taking
3 more projects, because just because you have Aa's, that's
4 great, but you could go down to a single A and maybe get
5 more projects done, but that's for another discussion for
6 another day.

7 MS. WARD: I would be happy to have that
8 discussion, if you would teach it sometime.

9 Do you have any questions with regards to
10 this part of my presentation, because that concludes my --
11 the section on fiscal constraint.

12 MR. CHRISTY: Acronym for the STIP?

13 MS. WARD: Statewide -- state
14 transportation --

15 MR. ROEHRICH: -- improvement program.

16 MS. WARD: Thank you. Sometimes acronyms,
17 the words associated, fall right out of my head. I have
18 to go back to my notes.

19 You're very helpful.

20 MR. ROEHRICH: You're doing wonderful.

21 MS. WARD: Oh, thank you, sir.

22 With that, I'd like to move on to the
23 financial plan for the five-year program. And this is for
24 the '15 through the '19 program.

25 I'd like to start with a review of where we

1 ended 2013, because it forms and influences significantly
2 the upcoming program, the '15 through '19 program.

3 So with HURF, a picture says a thousand
4 words. Flat tire. We had negative .7 percent growth in
5 HURF revenues for FY 2013, and this was after a stellar
6 year of FY 12 of .5 percent growth and a previous year,
7 FY 11 of more breath-taking growth of .9 percent. This
8 is -- this does not -- this certainly does not paint a
9 rosy picture for HURF and where it has been the last few
10 years and its recovery.

11 The result of that negative .7 percent is a
12 67 million dollar hit to the state highway fund and the
13 current program of '14 through '18.

14 With regards to gasolines, gallons sold and
15 the price per gallon, we hit in FY 13 the lowest number of
16 gallons sold in the last 10 years. It was negative 1.4
17 percent growth in gallons sold. Basically the millennials
18 are much more entertained with their bones than they are
19 running around.

20 And even though we are seeing population,
21 which is growing again, so we have -- we have more people,
22 we are seeing vehicle miles traveled with very small but
23 marginal growth of .6 percent. They're start -- so people
24 are starting to drive a little bit more. But
25 unfortunately, well -- or fortunately, however you look at

1 it, they are driving more fuel-efficient vehicles.

2 As I mentioned, the population is -- this is
3 to speak to -- this slide speaks to per capita growth. We
4 are seeing some -- as I mentioned, some slow growth in the
5 population in 2012, the latest numbers we have, at around
6 1 percent. And you would -- you would expect that as our
7 population increases, that at least our per capita tax
8 revenue would at least remain flat and we wouldn't
9 continue to see declines.

10 And with the VMT growth, albeit minor,
11 efficiency, just seems -- fuel efficiency just seems to be
12 the culprit here.

13 Use fuel. Well, the use fuel numbers were
14 worse than the gas numbers, and use fuel -- excuse me --
15 well, I should specify -- is diesel. Use fuel, a little
16 more depressing than gas tax, in FY 13, we experienced
17 negative 2.3 percent growth after FY 12, a negative 2.1
18 percent growth. The volume of containers, you know -- an
19 influence here is how many things are being brought in on
20 ships into our long -- Long Beach and LA ports, and what
21 we're seeing there is we have largely flat growth in the
22 containers coming into those ports, and we are actually
23 back at 2005 levels. I can't exactly explain it, but they
24 are the numbers that we are coming across. I would
25 naturally expect to see greater number of containers

1 coming into those ports, given that we are seeing
2 turnaround in other sales tax revenues. But that is -- is
3 not the case.

4 Vehicle license tax -- I couldn't resist,
5 it's our lifesaver. In FY 13, we had new car
6 registrations 25 -- 25 percent growth in new car
7 registrations. Now, granted, that -- that equates to
8 274,000 cars. 274 -- we purchased 274,000 new cars.

9 In 2004, however, let's keep in mind that we
10 purchased 406,000 new cars. So we are not back up to the
11 levels of -- of 2004 by any means.

12 New to Arizona, who --

13 MR. CHRISTY: Those are new cars.

14 MS. WARD: That is correct, sir.

15 New to Arizona, those folks that are moving
16 into Arizona and bringing their cars and paying VLT on
17 those cars, that was 20 percent growth in 2013 or 22,000
18 folks bringing in and registering their cars and paying
19 the VLT.

20 Renewals, thankfully, we can say are -- we
21 experienced 2 percent growth after virtually no growth for
22 the last three years, and actually, this was our strongest
23 growth since 2007. This is essential, because that fleet
24 is depreciating at 16 -- 16-and-a-quarter percent every
25 year, that VLT is getting depreciated, so we needed to get

1 those new cars into the -- into that fleet to start
2 lifting up that average VLT payment.

3 This shows you what average V --

4 MR. CHRISTY: Mr. La Rue.

5 MR. LA RUE: No, it's a little bit of an
6 aside, Kristine, I don't think you can do anything about
7 it, but I'll ask it along is maybe on the new vehicles
8 coming to Arizona, if we could figure out how people could
9 license their vehicles a little bit easier, I've had a
10 couple of stories related to me because -- you know, now
11 that I see these numbers, everybody I see with an
12 out-of-state license plate that I know has moved here and
13 has a job, I say, you guys need to go down and get new
14 plates, hoping that, you know, bump these numbers. And a
15 few stories that have been related back to me is it takes
16 like six forms of ID to -- to get a new plate, and when
17 folks have gone down there with passports, driver's
18 license, social security cards and been turned away
19 because they didn't have a marriage license certificate.
20 And -- and it's -- and I had never gone through the
21 process, or I have 40 years ago. But, you know, maybe
22 looking at what the process is and if there's an easier
23 way to do it, because I think people are trying to go down
24 and register, but we may be making it a little difficult
25 for them.

1 MS. WARD: All right.

2 I -- I am not, Mr. -- Mr. La Rue, I am not
3 familiar with the process exactly, because I haven't
4 been -- haven't done it either.

5 MR. CHRISTY: Was it our director?

6 MS. WARD: I'm sorry?

7 MR. CHRISTY: Was it -- wasn't it our
8 director?

9 MS. WARD: I'm sorry, sir?

10 MR. CHRISTY: What was he before --

11 MR. ROEHRICH: Mr. Chair, he was -- he spent
12 six years working in Motor Vehicle Division. And --

13 MR. CHRISTY: (Indiscernible).

14 MR. ROEHRICH: Yes, I will go back and I
15 will take your comment, Mr. La Rue, to -- to the division
16 director at MVD to ask her to look at that.

17 There's quite a few things that we have to
18 follow that are in statute. And I can't tell you if it's
19 rule that the agency can go and adjust or is it a
20 statutory requirement we have to do. But we will look
21 into that.

22 MR. LA RUE: Thank you.

23 MS. WARD: With regards to average VLT, as I
24 mentioned, we -- it is starting to counteract that
25 depreciation. But as you can see, we have a long way to

1 go to get back to the levels of 2007 and 2008, when we
2 experienced an average VLT of 150, and we're -- we're now
3 down at a 125.

4 If there are no questions on that fund
5 source, I will move on to federal aid.

6 MR. CHRISTY: Please. Oh, excuse me.

7 Mr. Anderson.

8 MR. ANDERSON: I'm just not seeing the --
9 basically seeing in terms of (indiscernible) miles
10 traveled (indiscernible).

11 MS. WARD: Mr. Chair, Mr. Anderson, you are
12 correct. And, in fact, as we go into federal aid and
13 start discussing the Highway Trust Fund. The federal
14 Highway Trust Fund, that fund is experience --
15 experiencing the same thing. The difficulty is the
16 underlying basis for the revenues, for various reasons.
17 It's -- you know, whether it be that, you know, on -- the
18 development of alternative -- alternative-fuel vehicles,
19 or whether it be associated with the fact that the gas tax
20 is not indexed, and then the fact of gas prices being what
21 they are, it's a combination of factors that everyone is
22 experiencing.

23 With regards to federal aid, a comp- -- it
24 comprises over 75 percent of the pro- -- the funding going
25 into the statewide program. So the assumptions and the

1 projections for this fund source have a significant impact
2 on what we can do in terms of programming projects.

3 This next slide basically is to communicate
4 that the federal Highway Trust Fund is insolvent. The
5 revenues are not adequate to maintain the present
6 authorization levels that Congress has -- has enacted over
7 the last few years. The CBO, Congressional Budget Office,
8 has actually incorporated growth rates into this. So this
9 is -- this is after growth has been accounted for. In
10 order -- what this chart ends up depicting is that in
11 order for the federal -- in order for current
12 authorizations to maintain at their -- at their current
13 levels, that the federal general fund will need to
14 contribute and bail out the Highway Trust Fund to the tune
15 of \$15 billion or more per year, going forward.

16 That -- yes, sir, that's billion. That was
17 a "B."

18 As you know and have probably heard with
19 regards to Map-21, our most recent, quote, long-term
20 reauthorization, it only provided -- while traditional
21 reauthorization bills have provided us 5 to 6 years,
22 Map-21 only provided us 24 months. And begin -- which
23 began in October 2012 and ends in September 2014, the
24 first year of the Tentative Program cycle.

25 That being said, given this data on the

1 Highway Trust Fund and this next slide, it conveys why it
2 is all the more imperative that we take a very
3 conservative approach towards our forecasting of federal
4 aid. This chart reflects the Highway Trust Fund projected
5 cash balances -- and we got this chart about 2 months ago
6 from FHWA -- the Highway Trust Fund is anticipated to go
7 into a negative position between August and September of
8 this year. In order to maintain timely reimbursements to
9 states, FHWA has stated that their -- and their financial
10 office has stated that they need to maintain a \$4 billion
11 balance in the Highway Trust Fund.

12 The HITB- -- -- the Highway Trust Fund
13 balance is anticipated to go below the 4 billion between
14 July and August.

15 Now, if that occurs, if you go to the FHWA
16 website, what they'll tell you, if that occurs, they're
17 looking to move -- to decrease the frequency of their
18 reimbursements, so if a state is receiving daily
19 reimbursements, they would perhaps go to weekly
20 reimbursements. I'll tell you for Arizona, we're on a
21 weekly reimbursement schedule. Another option would be
22 they would align reimbursements with trust fund deposits.
23 Apparently, the revenues are deposited into the Highway
24 Trust Fund by -- twice a month. Or they would look to
25 make proportional payments to states based on the trust

1 fund balance.

2 Until Congress provides a long-term solution
3 for the insolvency of the Highway Trust Fund and due to
4 the five-year program being primarily supported by federal
5 aid, estimates for future federal aid need to be
6 conservative.

7 If there are no questions on federal aid, I
8 will move on to our debt program.

9 MR. CHRISTY: Any questions?

10 MS. WARD: What this slide depicts is where
11 we currently stand as of the end of FY 13 in terms of
12 outstanding debt, principal. We have a total outstanding
13 debt of almost 3 billion dollars, 2 -- 2955, let's round
14 it up to 3: HURF about 1.7 billion; RARF about
15 926 million; and in GAN, which are those issues that we
16 issue debt in order to leverage future federal revenues,
17 we have about 200 -- about 300 million dollars
18 outstanding.

19 Our current coverage level and particularly
20 for -- and I'm speaking to HURF -- is 3.64 times. And if
21 you'll recall the significance of that is that in order
22 for us to issue bonds, we have to have 3 dollars of
23 revenue for every dollar of maximum annual debt service.

24 So let's -- I'm just going to make some
25 numbers up here -- well, not entirely. If you have -- we

1 currently have a maximum annual debt service of around 160
2 million dollars. We have to have 3 times that amount of
3 revenue flowing into the state highway fund before we can
4 consider issuing subordinate debt bonds.

5 So you might say to yourself, hey, well,
6 that's 3.64.

7 Well, there is that other pesky thing that I
8 was talking to you about, which is cash. We have to be
9 able to pay the -- the subsequent debt service. And we do
10 not have adequate cash to issue bonds and pay the
11 subsequent debt service associated with the issue.

12 MR. CHRISTY: So you're conveying that we
13 are maxed out as far as bonding capacity.

14 MS. WARD: At this point, yes.

15 MR. CHRISTY: And how --

16 MS. WARD: But with -- I'm sorry, sir.

17 MR. CHRISTY: How long do you think --

18 MS. WARD: Mr. Chair, as we -- as I go
19 forward any presentation, what I -- you will find that I
20 have built some bonding into the five-year program at
21 those points where we can afford that capacity, that
22 additional -- those additional issues.

23 MR. CHRISTY: As dire as it sounds, one
24 thing that has been favorable, of course, is the interest
25 rates on the bonds. So if we have any time to go in the

1 bonding, it would have been the last couple of years.

2 Right?

3 MS. WARD: Mr. Chair, you are correct. And,
4 in fact, this board authorized the largest issue that the
5 Department ever did in January of 2013. We went to the
6 market, and we refunded approximately 600 million dollars'
7 worth of our existing, outstanding debt, so we have got it
8 down to -- we refunded everything we could that -- well,
9 that was appropriate to, given the interest rates. So we
10 took advantage of that, sir.

11 MR. CHRISTY: I'm sure did use the board's
12 credit, then -- to the board's credit that this all
13 happened.

14 MS. WARD: Absolutely.

15 MR. CHRISTY: Thank you.

16 MS. WARD: Did that sound good? No.

17 MR. CHRISTY: Mr. Anderson.

18 BOARD MEMBER: No, that was my other point,
19 I think it was the December meeting in Nogales, in 19 --
20 2012, that we -- we did that (indiscernible). I think it
21 threw Mr. Feldspar [phonetic] for a loop in terms of if we
22 had not done, what would we have done (indiscernible).

23 MS. WARD: Yeah. Mr. Chair, Mr. Anderson,
24 you are correct. I mean, if we issued -- besides the
25 refunding, we issued 230 million in new money that with

1 the purpose of -- the difficulty was is that we had hoped
2 that revenues would turn around, and in the out-years of
3 the program, we would start having revenues that at least
4 met what we had previously experienced. So at that point
5 in time, we had a program that was really in the long-term
6 financial structure, was a structural imbalance. It
7 was -- it just didn't work.

8 So what we ended up doing, in order to
9 preserve the first couple of years of the program and then
10 take the years in the outer years of the program, is we
11 bonded to facilitate the most current spending, and then
12 in the out-years, that's when you were faced with and
13 voted on the 250 and then -- and the 100 million dollar
14 cut.

15 So we -- you -- if you were to look at the
16 program year over year, what you would find is that the
17 program in FY 13 will look much higher, and then '14 will
18 look -- will lower, lower, lower until you get to '16, and
19 then there's this drop because that was the period in time
20 when we thought by which -- by this time, we will -- we'll
21 start to see some recovery.

22 And we just didn't. And so we had pushed a
23 lot of projects and a lot of cost out in that -- in that
24 program. And unfortunately, that's -- the outcome of that
25 was the -- was the program that you got presented with

1 last year. And the current program.

2 MR. CHRISTY: Mr. La Rue.

3 MR. LA RUE: Kristine, there's no RARF bonds
4 that's got that service past 2025. Is that because of the
5 limitation by the bond or --

6 MS. WARD: With RARF right now, we do
7 have -- this is the statement. This is as of the end
8 2013. We do have additional bond issues built in to the
9 MAG cash flow for future years.

10 Right now, however, the MAG cash flow, the
11 cash flow that funds the RTFP -- RTPFP, that cash flow has
12 got significant cash balance right now. And that's
13 because the South Mountain project has had to be moved
14 out, and as those expenditures have moved out, issues, the
15 need for issuing bonds has also moved out.

16 So that's why you don't -- that's -- we're
17 holding on to that bonding capacity. And when ...

18 So with that, I'd like to go into the
19 Tentative Program funding.

20 MR. CHRISTY: Any board members have any
21 questions?

22 MS. WARD: I thought I would spend just a
23 minute on our forecasting process. The Department employs
24 a process called RAP for -- to complete its forecasts.
25 And that -- and RAP stands for the Risk Analysis Process.

1 That process involves convening somewhere
2 between 10, I think it has reached as high as 15,
3 different panelists that are national and Arizona
4 economists and experts that review and forecast a series
5 of variables. Some of those variables are things like
6 population growth, personal income growth, and non-farm
7 employment. These are variables that were identified as
8 having significant influence and correlation with our
9 HURF -- the factors, the feeders into our HURF revenues.

10 Those variables are reviewed annually, and
11 they are reviewed annually by a contractor, HDR, that the
12 Department -- the Department contracts with.

13 Each panel member within that 10 to 15
14 people, provide us estimated growth rates for each of the
15 variables identified. Those estimated growth rates from
16 all of the panel members go in and are loaded into a model
17 that HDR built for the Department some time ago and is
18 updated and reviewed on a -- I think every two -- two
19 years. That just fell out of my head. It might be three.

20 And the growth rates from those various
21 revenue sources are then provided -- it goes into that
22 model, growth rates are provided back to the Department,
23 and those growth rates are associated with various
24 confidence intervals.

25 So as you can -- as I'm hoping I'm

1 conveying, this is not some person just -- a single person
2 sitting in a room thinking, oh, my goodness, what would I
3 like to see, what do we think the forecast will be. It is
4 not the magic eight-ball situation over there.

5 In -- with this most recent forecasting
6 period -- we start that forecasting period and process in
7 August. It got a little -- had a hiccup this year because
8 of the federal shutdown. But -- and we will be pushing
9 quite heavily to make sure it happens more quickly this
10 year.

11 But what we got out of the November 2013
12 forecast, what this slide shows you is a comparison for
13 the same years, for the same time period, what they
14 projected in November 2013 versus what they had projected
15 in October of 2012. The numbers represent the RAP panel
16 forecasts at a 50 confidence interval. And for the five
17 period -- five-year period shown, that basically, that
18 transition from October 2012 to November 2013 reduced our
19 forecasts by 167 million dollars.

20 The main reason for that and why I've spent
21 time on 2013 is because the -- those changes are largely a
22 result, that growth rate, those growth rates are very
23 similar to the growth rates that we had in the October
24 2012 forecast. But when the base changed, when 2013
25 revenues came in lower than expected, we were growing off

1 of a lower base. So the result is it largely took 167
2 million out of our -- out of our estimates.

3 Population estimates, we're running between
4 1-and-a-half and 2 percent; employment 2 to 3 percent; gas
5 prices, which you'll kind of notice in the initial years,
6 the growth rate goes from 3.1 to 2.5 percent growth on
7 2015, those first couple of years, the reason those growth
8 rates aren't more aligned is because the panel estimates
9 negative gas tax growth in those first couple of years,
10 and then we start seeing increases in the outer years.

11 This is just a different representation, and
12 you'll see that the 167 million dollars in reduction to
13 the forecasts, and you'll see the variation in our average
14 compound growth rate, it gets adjusted down from the 3.6
15 from the October '12 forecast to 3.4 in the October '13
16 forecast.

17 So those are -- that's how our HURF revenue
18 estimates were built.

19 Now I want to talk to you a little about
20 what we've assumed going into the '15 to '19 program in
21 terms of federal aid.

22 For all the reasons I've mentioned, the
23 federal aid revenues that are built into the Tentative
24 Program assume no growth. Map-21 ends in September. The
25 Highway Trust Fund is insolvency -- insolvent. And that

1 is after we have built in -- after CBO has built in growth
2 rates.

3 You combine that fact with the fact that the
4 Department has received decreased federal aid for the last
5 three years, '11, '12, and '13, and the fact that we went
6 through the shutdown, the federal shutdown where it --
7 depicting Congress and the president at odds, the only --
8 I feel the only prudent approach at this point is to
9 assume flat federal aid growth.

10 One of the things -- something that we did
11 adjust in our assumptions is the original '14 to '18
12 program, had eliminated additional dollars for August
13 redistribution. That is the process of when -- when
14 dollars are freed up across from all the states due to
15 earmarks where dollars weren't expended or so forth, they
16 go back into a common pot and those dollars are
17 redistributed.

18 BOARD MEMBER: Why do think there would be
19 increases in that?

20 MS. WARD: I'm going to get right there.

21 BOARD MEMBER: Okay.

22 MS. WARD: We had originally anticipated and
23 built into the estimates that that's going to go away
24 because Map-21 did away with earmarks.

25 What we actually experienced in 2013 was

1 a -- the largest August redistribution that we had ever
2 received. And -- we're like, well, what happened here?

3 Well, what happened here is there were still
4 all of those leftover earmarks to be -- oh, that released
5 dollars. And so while we -- I had banked on us getting 5
6 million dollars' worth of August redistribution, what we
7 actually got was 30 million dollars. 25 -- that 25
8 million dollars has -- been incorporated into the present
9 program. Okay. That doesn't mean I'm counting on
10 25 million dollars every year going out. That is not the
11 case. But it did make clear to us that there will --
12 while there might -- it will not be a direct turn-off of
13 the faucet; it will be a gradual decline.

14 And so during this program, we have built
15 additional dollars in for August redistribution, but they
16 decline over the years.

17 We also have experienced a release of funds
18 as projects are closed out. So I have built in some
19 additional -- and not much -- but additional funding,
20 counting on dollars -- once projects are completed,
21 certain federal -- there might be extra federal dollars
22 associated with those, so I have built in dollars for that
23 purpose, that would be coming back into the program.

24 MR. CHRISTY: Any questions from the board
25 members?

1 Everybody understand on the August
2 redistribution as well as the project closeouts
3 intentions?

4 MS. BEAVER: You did very nice job.

5 MS. WARD: Thank you.

6 MR. CHRISTY: Right. Thank you.

7 MS. WARD: Moving on to the final component
8 here, as far as financing mechanisms, what we are
9 employing in the '15 to '19 program, currently, there are
10 three planned HURF issues in '16, '17, and '18. The
11 ten -- all the issues would be issued on a subordinate
12 basis.

13 Mr. Chair, you had asked about this. We
14 start to reach some capacity in these -- in these periods
15 of time.

16 I need to emphasize, though, we issue bonds
17 when we need the cash. So these -- this is the plan. If
18 we find that projects are burning faster or slower and our
19 capacity increases or decreases, we will adjust how -- our
20 approach to bonding.

21 You will also note that currently what's
22 built in is all HURF issues. There are no GAN issues
23 built in here. We have -- in the numbers, we have
24 capacity there. We have not built in a GAN issue because
25 of course GANs are leveraging future federal aid. We

1 don't know what federal -- federal aid is looking very
2 risky right now. So at this point only HURF issues have
3 been built in. But if the circumstances change, if we get
4 a long-term, a decent long-term authorization, we may move
5 some of this from a planned HURF issue to a planned GAN
6 issue.

7 MR. CHRISTY: And to that point, I'm
8 certainly not advocating rushing to bonds from what we
9 can, but it's nice to know that we have the capacity,
10 should we need it.

11 MS. WARD: Mm-hmm.

12 MR. CHRISTY: And that -- and you're
13 forecasting it as soon as 2016.

14 MS. WARD: Yes.

15 All right. That concludes that slide.

16 So it's the combination of the forecasted
17 HURF revenues, the federal aid estimates, and the bonding
18 that ultimately supports our new fifth year, the FY 19
19 that Scott will be discussing.

20 And the numbers that we provided to MPD was
21 525 million dollars for the statewide program in fiscal --
22 in 2019. Two -- and with revenues that will support a
23 statewide program and financing mechanisms that support a
24 statewide program equating to 2.4 billion dollars.

25 Any questions?

1 Moving on, so after -- oh, I kind of throw
2 the numbers over the wall to MPD, after we develop the
3 revenue forecasts and identify the funds available for the
4 program, we then go through the Regional Allocation
5 Advisory Committee allocation. It's called the RAAC
6 allocation. And that -- is calculated.

7 Now, the RAAC allocation is the process of
8 determining the funding available that will be programmed
9 in each region, and it is an outcome of the Casa Grande
10 Resolves. In '99, as I understand it, I've read the
11 history on it, I didn't get to participate; in fact, I
12 don't think there are many participants around. And in
13 1999, the stakeholders from across the state and the
14 Department came together to discuss the allocation of
15 transportation funding throughout the state. The
16 agreement that resulted was a subsequent -- came out of a
17 subsequent meeting of the RAAC that was developed out of
18 the -- came out of the Casa Grande Accord. That committee
19 developed the -- what we currently use as the allocation
20 formula, which is 37 percent, the funding would be
21 programmed in the MAG region, 13 percent would be
22 programmed in the PAG region, and the remaining 50 percent
23 would be programmed in Greater Arizona.

24 The process for that allocation is that FMS,
25 Financial Management Services, the unit I -- the unit I

1 oversee in the Department, passes the numbers over to
2 Multimodal Planning Division, Scott's unit, and at that
3 point, various costs for things that benefit the entire
4 state are backed off of that number. Okay? Those were
5 things that were agreed to and discussed in the Casa
6 Grande Accord. And examples of those are ports of entry
7 as well as rest areas.

8 There -- then, following you taking those
9 off the top, what we call "off the top" items, we then go
10 into and look at the subprograms; for instance, bridge and
11 pavement preservation. And those are determined -- those
12 numbers are backed off of the next -- is the next
13 reduction to the number. And that is done by looking at a
14 three-year average of what was programmed over the last
15 three years, and then evening that up to meet the 37, 13,
16 50 requirement. Every dollar that's left after that, then
17 flows into -- becomes available for major projects.

18 MR. CHRISTY: If board memory serves me
19 correctly, at one point we requested that there be an
20 accounting of the RAAC allocation to see that indeed the
21 numbers were coming out to 37 percent, 13 percent, and 50
22 percent.

23 Have we done that?

24 MS. WARD: Yes, that is -- that -- I do not
25 have that to -- I do not have that with me to provide you

1 right now.

2 But what --

3 MR. CHRISTY: Is that an ongoing

4 institutionalized process --

5 MS. WARD: Yes.

6 MR. CHRISTY: -- annual.

7 MS. WARD: The -- when we go through the
8 RAAC distribution, that three-year average takes and it --
9 okay. So let me see if I can -- how I can do this simply.

10 Let's say you had 500 million dollars was
11 the number that I tossed over the wall to Scott and that
12 the off-the-top figures were 50 million dollars and that
13 the subprogram dollars were 300 million dollars. So you
14 take that 450, you multiply by the 37, 13, and 50. And
15 then you say, okay, well, what have been the three-year
16 averages in terms of expenditures on subprograms in -- and
17 let me -- program. Those are projects that are programmed
18 and planned in the area. You back those dollars off, and
19 then you have what's left for major projects.

20 And, Mr. Chair, what I'm trying to
21 inarticulately convey is that those numbers are normalized
22 each year for the RAAC distribution in the -- in the RAAC
23 dis- -- in the RAAC allocation process.

24 Now, one thing that I have encountered is
25 that there is a misunderstanding between programming and

1 expenditures. What the Casa Grande Accord spoke to from
2 every source that I have gathered information, the Casa
3 Grande Accord spoke to planned expenditures in a given
4 area, in a given region. And those are planned projects.

5 It does not speak to actual expenditures.
6 And the reason it does not speak to actual expenditures is
7 because the economy is -- the cash flow and so forth are
8 changing on a regular basis. The costs associated with
9 projects are changing on a regular basis. So it is nearly
10 impossible to keep track of the individual project by
11 project -- oh, did you have 5 extra dollars? Oh, do you
12 have -- are you 10 dollars over?

13 It is -- that -- that is why at the Casa
14 Grande Accord, as I understand it, that it was based on
15 programming and not actual expenditures.

16 Does that help at all, sir?

17 MR. CHRISTY: It does. I guess what I'd
18 like for is assurances through your calculations and your
19 studies and analysis that the Department is watching out
20 for those three entities receiving what was promised in
21 that accord. And if you're conveying to me and telling me
22 that from what your research tells you that, yes, they
23 are, in fact, getting 37, 13, 50, as agreed to, I'm
24 comfortable with that. I just want to iterate that there
25 is some kind of institutionalized program to monitor that.

1 And you're telling me there is.

2 MS. WARD: There is.

3 MR. CHRISTY: And you're comfortable with --
4 that these percentages are being kept accurate.

5 MS. WARD: Over a period of time, yes. You
6 cannot pick any one given year --

7 MR. CHRISTY: You're saying a three-year
8 time period.

9 MS. WARD: For the sub --

10 MR. CHRISTY: -- average kind of thing?

11 MS. WARD: Yeah, yes.

12 BOARD MEMBER: How frequently do we look to
13 validate whether or not these percentages for allocations
14 still make sense?

15 MS. WARD: That's a very good question, sir.
16 And I don't know the answer to that immediately.

17 I do know -- what I do know is that -- and I
18 think I'll let Scott speak to this, but it would be -- or
19 maybe you, Floyd, but with the on -- with Map-21 and the
20 policy established -- the policy that is established in
21 Map-21, it is my understanding that we are moving to the
22 fed- -- the federal government is -- FHWA is requiring
23 that we go to a needs-based or
24 performance-measurement-based way of looking at trans- --
25 at transportation.

1 The difficulty that that is going to present
2 is that here we have regional allocations, we're basing
3 some -- our programming on a regional allocation, and a
4 regional allocation is not necessarily the same as a
5 needs-based allocation.

6 So that is -- that's something we're going
7 to have to consider going -- going forward.

8 MR. ROEHRICH: Mr. Chair, Mr. Sellers,
9 that's what I was going to say. In 1999, when this
10 agreement was made in the Casa Grande, when all the
11 transportation professionals got together, and there was
12 legislators there, there's certain language that made it
13 into statute to -- to try to -- to memorialize that, if
14 you will. There's -- there's processes that came into
15 place at not just the state level, but the MPO, PAG level
16 and local level to, if you will, meet that.

17 Though, I think, as we've seen with the
18 change in transportation, the change in society,
19 regional-based, hard percentage of growth approach is
20 really not the strategy that Congress has taken. When
21 they did Map-21, they said it's going to be system
22 performance-based when they look at how they're going
23 to -- to measure the system. And then we have to report
24 on, as we continue to go through that process.

25 Over the next -- probably in the next two to

1 four years, we're going to be at a point where we're going
2 to have to reassess how we look at our transportation
3 funding, how we look at the allocation of funds, and how
4 it really looks at a systemwide approach as opposed to a
5 regional approach or a population approach or just about
6 any other type of approach. It's hard facts that states
7 are going to have to look at. And then the leaders, such
8 as yourself, our legislators, our local government leaders
9 are going to have to sit down and figure out how you can
10 continue to address your constituencies, continue to
11 address your regional issues, as we look at the whole
12 state approaches.

13 So where -- we're probably at a point where
14 we're close to having to relook at that whole system
15 again.

16 MR. CHRISTY: Any other questions?

17 MS. WARD: That concludes the five-year
18 program financial plan.

19 And if you have no further questions on
20 that, I would go into my last item, which is to give you
21 an update on the executive and legislative budget
22 proposals.

23 MR. CHRISTY: Any questions up to this point
24 from the board? Okay.

25 Ms. Ward.

1 MS. WARD: So what's currently built into
2 the executive budget is a -- to re- -- funding to
3 reinstate funding for two years the HURF Swap, which I
4 described earlier. Does any -- we need -- would anybody
5 like a recap on what that was?

6 It's a rather unique name. So ...

7 And what the executive proposal provides is
8 it appropriates 31 million dollars from the HELP fund, the
9 Highway Expansion Loan Program. And that fund is made up
10 of both state and federal dollars, and it presently has
11 77 million dollars in that fund.

12 There has been a significant request,
13 repeated requests, to reinstate the HURF Swap program.
14 The difficulty, as I described to you earlier, however, is
15 that we do not have any dollars to swap.

16 So what this would allow is by providing us
17 31 -- the Department 31 million dollars from the HELP
18 program, into the state highway fund, we could reinstitute
19 the HURF Swap for Greater Arizona. We could not afford to
20 implement it for the -- the MAG and PAG regions.

21 MR. ROEHRICH: Kristine, could you talk
22 about how long that program would be instituted for?

23 MS. WARD: The projections right now and the
24 hope is that under the executive proposal, this would
25 pro- -- keep the HURF Swap program going for two years.

1 Okay? The thinking being that we would in that two-year
2 period, hopefully develop adequate cash balances to
3 continue the program.

4 Is that what you were --

5 MR. ROEHRICH: Yes, ma'am --

6 MS. WARD: Is that where you were going?

7 MR. ROEHRICH: Mr. Chair and Board Members,
8 I guess I wanted to point out, this is like a one-time fix
9 for a certain period of time, but it's not a sustainable
10 program unless our revenue situation changes. And I want
11 to be clear on that, because I know a lot of people are
12 saying, oh, wow, you've solved the HURF Swap program.
13 We've temporarily fixed it for about a two-year period.

14 MR. CHRISTY: And follow-up of a question,
15 you said there have been requests for this?

16 MS. WARD: The locals have --

17 MR. CHRISTY: Who have been making the
18 requests?

19 MS. WARD: It has been a -- a -- as I
20 understand it, a standard request. When there is ever an
21 opportunity to get out of dealing with federal aid and
22 the --

23 MR. CHRISTY: Through COGs?

24 MS. WARD: Oh, I'm sorry. Yes, sir. COGs
25 and MPOs.

1 Thank you. Let's see, I lost my train of
2 thought here.

3 MR. CHRISTY: It's a temporary fix?

4 MS. WARD: Oh, the other -- the other
5 portion of this is that when I say that it is available to
6 Greater Arizona and not MAG and PAG, let me tell you what
7 the thinking is there.

8 We will never be able to get MAG and PAG out
9 of dealing with federal aid. They will always have to
10 deal with federal aid, because they have a specific
11 suballocation from the feds to those areas. So they will
12 always have to have the infrastructure to deal with
13 federal aid.

14 Greater Arizona, on the other hand, does not
15 have those specific suballocations. And we cannot -- and
16 so it -- those -- it's Greater Arizona that deals with a
17 larger issue in having to have the infrastructure in order
18 to deal the requirements that come with federal aid.

19 This proposal would get Greater Arizona out
20 of the federal aid business except for some operating,
21 planning dollars.

22 The legislative proposal temporarily
23 eliminates the DPS statutory -- DPS statutory and session
24 law transfers. Understand that DPS dollars are
25 transferred out of HURF in two ways: one by statute; and

1 then there is some neat little language that they do every
2 year that not with -- that says, oh, we're going to
3 transfer the 120 million. And it eliminates these
4 transfers just in 2015 and '16.

5 MR. CHRISTY: Both -- everything?

6 MS. WARD: The hun- -- correct.

7 MR. CHRISTY: Both intentions? I mean,
8 there's nothing but --

9 MS. WARD: For DPS. For the DPS transfer.
10 The result, sir, is that it would result in additional
11 HURF distribution of 119 million dollars more a year. So
12 more per year in each of those years.

13 MR. CHRISTY: Just from DPS?

14 MS. WARD: That's correct.

15 MR. CHRISTY: How are we doing on the other
16 250 million dollars?

17 MS. WARD: No, they're -- we're, Mr. Chair?
18 We're -- it's only -- it's only this one that we've got an
19 issue with -- oh, you're probably referring to previous
20 VLT transfers? Those have been discontinued. And they
21 were last year.

22 That is all I have to present.

23 If you have any questions, I'd be --

24 MR. CHRISTY: Are there any questions of our
25 CFO?

1 You did a great job. Thank you.

2 MS. WARD: Thank you.

3 MR. CHRISTY: Before we go to our
4 next agenda item, I realized just as soon as Ms. Ward
5 started her presentation and Mr. Roehrich was good enough
6 to remind me, I didn't take the opportunity to introduce
7 to the board and Kristen Ward, our newest member, Mr. Jack
8 Sellers. Welcome.

9 He's got to leave a little bit early, just
10 because the confirmation hearing is coming up this
11 afternoon.

12 Could you take just a moment and give us a
13 brief synopsis of your background?

14 MR. SELLERS: I'd be happy to.

15 I currently serve on the Chandler City
16 council. Have an extensive background in transportation
17 issues. I was the facilities manager at the General
18 Motors Proving Grounds and I -- as I said, I take
19 extensive interest in the transportation issues. I'm
20 currently the vice chair of the Transportation Policy
21 Committee at MAG. I chair the East Valley Partnership
22 Transportation Committee. And I'm very excited to have
23 the opportunity to look at things on a statewide basis and
24 hopefully help move the state forward. I think that my --
25 I've thought in this area for as long as I can remember is

1 that our economic vitality depends on being very smart in
2 structured investment. And I hope (indiscernible).

3 MR. CHRISTY: Thank you. You don't foresee
4 any confirmation hearing problems or?

5 You don't have to answer that. You're not
6 under oath.

7 But we welcome you and we're looking forward
8 to your expertise and insight, and I think you'll find it
9 as rewarding as all the rest of us have. So welcome to
10 the board.

11 MR. SELLERS: Thank you very much.

12 MR. CHRISTY: Moving to agenda
13 Item Number 2, we'll hear the Tentative Five-Year
14 Transportation Facilities Construction Program review from
15 our assistant director of multimodal planning, the
16 Multimodal Planning Division, Mr. Scott Omer.

17 Mr. Omer.

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

19 In lieu of an introduction, what I'll give
20 you is two answers to your question earlier about do we --
21 do we verify the RAAC percentages annually? Yes, we do.
22 We do verify those annually. We go back annually and
23 check that the -- that the allocations that have been sent
24 out are verified and we actually do make sure that we're
25 at 37, 13, and 50, and we use that three-year rolling

1 average, as Ms. Ward had mentioned. So that does happen
2 every year.

3 And then --

4 MR. ROEHRICH: And that is presented -- and,
5 Mr. Chair, that is presented to the locals through that
6 Resource Allocation Advisory Council that Kristine had
7 alluded to. So we don't just keep that here. We share
8 that -- that analysis.

9 MR. OMER: And that RAAC committee actually
10 is -- it's not just an ADOT committee. It consists of not
11 only staff, senior staff from ADOT; it also houses -- it
12 is seated with the chair of the MAG, the chair of PAG, the
13 chair of the YMPO, one of the councils of governments, and
14 I think off the top of my head, I think it's NACOG. And
15 also someone from Valley Metro -- or Metro in general. So
16 those are the people that are on the committee. It's not
17 just -- ADOT. And they all see that on an annual basis.

18 And as far as the second question was, has
19 RAAC been reconsidered? Not to our knowledge since 1999
20 when it was originally put out there.

21 MR. CHRISTY: Thank you.

22 MR. OMER: So what I'll talk about today is
23 a little bit of background about our Tentative Program,
24 the planning, the programming process, which Ms. Ward kind
25 of mentioned. It's really the -- the guiding principles

1 that we live by on how we develop a five-year program. An
2 overview of our general asset conditions. The State
3 Transportation Board's five-year -- tentative five-year
4 program. The "delivery" program, as we call it. The ADOT
5 six- to ten-year highway development program, which you
6 have not seen before. This is new, and it comes out of
7 the P-to-P process. PAG's Tentative Program. MAG's
8 Tentative Program. The State Transportation Board's
9 Airport Development Program. And then next steps.

10 So as background, we develop the Tentative
11 Program annually in collaboration with the State
12 Transportation Board, the ADOT divisions that are
13 impacted, and ITD. It's both the development side of the
14 house as well as the operations side of the house.
15 Financial Management Services tells us how much money we
16 can spend, and then planning, we develop the program
17 itself in coordination and collaboration with everything.

18 And we also do this in -- not in a vacuum,
19 but we include our regional partners in this conversation
20 as well.

21 What we do is demonstrate how all federal
22 and state tax dollars -- or federal and state dollars will
23 be obligated over the next five years and then planned
24 over the five years after that.

25 We approve it annually. The fiscal year

1 starts July 1st of each year. Our five-year program, as
2 you know, the State Transportation Board's program has to
3 be fiscally constrained, and then the ADOT development
4 program, which is new, has to be financially constrained.
5 I do not generate those numbers myself. Our CFO gives us
6 a financially constrained number which is not defined in
7 statute, but she does not allow us to program more funding
8 still than we have that she considers to be reasonable,
9 available over that time frame.

10 Our planning-to-programming process, we
11 began working on the P-to-P process a couple of years ago.
12 And really what it is, it's our tool and mechanism for
13 linking our long-range transportation plan with our
14 capital program. So I'll talk little bit about that. The
15 prototyping of it, of the P-to-P process really is about
16 how we make sure it works. We don't just jump into the
17 process without a beta test. And then how we implement
18 the performance-based programming process.

19 The universe of projects that we start out
20 with began in 2007 or so when we started with the BQAZ,
21 Building a Quality Arizona, project. We developed a
22 universe of projects that really talked about all
23 statewide transportation needs. It wasn't transportation
24 needs just on the statewide transportation system. That
25 included all locals, county governments, local facilities,

1 county facilities, as well as state facilities about what
2 the overall transportation needs were in Arizona. That
3 was the visionary document that began us along this
4 process.

5 Following up BQAZ, we began our long-range
6 transportation plan, which this board adopted in 2011.
7 The projects -- what happens in 2011, we decided to
8 develop a -- some investment choices or investment
9 categories on how we should be investing our limited
10 amount of resources as we move forward in the future. We
11 came up with the terms investing in modernization,
12 investing in expansion, investing in preservation of the
13 system, and non-highway modes. And all that came out of
14 our long-range transportation plan.

15 We take the outputs of BQAZ in our
16 long-range plan, and then we actually develop projects out
17 of that or we program the projects from there. We do that
18 with developing the performance criteria that will take
19 this great big universe of projects and run it through
20 some specific selection criteria. And the output of that
21 is individual projects that have been prioritized by the
22 Department that we recommend to the transportation board
23 in each one of these categories for us to put into the
24 program and eventually develop, design, and construct.

25 That's the completion of my presentation.

1 Any other questions?

2 (Laughter)

3 MR. OMER: So the goal of the P-to-P process
4 was really about creating a performance-based process that
5 links our transportation planning processes with
6 programming.

7 Believe or not, we really didn't do that
8 before, and not only did ADOT not have a formalized
9 process based on performance, most states did not either.
10 And we're out in the front nationally on creating a
11 performance-based process. We do have peer states that we
12 used in great detail and depth to help us develop this
13 process, and we're very proud of it.

14 The key things we wanted to make sure is not
15 only that it was performance-based, risk-based, but it was
16 also transparent, defensible, logical and reproducible.
17 We didn't want -- we wanted to have the ability when
18 someone came and asked us the question, why did you choose
19 this versus that, then we could answer the question, and
20 we could have the same answer on an annual basis.

21 System performance is really the foundation
22 as we move forward, not just in Arizona but nationally.
23 We'll be required on an annual basis to create a
24 performance report for our infrastructure, we'll have
25 performance measures, and goals and targets set to make

1 sure that we're meeting those system performance measures,
2 and annually would assist in analysis.

3 We start up at the very top of the screen on
4 our statewide transportation planning process. And as I
5 said, you know, it's a 20-year plan is our statewide -- or
6 our long-range plan, and we've developed those strategic
7 investments in modernization, expansion, and preservation.

8 Every five years when we go back in and
9 update our transportation plan, we'll look at system
10 performance and to make sure it's meeting the criteria
11 that we've identified.

12 The development program, which is new, which
13 we call it our six- to ten-year program is really our --
14 the Department's process for identifying the amount of
15 funding that we'll have available, which will be
16 financially constrained and not -- not fiscally
17 constrained, and being able identify how much money we
18 should be investing in preservation, modernization and
19 expansion along that time frame. And then also
20 highlighting some key strategic project investments in a
21 long-term plan, six to ten years out of where we feel as a
22 department, we should be investing in our expansion
23 program.

24 And then, delivery program hasn't changed.
25 It's the same program that we have, based in statute. And

1 annually, we'll go back in and reevaluate the delivery
2 program per system performance also.

3 If you start this slide at the very bottom
4 of the page, we don't do this in a vacuum. This isn't
5 something where just the planning division goes out and
6 says this is our new program, guys, what do you think? We
7 utilize our -- the district teams, which -- or we will be
8 utilizing the district teams which look at district
9 engineers and the regional traffic engineers and statewide
10 project management and our COG and MPO and stakeholder
11 partners to look at what are those system needs that we
12 should be looking for for investing in the future. A lot
13 of times, we may not see at a central location some of the
14 specific needs that they may see locally. And this is
15 their opportunity to identify specific project concerns
16 bring those up to the dis- -- to the central area so we
17 can start the process.

18 It also -- these groups will be reviewing
19 the annual performance report that we'll be creating for
20 the manual and for every year, and they'll look at what
21 the overall performance of the system in their individual
22 districts and regions are. They'll look at and evaluate
23 their targets and make sure we're on track and, again,
24 indicating if there are any specific projects they think
25 should be considered as we move forward.

1 From that point, we'll go into investment --
2 you know, into the individual investment categories and
3 then identify not only how much funding should be invested
4 in each one of the categories of preservation,
5 modernization, and expansion, but prioritizing those
6 projects and moving them forward.

7 Then our ADOT strategic committee, which is
8 really senior leadership in the Department, is where our
9 risk-based approach comes into play where we look at every
10 project individually that we recommend as a department, as
11 we -- that we're developing as a department and deliver as
12 a department to make sure that we look at the project
13 costs, are there any risk to project not meeting the
14 original goals of the project, that we wouldn't be able to
15 deliver did the project on time. We have specific
16 risk-based scenarios that we look at and analyze to make
17 sure that we feel it's appropriate that we move forward
18 with this project in our recommendation to the PPAC which
19 you all know, we recommend everything that comes to the
20 transportation board.

21 And then finally we'll bring that to the
22 State Transportation Board for your consideration and
23 eventual approval of our process.

24 MR. CHRISTY: Do the board members have any
25 questions up to this point? It's a lot of information.

1 MS. BEAVER: Yes.

2 MR. CHRISTY: Ms. Beaver?

3 MS. BEAVER: I just in a followup to what
4 Ms. Ward was speaking about earlier that with the Casa
5 Grande Accord and revisiting it, I'm seeing that this is
6 kind of where we're going if we're talking about from
7 regional allocation to performance. So are we still in
8 the draft stages? Or is this something that's going to
9 come back to us where we would need to approve this?

10 MR. OMER: Mr. Chair and Ms. Beaver, are you
11 talking about approving our planning-to-programming
12 process, or are you talking about the five-year program?

13 MS. BEAVER: Well, at a point in time, if
14 we're going to relook at the Casa Grande with regard to
15 the distribution, that's what we were just talking about
16 previously; correct?

17 MR. CHRISTY: (Indiscernible).

18 MS. BEAVER: Does this all kind of tie
19 together is where I'm seeing it?

20 MR. OMER: Mr. Chair and Ms. Beaver, I think
21 they're -- they're separate and distinct, but they are
22 pretty closely related.

23 Our plan to programming process doesn't
24 really look at a -- a allocation process based on so much
25 for each region. We're looking at system performance.

1 And system performance will drive the locations where we
2 feel that we need to invest our limited amount of
3 resources.

4 Now, once we get that outcome, that's the
5 other part of the risk-based approach that our senior
6 leadership will look at is will we still meet the -- the
7 agreements that were made in 1999 with the Casa Grande
8 Resolve and without anything change or that we still have
9 to meet those requirements. That'll be done at that
10 level. We wouldn't ask individual staff in a district or
11 individual staff in a group to make that choice. We'll
12 make that at the senior leadership level and to make sure
13 we still meet the requirements of the Casa Grande
14 Resolve -- or Accord.

15 But, again, we're taking that filter off of
16 saying it's not about how much is available for each
17 region. We're going to let system performance drive that,
18 and then we'll put that filter over top of it.

19 MR. ROEHRICH: Mr. Chair, Ms. Beaver, I
20 think I need to be clear on this. Casa Grande Accord
21 set -- is set. That's an agreement we are not breaking.

22 It's also an agreement that has some
23 statutory language that is in place by law, you know, not
24 necessarily percentages, but there's language in there
25 about we can't change those agreements on our own without

1 some process.

2 When I say that we have to have that review,
3 that's an undefined specified time frame when we have that
4 review, because it's going to be the leadership of this
5 state to get back together and hold that, which means,
6 COGs, MPOs, local governments, legislators, this body,
7 other people will have to decide it's time to have that.

8 Now, we can help guide that by saying when
9 we think it's time based upon federal regulation and other
10 regulations. But I have no specified time where we're
11 going to do that. I think this state and a lot of states
12 are going to have to do that when the next version, if you
13 will, Map-21 comes and there's more rules and there's more
14 regulations defined by the federal government that we have
15 to follow for the use of the federal dollars.

16 Now, in regard to this process, although
17 this is a process we're moving to to prepare us for this,
18 this says the best practices for a transportation agency
19 to develop a plan and program, that 's what we're doing.
20 As this moves forward, the ultimate products you will see,
21 the tentative five-year program, the RAAC distribution,
22 those things, that is all going to meet our commitments on
23 the Casa Grande Accord. We are not changing that. And
24 quite frankly, we as an agency cannot unilaterally change
25 that without having a very extensive dialog and process

1 agreements in place to do that. That is not specified.

2 So what we're presenting here today is the
3 practices, how we're preparing ourselves as a
4 transportation agency to bring in the best practices to
5 get ourselves prepared for the future programming and
6 future transportation issues, but there's a long way to go
7 when you get down to the actual dollars before we get to
8 that.

9 MR. CUTHBERTSON: Mr. Omer, can you give us
10 just some examples, I mean, performance -- the performance
11 report, what -- what kind of criteria do you -- I mean, I
12 am not sure when I hear performance report, if you're
13 looking at, you know, traffic performance, maintenance
14 roadway conditions, all those things.

15 What kind of -- what kind of things are you
16 looking for in that group?

17 MR. OMER: Mr. Chair, Mr. Cuthbertson,
18 that's a great question. And, yes, we are currently
19 define -- one of the great things about Map-21 that is we
20 have to do this, but it didn't define what it was.

21 So as -- as a department, we are actually
22 going out and starting the process of defining what system
23 performance is. Some of the things that we're taking into
24 consideration is overall system performance, system
25 health, system sustainability, however you want to view

1 it, is really not just about pavement condition or bridge
2 condition. It's a combination of what your general assets
3 are going to look like, right, so the condition of your
4 assets. The amount of revenue and resources that you have
5 available to fund those. And then the operational
6 characteristics, whether it be congestion, reliability,
7 delay, those types of things, all have to be take- -- in
8 my opinion, as we define it, all have to be taken into
9 consideration on what system performance is. It's not
10 just a product of this is the volume or this is the
11 pavement condition or this is how much cash Kristine gives
12 me. It's a combination of all those that we'll come up
13 with that outcome.

14 MR. ROEHRICH: Mr. Chair, Mr. Cuthbertson,
15 though, I do think I need to expand that a little bit.

16 As the State is doing our own analysis, we
17 are in the process of various rule-making processes that
18 the U.S. DOT and Federal Highway Administration are going
19 to. They are going to set some national performance
20 measures, some performance goals. We as states will be
21 able to develop targets, and we'll be able to -- there'll
22 be latitudes given to us where we can develop it, maybe
23 tailor much of it to us. The reason why this process is
24 going to be extended for a period, we are still waiting
25 for the final rules and regulations from the federal

1 government to help us define our final program.

2 So there's still a ways to go before we get
3 to what is a complete comprehensive program.

4 MR. CUTHBERTSON: Okay, thanks.

5 MR. CHRISTY: Questions?

6 MR. OMER: So, Mr. Chair, as we started this
7 P-to-P process, as I mentioned earlier, we didn't just
8 want to just jump into it without going back and
9 identifying if the outcomes of this new process compared
10 fairly favorably with our existing processes. And so we
11 went along the path and decided to prototype or run a beta
12 test of these -- of the programming process. And we used
13 last year's program. We took the outputs of last year's
14 program and ran it through the prototyping process to see
15 where things would fall out, if the projects would still
16 be recommended or not.

17 And we didn't really identify any fatal
18 flaws. It seems like things would be fairly consistent.
19 There are some changes, of course, but they would be
20 consistent. Where they ranked as far as a priority --
21 priority order changed in many cases. But oftentimes a
22 project would still be in the program. It might not be
23 the number one-rated priority project anymore; it may be
24 down the list. But it was still in there. It's just when
25 it would be delivered is generally what the biggest

1 difference would be.

2 We do feel that in general, our leadership
3 of all of our -- of the ITD and MPD and finances as well
4 as all of our group managers and districts have a very
5 good understanding of our process now and the process
6 flow, and they've been, you know, intimately engaged in
7 developing this process. We'll be mapping every one of
8 our projects in GIS and have it out, and you'll see
9 maps -- oops, sorry, next slide -- like this throughout
10 this presentation today that shows exactly where the
11 projects are.

12 The preservation projects are actually very
13 easy to get the outcomes for and plug them into this
14 process. Again, they're not exactly the same, but
15 preservation, whether it's pavement or bridge
16 preservations are advanced in Arizona as far as
17 identifying and prioritizing their work. And they do a
18 really good job. So it was easy for them.

19 The modernization projects are taking a
20 little bit more work because a lot of those are
21 safety-based types of projects, and developing that
22 process is -- as something that we're really more about
23 developing and validating instead of just incorporating,
24 which we're doing in preservation.

25 And that the expansion projects, again, the

1 modeling of all these are very time-consuming, but we --
2 we don't see any real fatal flaws in our process, and it
3 seems to be working out very well.

4 This is a three-year process. We're in the
5 first year of it now of developing the overall plan and
6 starting to implement this process. Next year will be the
7 first year that we look at the system performance category
8 and going back in and analyzing how our system performs.
9 And then the last year, Year 3 of the program, we'll come
10 back to you and start the update of our long-range
11 transportation plan, which at that time, will likely
12 change some of our goals and change some of the vision
13 maybe and for how we do our work. But we're pretty
14 comfortable today in the process, and we think we've done
15 a good job.

16 Some of the benefits that we see out of the
17 P-to-P process, again, it's transparent, defensible,
18 logical, and reproducible. We think it really does truly
19 leak [sic] our -- link our transportation planning
20 progress -- process with capital -- with the capital
21 programming and making sure that we're using our funding
22 the most effective way possible. System performance will
23 be driving our investments as we move forward. We have
24 a -- a simplified program structure. Really what that
25 means is a lot of our subprograms are not going to be

1 in -- you won't see those anywhere. Those will be rolled
2 up into a lesser number of subprograms. And you'll see
3 the overall and true project costs identified inside of a
4 project in the program, even some of the subprogram
5 amounts that we use today.

6 And we're using a risk-based approach, which
7 we think is critical for the success of this. It does go
8 along with Map-21 and really will change the way that we do
9 business as a department.

10 Mr. Chair, I'd like to move on to asset
11 condition, at your pleasure.

12 MR. CHRISTY: Is there -- is there any
13 question from the board?

14 MR. OMER: So when we started along the
15 line, asset management in the transportation asset
16 management plan is really one of the key components, and
17 it's a requirement of Map-21 as well, so you'll hear that
18 along -- about a lot of things. But we do have an asset
19 management engineer, Jean Nehme, who currently works for
20 our department director, Jennifer Toth, and we are along
21 the path of developing a statewide transportation asset
22 management plan. And, again, I think you guys will be
23 pleased with the outcome when that's actually finished.

24 You saw this last year, we talked about we
25 have 18-and-a-half billion dollars in infrastructures in

1 our highway system. If we don't really commit to
2 preserving it, it's going to cost us hundreds of billion
3 dollars to replace it in the future.

4 We did change this because last year we had
5 a choice, but this year we've gone and after further
6 research into the process, you can either spend a dollar
7 on preservation today or 6 to \$14 down the road for
8 replacement of that same infrastructure. Last year we
9 used the 1-to-5 number. As we've continued to refine and
10 do the research on this, the most up-to-date numbers that
11 we've seen out of an NCHRP report say it's now a 6 to 14
12 ratio -- 6 to 14 to 1 on preserving your assets, or
13 replacing them, if you don't do so.

14 This board is very familiar with
15 transportation, so we don't have to explain what that
16 means to you. But the general public, if they think about
17 if there's -- it was their personal car or their house, if
18 you don't change your oil, if you don't -- you make sure
19 that you're changing the filters on your air conditioner,
20 you replace that asset, instead of preserving it, and the
21 cost over time is significantly higher.

22 So in general, you pay now or you're going
23 to pay a lot more later on. Preservation is very keen on
24 making sure you're keeping up the existing condition of
25 that asset.

1 Public feedback also indicates that
2 maintaining the current transportation system in a state
3 of good repair should be a very high priority. This is
4 important because this study was actually done in Arizona
5 out of our own research center and published in 2010, and
6 it was really about how our customers thought performance
7 measures should be looked at and how the overall
8 transportation system should be kept.

9 Map-21 specifically addresses system
10 performance in many different areas, and it also requires
11 a performance- and risk-based approach to transportation
12 planning and programming. Again, that's what we're doing.
13 That was what that P-to-P process was about.

14 What we shouldn't do is rely on a
15 worst-first approach to preservation to the system. These
16 are some specific photos of the Ash Fork drawbridge [sic]
17 on Interstate 40. To me, if I were to define what
18 worst-first means --

19 MR. ROEHRICH: We don't have any
20 drawbridges, Mr. Chair and Board Members. It's the Ash
21 Fork bridge.

22 MR. OMER: Oh, it's Ash Fork bridge. Sorry.

23 MR. CHRISTY: I was going to say is this
24 (indiscernible).

25 MR. OMER: So anyway, so it is a worst-first

1 case. And what that really means to me, if I -- when I
2 try to explain what worst-first means is if you don't
3 supply or provide -- as a department, as an agency or an
4 organization, if you don't provide significant revenue
5 available to truly preserve your system and be well out in
6 front of the preservation of the system, then you're
7 forced to react to instances like Ash Fork instead of
8 preserve your system over a long term. And, again, you
9 pay more and you're reacting instead of planning. You're
10 not being proactive all.

11 This other photo -- the one -- the previous
12 photo, what that does show you is a portion of this bridge
13 is closed now. It's one lane in each direction instead of
14 the existing -- the prior condition.

15 The -- this next photo is of the Hell's
16 Canyon bridge where we did have some voids appear and we
17 had to go back in and plate those.

18 The I-10 Cienega Creek bridge and the U.S.
19 91 Sanders bridge -- and no, that isn't a design feature
20 for a skylight at all. So....

21 But, again, if you don't preserve your
22 system, this is a -- the potential.

23 It does not facilitate direct runoff. It's
24 all making that we're keeping air flowing through the
25 system. Right?

1 So the I-15 Virgin River Bridge is another
2 one of those instances where, you know, this board -- not
3 all of the board now, but even a couple of years ago, I
4 think every -- every board member went up to I-15 and
5 looked at the condition of those infrastructures, and we
6 spent a lot of time talking about the I-15 bridges. And
7 at that time, we talked about the impact to the condition
8 of those bridges, and really it's gotten worse. It hasn't
9 gotten better. We have tried to take steps to correct
10 some of the cracking that's happened. And -- and it's
11 still continuing to grow. Some of the previous cracks
12 that we thought were repaired, just started new cracks.
13 And, again, the condition of that bridge doesn't get
14 better without a significant investment in taking care of
15 that infrastructure. And this is just one of the bridges
16 on the corridor.

17 MR. CHRISTY: Remember that trip in
18 (indiscernible) that bridge, that stretch of that highway
19 would not be built today (indiscernible).

20 MR. OMER: Our director made that quote.
21 And I would hope we would -- we definitely wouldn't argue
22 with him that that was -- it's not a -- it's a beautiful
23 drive. But, you know, reconstructing that corridor in the
24 exact same location may be a challenge in today's
25 environment. So ...

1 So we look at the age of the bridges on our
2 system, you can see, in the 1960s about 1350 bridges were
3 built just in the 1960s, which makes sense. That was the
4 boom of the interstate system. About 43 or 44 percent
5 total of all of our bridges were built prior to the 1970s,
6 with the highest number of about 13 or 14 or 22 percent --
7 sorry -- whatever it was, was built in that one year. So,
8 again, our infrastructure is aging quite rapidly.

9 And if you look at the overall life cycle of
10 a bridge itself, traditionally the design life for a
11 bridge is about 50 years. But during that time frame, if
12 you look from the far left-hand side of the screen where
13 the -- where the X and Y axis meet, that's at the time
14 that you construct the bridge, you should along that --
15 the life cycle of the bridge be -- on a regular basis
16 looking at major and then minor rehabilitation and
17 preservation of your infrastructure to make sure that
18 you're getting the maximum and optimum life out of it.

19 If we don't do that, the overall life cycle
20 of the bridge stops at a certain point and we get to the
21 instance where we're -- we have no choice other than to
22 replace that structure or that asset or that facility.

23 If we do invest in preservation of it and
24 rehab, whether it's minor or major or both, we can
25 increase the overall life of that -- of the infrastructure

1 itself, but if we don't provide that opportunity and the
2 revenue available and the preservation of that system,
3 then the overall life of it is condensed and we're at the
4 system, the condition that we're at today with some of our
5 bridges.

6 Not saying that we've done anything wrong;
7 it's just we haven't provided the adequate resources to do
8 it.

9 The thing -- same thing happens with
10 pavement on little bit different scale. Our interstate
11 pavement conditions with green being good, yellow is fair,
12 and red is bad, our -- you know, as you see from today in
13 the -- and from the early 2000s until today, we've
14 continued to have an asset condition on interstates that
15 have declined. But I will say that we've focused
16 preservation on the interstate system because that's a
17 charge that we have.

18 Our non-interstate pavement, you know, which
19 really serves a lot of rural Arizona, we haven't invested
20 as heavily in, and the overall condition of that pavement
21 is quite a bit worse than we have on the interstates.
22 And, again, if we don't invest in those, conditions will
23 continue decline.

24 So if we were to assume the existing
25 preservation forecasting that we have today and we don't

1 increase that overall amount of preservation funding
2 available for investment in our infrastructure, you will
3 see that our interstates will continue to decline on the
4 overall performance of those, as well as the blue line
5 indicates our non-interstate systems.

6 So not -- I wouldn't want to look at an
7 individual percentage on an individual year, but, you
8 know, we all have the ability to look at this graph and
9 see over time the condition of our assets are continue to
10 decline until we make the decision to invest more funding
11 in preservation of these assets.

12 This is just a order of magnitude chart.
13 It's -- from an NCHR -- NCHRP report that was published in
14 2012, and what it shows you is an order of magnitude: You
15 can invest a little bit in funding and preservation, five
16 times as much in rehabilitation or, you know, 8 or 9 times
17 as much to replace that asset over time.

18 Inadequate preservation leads to about an
19 additional \$335 year on a personal vehicle for drivers due
20 to things like tire wear, suspension wear, increased fuel
21 assumption. That's how not preserving your -- your
22 overall pavement condition can have an impact on even the
23 average driver. Again, this -- these numbers, 22, 112,
24 and 190, it's an order of magnitude. We are not saying it
25 costs \$22 to preserve a lane mile. It's just an order of

1 magnitude.

2 It cost 12 times less to maintain a pavement
3 than it does to -- in a state of good repair than it does
4 to actually replace it at the end of its service life.
5 This came from a California statewide local streets and
6 roads needs assessment in January 2013. And if we don't
7 increase our overall pavement preservation funding in the
8 near future, we're going to get to the point where we have
9 to make decisions about which specific highways and
10 roadways that we allow to deteriorate to a point where we
11 can do nothing more than just reconstruct it. Some of our
12 infrastructure we're always going to have to maintain at
13 an optimal level. We may have to make those tough choices
14 about which ones we let go.

15 So our recommendation out of the -- the
16 program for not just the first five years of the program,
17 but over the life of the 10 years that we talked about in
18 the P-to-P process, is to continue improve -- to increase
19 the amount of funding we have available for preservation.
20 And then optimally in the end of this 10-year period, we
21 would be up to about 260 million dollars a year for
22 preservation, which currently our -- our bridge and
23 pavement staff that work for the state engineer, that
24 group, have identified the optimal amount that they need
25 for preserving the system. It's probably not really

1 optimal amount. It's what they think we need to get by at
2 our existing systems. And as we continue to look at the
3 impacts of Map-21 and the performance requirements there,
4 this could change, but we're using this based on today's
5 dollars and today's numbers.

6 MR. CHRISTY: Any questions? Mr. Roehrich?

7 MR. ROEHRICH: Mr. Chair, one consideration
8 I would -- maybe you want to consider, we're getting ready
9 now to move into the more comprehensive discussion of the
10 current five-year program. Scott has laid out kind of our
11 planning process, giving you background in some of the
12 strategies around our funding approach towards the
13 program, but now we're going get into more comprehensive
14 discussion of the program.

15 I'd say if you want to take a short break,
16 now would be a good time, because when we get in the
17 middle of that, you may want to push through. Or if you
18 want to keep pushing, we're ready to go.

19 MR. CHRISTY: The chair will entertain a
20 motion to adjourn for 10 minutes?

21 MS. BEAVER: Recess?

22 MR. CHRISTY: It's a recess, yes, thank you.

23 All those in favor say aye. We can't have
24 the action if we can't --

25 MR. ROEHRICH: Well, I was just going to

1 say, Mr. Chair, all you got to do is just say we're taking
2 a 10-minute break.

3 MR. CHRISTY: Taking a 10-minute recess.

4 MR. ROEHRICH: Okay.

5 (Recess taken.)

6 MR. ROEHRICH: Mr. Chair, Mr. La Rue is on
7 the phone out there. I don't know if you --

8 MR. CHRISTY: Why don't we proceed without
9 him then, if that's all right.

10 I'd like to reconvene the study session and
11 have Mr. Omer proceed with the tentative five-year
12 (indiscernible) program.

13 MR. OMER: Okay. Mr. Chair, thank you for a
14 brief recess.

15 So this year, we have -- you know, we talked
16 it over with yourself, and we decided to have this study
17 session specifically about the development of our
18 Tentative Program before the February meeting where you
19 approve this for us to go out to the public for the public
20 information process. So we appreciate the opportunity to
21 do this with the board.

22 Ms. Ward earlier talked about the resource
23 allocation committee, the RAAC committee. And this is the
24 outcome for the fifth year, the new fifth year of the
25 program or FY 2019. There is about 477 million dollars

1 totally available for the RAAC distribution. Subprograms
2 account for about 270 million dollars of that total.
3 Those subprograms are everything from preservation on down
4 to the development of the program itself.

5 When it all shakes out, we have about 130
6 million dollars available for major projects in MAG; 38
7 million dollars for major projects in PAG; and 38 million
8 dollars for major projects in Greater Arizona. The
9 subprogram distributions are here with 46 million dollars
10 in MAG; 24 in PAG; 200 million dollars in Greater Arizona.
11 So the total percentages come out to be 37 percent for
12 MAG, 13 percent for PAG, and 50 percent for Greater
13 Arizona. And the Resource Allocation Advisory Committee
14 reviewed these and approved these -- or prior in the
15 year -- actually in last year, 2013.

16 If you remember, our long-range
17 transportation plan, we did have a recommended investment
18 choice of moving to a much more of a balanced program with
19 investing a significant amounts of our funding in
20 preservation, modernization, as well as in expansion.
21 That's what our long-range plan was approved and what it
22 says.

23 In actuality, when we look back through 2006
24 to 2013, when we look at our program and include the
25 overall MAG and PAG programming process, about 76 percent

1 of our total program is still in expansion of the system
2 and only 14 percent is in preservation and modernization.

3 When we look at our Tentative Program this
4 year -- and this is just for Greater Arizona, this is not
5 for MAG and PAG, remember we present those separately. So
6 when we look at just our Tentative Program for Greater
7 Arizona, 60 percent or so of our program we're
8 recommending be in preservation, about 29 percent in
9 modernization, and 11 percent in expansion. Each one of
10 those dots on this map, as you can see, are either colored
11 green, red or blue, and each one of those dots on the map
12 would indicate there's a project in the specific location.
13 And we'll get into some of these a little bit more in
14 detail.

15 MR. CHRISTY: You know, just as a thought
16 here -- excuse me for interrupting, but real quickly,
17 preservation of each repair basically or bringing back to
18 the standards it should be. And I think sometimes people
19 don't really realize what preservation is, and if they
20 did, they might be more agreeable to having more money
21 going towards preservation. In my city of Tucson, our
22 pothole situation is -- swallow Volkswagens, so if you go
23 to the people there and you say we need to preserve our
24 streets, they're going to look at you. But if you say we
25 need to fix our potholes and bring our streets back to

1 where they should be, then they seem to understand. So
2 just as thought, maybe there might be some better word
3 that could encompass or wrap around the real issue, which
4 is to make our roads better -- or bring our roads back to
5 where this should be. Just as a thought.

6 MR. OMER: Thank you, Mr. Chair. Appreciate
7 that. And I think it comes -- it goes a long way towards
8 talking about what preservation means. And I agree it --
9 agree with you, and even my analogy earlier today about,
10 you know, it's your personal vehicle or your house, you
11 get to that point eventually where you can't just preserve
12 it, you can't just repair it, you have to replace it.

13 Preservation means all of those, because it
14 gets to that point. But I agree, we need to continue on
15 with our educational process about explaining about how
16 you have to take care of keeping your asset conditions in
17 that level where you need to or not only does the cost go
18 up, but the life doesn't last as long as we would like it
19 to.

20 MR. CHRISTY: People, I think, will
21 understand when you say we're going to fix a pothole,
22 easier than we're going to preserve a roadway.

23 MS. BEAVER: Mr. Chair, though, is this term
24 probably preservation is something that's universally
25 understood in the transportation word? I mean, they've

1 kind of got a code word, so I think we're due for
2 (indiscernible).

3 MR. OMER: Mr. Christy and Ms. Beaver, we
4 have a code word or an acronym for everything, and
5 preservation is one of those that does specifically apply
6 back to this.

7 But I do agree that we -- we do not as an
8 industry do a very good job of educating the public about
9 what it means. And so that is a step that we need to
10 continue to take and do a much better job of explaining
11 exactly what preservation of our system is, what the cost
12 is, what the benefits are, what it means and be specific
13 about here's some examples of what, you know, the facility
14 in front of your house, which, you know, the Department
15 doesn't maintain any roads in front of people's houses in
16 general. We do in some cases, I guess, but not in
17 general.

18 But still the condition of our
19 infrastructure, we need to let people know, this is
20 exactly what it looks like and this is the condition that
21 we'd like it to be in.

22 MS. BEAVER: Chairman Christy, you are
23 correct, though. People do know the word "pothole."

24 MR. CHRISTY: I'm discussing Tucson.

25 MS. BEAVER: Well, and when you look at the

1 some of these pictures, which has been shown us
2 previously, wow, you know, you understand what the
3 importance of --

4 MR. CUTHBERTSON: -- I've got --

5 MR. CHRISTY: Mr. Cuthbertson?

6 MR. CUTHBERTSON: That part that you showed
7 that -- showed the MAG and PAG and (indiscernible) case,
8 where you had all the expansion money, so that expansion
9 money, does that include sales tax money that -- so
10 that's -- that's not the the funding that comes in or is
11 that part of the 5 cent sales tax --

12 MR. OMER: So, Mr. Christy -- I'm sorry,
13 Mr. Cuthbertson, Mr. Christy, Mr. Cuthbertson, no, this is
14 just the federal -- the federal aid. It does not include
15 the regional transportation funds from MAG or PAG.

16 MR. CUTHBERTSON: Okay.

17 MR. CHRISTY: And I thought potholes were an
18 overall term in Tucson, and that's why I --

19 MR. OMER: I think Ms. Ward would like all
20 those who drive Volkswagens to go out and get a new
21 Chrysler.

22 I don't think that would fall in a hole;
23 right?

24 Okay.

25 MR. CHRISTY: We digress.

1 Go ahead.

2 MR. OMER: So, Mr. Chair, this next slide
3 really talks about our Tentative Program, the amount of
4 investments we have in each one of the categories in
5 the -- in the fiscal years. And this is not every single
6 project that is in the program. This is just a highlight
7 of some of the individuals. But you'll see in 2015 as an
8 example, we're recommending invest 190 million dollars in
9 preservation; 130 million dollars or so in modernization.
10 Those two other categories, project development is really
11 the amount of funding that's required to design and
12 develop and provide utility and right of way clearances
13 and all those things for the projects below there.

14 The project planning phase is the amount of
15 federal funding we have available for planning, not only
16 for -- for ADOT, but as well as our MPOs and COGs across
17 the state of Arizona, that all comes into project plans.
18 And then expansion is a specifically the major projects.

19 So you'll see 2015 is just a different
20 depiction than you looked at last year. We put it in a
21 different type of format.

22 The U.S. 60 Silver King, and the U.S. 95
23 Fortuna Wash bridge projects are the major projects that
24 we had listed in the program last year. And if you move
25 across the page, these are the same projects that we had

1 in the previous programs until you get to FY 19, and
2 that's the year that we would recommend as the major
3 project available, the Department would recommend brings
4 in Virgin River bridge project 33 million dollars in FY
5 2009.

6 I would like to highlight the FY 17 year.
7 It looks little weird because there isn't as much funding
8 available in FY 17.

9 And is Kristine still here?

10 So -- and I'll try not to get this
11 incorrect. The amount of revenue available in FY 17
12 specifically is diminished because of the -- the overall
13 bonding and those techniques that we had to use. It
14 reduced the amount of revenues that we had available in
15 2017.

16 Good enough. She didn't disagree. So we'll
17 keep on going from there.

18 MR. CHRISTY: Mr. Omer, on the 2019, on the
19 Virgin River bridge, had we not (indiscernible) allocating
20 funds towards that one way or another in the last couple
21 of years?

22 MR. OMER: So, Mr. Chair, it's good
23 question. We have -- if you're thinking you've been
24 taking some specific board actions recently. But that
25 wasn't on bridge number one.

1 We do have the -- the --

2 MR. ROEHRICH: It was the TIGER --

3 Mr. Chair, we got the TIGER grant, which was used on
4 Bridge Number 6. And that's the bridge that is working.

5 As we continue look at that -- I think it's
6 eight different bridges that we're going to continue to
7 look at systematically bringing them in as we can afford.
8 This is the next bridge that we're working on.

9 MR. CHRISTY: I keep forgetting that we're
10 defining it per bridge rather than entire project.

11 MR. OMER: So I apologize. I completely had
12 a brain freeze, and I'm like, what -- what was the name of
13 that grant. When someone gives you 20 many of something
14 million dollars, I should at least remember what was
15 called, but I forgot, so I apologize for that.

16 But that's the Department's recommendation
17 in FY 2019.

18 If I go to the next slide, this is the
19 specific projects listed out by fiscal year that -- that
20 the Department would be recommending. The numbers are
21 nothing more than how they are in the fiscal year itself.

22 If you would see all of these projects make
23 up the six major projects that we have listed there.

24 The preservation program in fiscal years 15
25 through 19, this is not every preservation program. The

1 preservation project that we have identified in years
2 2015, '16, and '17, if you remember, our subprograms we
3 will line out -- line item out the first three years of
4 our major subprograms. So fiscal years 15, 16, and 17,
5 you have in front of you a rough draft of what the
6 Tentative Program would look like. And if you went to
7 each one of those years, you would see every pavement
8 preservation or bridge preservation project in each one of
9 those first three fiscal years. In the last two fiscal
10 years being FY 18 and 19, we still have a lump sum
11 identified for preservation. So you would see 200 million
12 dollars or whatever the number is by that fiscal year, and
13 I know that's the wrong number. So I apologize. But you
14 would see that in each one of those last two fiscal years.

15 MR. CHRISTY: Are all the board members
16 following that?

17 MR. OMER: In the next slide depicts
18 modernization. So modernization is one of those we get
19 asked all the time: What does modernization mean?
20 Modernization could be many different types of projects
21 that look at not expanding the existing system, but
22 providing some modifications or modernizations to it that
23 enhance the existing condition. Sometimes that could be
24 something as simple as adding shoulders to a roadway that
25 doesn't have any. It's a safety improvement that that

1 could be one of the improvements. Or it could be adding
2 left turn lanes. It could be a roundabout. It could be
3 install -- installation of a new traffic signal. It could
4 be ITS improvements, like the DMS signs. So those are the
5 different types of projects that could be categorized as
6 modernization. Many of these, if they're using the --
7 some of the specific safety funds require federal approval
8 that they're eligible for that safety funding, but in
9 general, we put the most of our safety projects inside of
10 the modernization category.

11 So a summary of the Tentative Program, what
12 we've done is shown that we've updated the project costs,
13 so annually, we go in and look at every project that's in
14 the existing program, and we update the project costs.
15 Sometimes we'll see the costs go up; sometimes they'll go
16 down. But we look at them on an annual basis to make sure
17 that they're as close as -- as we're comfortable with.

18 We've increased the preservation spending by
19 3 percent over the program from years '14 through '18. We
20 did add a slide repair project on SR 89 for 25 million
21 dollars. And that was actually funded by taking two
22 preservation and a bridge projects out of the previous
23 program. So this was a critical priority for the
24 Department. We felt it was important. And we actually
25 did that by moving some preservation projects out of the

1 program to fund it.

2 MR. CHRISTY: You got some federal help on
3 that too.

4 MR. OMER: This is a different project, sir.

5 MR. CHRISTY: This is not the --

6 MR. OMER: No, it's a different project.

7 (Simultaneous conversation).

8 MS. WARD: But the problem is we need to --
9 we need to be able to pay for it today. And --

10 MR. CHRISTY: Oh, I see.

11 MS. WARD: -- reimbursement for emergency
12 funds and it could take anywhere from three to five years.

13 MR. CHRISTY: What's with the emergencies?

14 MR. OMER: Sorry. I -- I drew a blank
15 because it's -- it should say U.S. 89 and not SR 89.

16 So -- and also what you're showing in here
17 is we have included some transportation enhancement
18 projects for a total of 28.8 million dollars in FY 2015 to
19 FY 2019. And I'll explain why. If you remember, a couple
20 of you were on the board when we actually had the TERC
21 process, the Transportation Enhancement and Review
22 Committee. And every year we'd -- we'd identify the
23 specific transportation enhancements and the projects that
24 were applied for and awarded and funded by the Department.

25 That program went away with Map-21. It's a

1 different program now. It's called transportation
2 alternatives. But we have a lot of old transportation
3 enhancement projects that are out there. We made a --
4 we're making a recommendation as a department that we
5 honor those old commitments that past transportation
6 boards made and -- but that does mean that it's about 29
7 million dollars in funding that it's going to take to --
8 to implement those projects over a three-year time frame.

9 We're also looking at a project on SR 89,
10 the Deep Well Ranch Road project in -- to SR 89A in FY 17.
11 And we did include, like I said, the I-15 bridge. And we
12 talked about that previously.

13 So moving on -- I'm sorry. I'm going to
14 move on to the development program, if you -- if you want
15 me to stop for questions at this time?

16 MR. CHRISTY: Any questions of Mr. Omer?

17 MR. OMER: So, Mr. Chair, again, this part
18 is new. We have never seen a six- to ten-year program
19 before. This is the Department's, you know,
20 responsibility and is really, but we feel we should do
21 that and talk to the board about how we look into the
22 future and not just drop projects in -- year 5 of the
23 program. You should be able to logically look how we see
24 projects progressing through to get to that point.

25 We feel in Years 6 through 10, we should be,

1 you know, continuing to invest heavily in preservation of
2 the system. We have to catch up, because we're not at
3 that level where we feel that we should be in order to
4 make sure that we're preserving our system at an optimum
5 level. Still can continue to expand and modernize the
6 system, but really focusing on preservation in those
7 out-years.

8 Some of the projects that you will see -- or
9 let me -- first I'll touch on the preservation numbers.
10 You'll see that by the fifth year of the development
11 program, 2024, we're at about the 255 million dollar
12 level, which gets us about where our Department feels is
13 optimum for preservation of the system.

14 You'll see the red number, 40 million
15 dollars, every year for modernization. That is our
16 specific allocation for safety funding every year, and we
17 feel that we as a department, we need to make sure we
18 expend and use all of that funding that's available to us.
19 We start to have the ability to develop the projects and
20 plan the projects. And then lastly, the blue area is the
21 funding that we feel could be available for major projects
22 in state of -- in the state of Arizona.

23 So what we've done is identified the
24 highest-ranking and priority projects that came out of the
25 P-to-P process. And they shouldn't really be a surprise

1 when you look at the overall ranking of projects on I-10,
2 I-8 to Earley, the SR 87 project, those are very highly
3 ranked because of the location and what it serves.

4 The -- I will say if you look at the I-10,
5 SR 87 projects, you'll see it over two fiscal years
6 because it's a very large project. It's about 126 million
7 dollars. We did find a logical place to look where we
8 could break the project and expend it over two years. We
9 felt that was a good approach to take. We still included
10 the SR 260 Lion Springs project for the construction of
11 that in 2022; U.S. 93 Carrow to Stephens, the -- one of
12 the projects to continue to take that corridor and put it
13 in a 4-lane-divided facility; and then lastly, the San
14 Simon port of entry in the last year of the program. So
15 that's the projects that staff would recommend that we
16 move forward with in the development program.

17 MR. CHRISTY: Mr. La Rue?

18 MR. LA RUE: I think, assuming that out of
19 the P-to-P process ranking, you got some kind of a complex
20 spreadsheet, can you make that available to the board
21 members?

22 MR. OMER: Yes, sir.

23 BOARD MEMBER: The (indiscernible) breaks
24 out the (indiscernible) on in terms of the
25 (indiscernible).

1 MR. OMER: Okay. So specifically, Mr. Chair
2 and Mr. Anderson, and Mr. La Rue, yes, Mr. La Rue, we will
3 provide that criteria for -- as we show how we develop the
4 ranking criteria for projects, we can provide that to the
5 board.

6 BOARD MEMBER: And then the actual projects
7 in that range, then how you rank them. I'm assuming it
8 will show projects that you -- maybe like this one,
9 (indiscernible) and you brought it and put it through the
10 calculator, where it popped out.

11 MR. OMER: So I was going to speak
12 specifically about 347.

13 But, yes, we will provide those specific
14 how -- not only the criteria but how we rank those
15 projects.

16 The SR 347 project has been a challenge for
17 us, because first of all, it's not in -- it's not in
18 Greater Arizona. It's actually in the MAG region. The
19 MAG region has to identify that project as in their
20 long-range transportation plan, which they have it in
21 there.

22 MR. ROEHRICH: Which they have just done --

23 MR. OMER: Which they have recently done.
24 They do have conformity.

25 But I am not comfortable putting that

1 project in the statewide program because of the funding
2 allocation should come out of that region, without those
3 conversations with the region, if that's what they feel
4 appropriate do so. If the transportation -- the State
5 Transportation Board decides that they want to move that
6 project into the program, that's your choice. But I do
7 think what would happen is it would throw off the overall
8 RAAC percentages, the Casa Grande Accord, that now we'd be
9 investing additional funding in the MAG region than what
10 we have obligated in that agreement. That's the -- kind
11 of the issue that I see it. The board has that --

12 MR. ROEHRICH: Can you back a slide?

13 MR. OMER: Sure.

14 MR. ROEHRICH: Mr. Chair, Mr. Anderson,
15 let -- I want to make sure that even I understand it
16 because I am not entire sure now.

17 This says the six to ten years of the
18 statewide program.

19 MR. OMER: Yes, sir.

20 MR. ROEHRICH: Are we coordinating with MAG
21 and PAG on the same look ahead 6 to 10 years with them?
22 Or is that part of their -- their RTP or their -- their
23 long-range plan. (Indiscernible) report here, we have
24 that look-ahead with them.

25 MR. OMER: So, Mr. Chair and Mr. Roehrich,

1 those two individual regions by statute, create -- not
2 statute, but federal regulation, create their own
3 transportation improvement programs. And we incorporate
4 those into the -- into the STIP, Statewide Transportation
5 Improvement Program without change or modification. And
6 we do the same thing into our five-year program.

7 MR. ROEHRICH: And that's excluded so far
8 from what we've done is -- because we've worked with them
9 separate.

10 MR. OMER: That's right. And you'll see as
11 we move forward, they submit their own programs. We take
12 those and incorporate them into this process. The MAG
13 region is responsible for, again, programming their own
14 projects, and I am personally not comfortable identifying
15 a project or putting it in their program without their
16 approval to do so.

17 BOARD MEMBER: I think (indiscernible)
18 project that has the potential of a stakeholders
19 (indiscernible) probably (indiscernible) the project
20 (indiscernible). I think in Pinetop last year, as well as
21 in Phoenix in July (indiscernible) in the final program
22 and plan as well as representatives from (indiscernible),
23 so it is a matter of the mayor meeting with the tribal
24 leaders (indiscernible) something that we didn't want to
25 do, because (indiscernible) in which case (indiscernible)

1 on their own, (indiscernible) the Department
2 (indiscernible).

3 MR. ROEHRICH: Mr. Chair, Mr. Christy, I
4 recommend that they bring that IJA up through MAG, because
5 MAG's going to ultimately have to sign off on it, given
6 their program, before we can bring it into the STIP, if
7 you will.

8 So I do think we need to have that
9 discussion. I think we need to be a part of that as an
10 agency working with them. But it has to include MAG,
11 because now that they're in the MAG region, we -- it has
12 to go -- as Scott had said, it has to go through their
13 process for it to get programmed as a project.

14 BOARD MEMBER: The --

15 BOARD MEMBER: Sir, I would suggest that
16 maybe you guys take the lead, sit with Mayor Price and
17 then with Dennis and Eric, because, you know, now that
18 Mayor Price sits on MAG and our representatives sit on
19 MAG, I (indiscernible) to say, you know what? You know
20 I'm confused as an ADOT board member, whether you can
21 bring a project up through the greater region or MAG,
22 (indiscernible) visit with MAG, because I think, given the
23 votes taken out there, he's got to service it up through
24 MAG. And he said he's been talking to people, but I don't
25 get the sense that he's got clarity on how to do it. And

1 so maybe if we could just -- because he spends so much
2 time in those -- and I'm very -- I respect all his energy
3 and effort and (indiscernible) to do, (indiscernible) he
4 clearly knows the path he needs to take, given the votes
5 that have been taken in that area.

6 MR. OMER: Mr. Chair, Mr. La Rue, I agree
7 wholeheartedly that we need to have that conversation. We
8 have been having discussions with MAG in the last couple
9 of days. I think there is a difference of agreement on
10 where the funding should come from. They think that it
11 should be the state share funding the project. And our
12 view of that is it's in the MAG region, so it should come
13 out of the regional share. Until we can have that
14 discussion, come to an agreement, because of the federal
15 side that I can't program projects in the MAG region
16 without them doing -- you know, without their agreement to
17 it, again, I am not comfortable to put it in there.

18 So I do believe we have to have that
19 conversation, as you said. But until that funding,
20 specific funding is identified, I'd be a little concerned.

21 Now, I will say that we do have updates
22 exactly where the project is in the development process,
23 when it would be ready to go. MAG has that same
24 information as well. So we're very comfortable with the
25 project. It's just how to identify where and how it's

1 funded. And, again, then we ask -- offer that larger
2 question that if it's funding it out of the statewide
3 share, does that change the overall RAAC percentages.

4 It's not easy.

5 MR. CHRISTY: Just for clarification
6 purposes, the projects in 2020, 2021, and 2022, what
7 regions are those? In MAG or PAG or?

8 MR. OMER: Those are all in Greater Arizona
9 because those three projects on I-10 are actually in the
10 Sun Corridor MPO.

11 MR. CHRISTY: That's the --

12 MR. OMER: The Casa Grande.

13 MR. CHRISTY: (Indiscernible).

14 MR. OMER: Right.

15 MR. CHRISTY: Thank you.

16 MS. BEAVER: Okay.

17 MR. CHRISTY: Ms. Beaver.

18 MS. BEAVER: Yes, I just want to clarify,
19 what you've just told us is this all pertains with
20 statewide. It does not include MAG and PAG.

21 MR. OMER: Yes, ma'am.

22 MS. BEAVER: Okay.

23 MR. OMER: So these are the -- the same
24 projects, Mr. Chair, in the ranking order, and, again, we
25 can provide that, specifics of how we rank those projects.

1 Moving on to the PAG Tentative Program,
2 again, this is -- I don't want to say this is every
3 project in the PAG region. This is just some highlight of
4 the changes that we've -- that they've made with us
5 working with the region itself. And, again, they're
6 responsible for the program, for programming their own
7 projects. We're responsible for coordinating and
8 implementing and incorporating them into -- to our overall
9 project program.

10 The PAG Tentative Program, if you look at
11 it, what they're identifying as some of the changes or
12 some of the modifications are the I-19 project at Ajo Way.
13 It's still an 81 (indiscernible) project. They're
14 implementing it in phases, with the first phase in 2015
15 and the second phase in 2018. The I-10 Ina Road project,
16 again, a phased project between -- separated between 2016
17 and '17. The I-10 route (indiscernible) TI, again, phased
18 between 2017 and '18. And that the 2000 -- and the I -10
19 Houghton Road interchange in 2016 and '19. And the I-19
20 Irvington Road TI design only is in 2019. Inside of the
21 documents that we gave you would have the specific funding
22 sources. But we worked with PAG to come up with this list
23 today.

24 The MAG Regional Freeway Program, very
25 similar. We worked with MAG, and they actually provided

1 us with a list of projects. The 202 South Mountain
2 project is still currently programmed between 2015 to '18
3 with a total project cost of 1.39 billion dollars. The
4 2015, the U.S. 60 Bell Road TI is programmed for 33
5 million dollars. The 2015 and '16, you'd have the
6 303/I-10 interchange at 69 million dollars. And in 2017
7 and '18, the project on I-10 from 32d Street to the Red
8 Mountain -- is that Red Mountain 202? San Tan -- sorry,
9 San Tan 202 for 24 million dollars. Again, this is not
10 all the projects in the MAG region. This is just the
11 specific projects that we thought we'd highlight. All the
12 individual projects are inside of the program itself.

13 Mr. Chair, as we move on to the aviation
14 program, this is also one of your responsibilities for the
15 2015 to 2019 ADOT Airport Capital Improvement Program. We
16 bring that to you every year. By statute, this is where
17 it's defined on where the state aviation funds can be used
18 and how the board will distribute that funding.

19 Revenues in 2013 equated to about 19 million
20 dollars. And these are the general categories where they
21 come in from with most of the revenue coming in from the
22 aircraft registration and flight property taxes, is where
23 the majority of the revenues come for in the state
24 aviation fund.

25 We look at expenditures in 2013, again, what

1 I'd like to highlight is the APMS or the pavement
2 management system for the airports. Again, we expend a
3 lot of our funding in -- not just on -- in the general
4 highway side of the house, but even in aviation on taking
5 care of our existing asset and preserving those systems.

6 So what we would recommend in 2015 are this
7 specific distribution percentage -- or distribution
8 amounts of 4 and a half million dollars be available for
9 federal match grants. And this is the individual programs
10 we have in the airport program: 16.1 million dollars for
11 state and local grants; 7 million dollars set aside for
12 the airport pavement preservation program; 3 million
13 dollars for the airport development loan program; and 2
14 million dollars for the state planning services. So a
15 total program of about 32 million dollars.

16 So, Mr. Chair, the next steps, we will bring
17 back, after our conversation today with feedback from the
18 board, we'll bring back a Tentative Program to you at the
19 February 14th meeting in Sierra Vista for action. What
20 that allows us to do is go to the public for our public
21 meetings, which is a segue into our next part of the
22 conversation.

23 Typically, we have three public meetings.
24 In the past, we've had three public meetings: one in
25 southern Arizona in the Tucson region; one in central

1 Arizona in the Phoenix region; and one in northern
2 Arizona, generally in Flagstaff. And those meetings are
3 in March, April, and May.

4 This year we currently only have two
5 scheduled: One in Phoenix and one in Tucson. We do not
6 have one in northern Arizona.

7 So there's the -- I guess, the conversation
8 is if that's the board's wish, okay. If you would like to
9 add another public meeting in the future, we would have to
10 work with -- with the board and the Department to figure
11 out exactly how if we were going to move stuff around. I
12 would guess -- I would say that I will -- even if I am not
13 asked, I would make a recommendation that if we have
14 another public meeting, I think the transportation board
15 definitely needs to be there. It shouldn't just be the
16 staff going out. We work for the state of Arizona, and
17 you represent them.

18 So I think that's -- it's a good way that
19 your constituents are going to want to hear you at those
20 meetings and -- well, but that's just my humble opinion,
21 and --

22 MR. CHRISTY: We can't take action on that
23 (indiscernible.

24 MR. OMER: No, this is just a conversation.

25 MR. ROEHRICH: But, Mr. Chair, what I would

1 ask is because Mr. Omer had talked about three again --
2 you know, statutorily, we only have to do minimum one.
3 And that has been the board policy, minimum one.
4 Traditionally, we've done three, coincided them with the
5 board meetings.

6 If the board wanted to consider that, we
7 could look at maybe making some adjustments to the
8 schedule. Not today. We could talk about it today. And
9 then we could agenda it and then and do something at the
10 next board meeting, because as identified, the current
11 board meetings and public hearings for the Tentative
12 five-year program are March 14th in Phoenix; April 11th in
13 Marana, and then the May time frame is in Willcox, but,
14 again, that's another southern area. And then June is in
15 Flagstaff where we would present the final five-year
16 program and adopt it, if everything goes.

17 If the attempt is to do a northern location,
18 we could consider swapping the Willcox and the Flagstaff
19 months and do Flagstaff in May and then Willcox in June
20 and adopt the program there. Then that would give that
21 as -- as a way to hold the three regional board meeting
22 and public hearings on the five-year program.

23 MR. CHRISTY: I personally would agree with
24 that. And I think we ought to talk about that particular
25 subject as an agenda item for the Sierra Vista meeting.

1 Another thing, Scott, Mr. Omer, on the -- on
2 this entire sheet here, there's also allowances for
3 individual board input in this whole process during this
4 time frame. Right?

5 MR. OMER: Yes, sir.

6 MR. CHRISTY: So it doesn't have to be
7 tomorrow or a month from now. But certainly before June.
8 You'd like (indiscernible) that.

9 MR. OMER: Oh, I'd love it today. But, yes,
10 Mr. Chair, I guess --

11 MR. CHRISTY: Are we going to have meetings
12 with staff in the short term individually? This -- are
13 you planning on that like we have in past?

14 MR. OMER: Well, Mr. Chair, personally, the
15 intention of having this in public is because the -- I
16 guess your attorney should answer that question. But
17 my -- my intention on this is you actually have -- we
18 actually have these in a public setting.

19 I do believe that there's plenty of
20 opportunities for the board to give input throughout the
21 process. Again, this is your program.

22 I would -- would recommend that the purpose
23 of the study session today is provide that open dialog
24 between, you know, senior staff and the transportation
25 board, and you -- this is great opportunity for us to be

1 provided guidance, direction, input, answer questions in
2 the overall process.

3 But as next -- next week rolls around --
4 it's next week already -- rolls around for the meeting
5 next week, we would adopt -- hopefully we would adopt a
6 Tentative Program, because if we don't have something
7 adopted to take out to the public, we couldn't begin
8 our -- our overall public process until you approve
9 something for us to send out.

10 MR. ROEHRICH: Scott, can you -- okay. I
11 think, then, that one of the next steps we need to do is,
12 Mr. Chair and Board Members, we need to get that
13 tentative. After today's discussion that laid the
14 foundation of the financial backup, the general approach
15 towards the rehabilitation, preservation, modernization,
16 now we -- and then some of the major project listings, we
17 need to give you the straw man, as we call it, or the
18 Tentative Program so you start looking it at the details,
19 regionally and statewide, so you can start looking at it
20 between now and the board meeting of February 14th. Is
21 that correct?

22 MR. OMER: They have it in front of them
23 today.

24 MR. ROEHRICH: They have it? So they have
25 that today. Okay.

1 MR. OMER: We did provide that earlier. But
2 that's minus their input.

3 MR. CHRISTY: The only -- because
4 (indiscernible) I haven't had a chance to talk to my
5 stakeholders back in --

6 MR. OMER: Agree. Mm-hmm.

7 MR. CHRISTY: I don't think anybody else has
8 here either. Though I share your desire to get this thing
9 working and in place as quickly as possible, I still think
10 it's important that we have time to -- this is the first
11 time we've seen it.

12 MR. OMER: I agree, sir.

13 MR. CHRISTY: We should have an opportunity
14 to let it digest and to discuss it with folks back home.

15 MR. ROEHRICH: And, Mr. Chair, I think what
16 we're saying is the first draft -- this is staff's first
17 draft on this.

18 We now have three months' worth of public
19 hearings that we're going to go through. All we're asking
20 the board is to not -- you're not approving the program,
21 nor are you adopting the projects that are in it. You're
22 adopting staff's draft recommendation so we can take it to
23 public hearing, and now you can take that out to your
24 constituents, have your discussion and bring your input in
25 to us over the next three-plus months as we go through the

1 public hearing process. This starts the dialog of the
2 development of the five-year program. It doesn't end it
3 or get to a final decision.

4 MR. CHRISTY: Well, just as question on --
5 from my own standpoint, those projects slated for --
6 projected for 2020 and '21 and '22 which deal with
7 basically I-10 improvements, I'd love to see those moved
8 up quicker.

9 MR. OMER: So, Mr. Chair, that's the type of
10 dialog that we -- we are looking for.

11 I will say that today we -- the board takes
12 no action today. Providing this conversation in this
13 setting is a completely appropriate in my opinion. And I
14 appreciate that.

15 I will say that -- now, there's a flip side
16 of moving \$10 project into the program or a 10 million
17 dollar project into the program or a 120 million dollar
18 project into the program. Since we are fiscally
19 constrained, that means for every expenditure moved in, we
20 have to move -- for every project we move in, we have to
21 move that same amount out.

22 MR. CHRISTY: And I understand that. I
23 guess that's why I'm a little bit hesitant to want to make
24 any kind of indication to staff that this is the way it's
25 going to go forth without analyzing that, because I -- if

1 there's an opportunity, at least from my standpoint,
2 for -- if the PAG region could forgo something or trade
3 off something projectwise to enhance or accelerate those
4 other projects, from my standpoint, that would be a great
5 trade-off, but I -- I can't speak for all of them without
6 at least telling them what I'm thinking about doing.

7 So --

8 MR. ROEHRICH: And, Mr. Chair, that's why --
9 again, you can't act today. We did an agenda. We're not
10 doing any acting today. You can ask all you want. We
11 have to go back to analyze it.

12 The "ask" would be on the February 14th
13 board agenda is that the Department -- or that the
14 Department will ask the board to adopt this draft
15 tentative for the purpose of holding public hearings and
16 gather that input. From the board members as well as
17 stakeholders and all the public when we go out and present
18 over the next three months so we could start having the
19 dialog on making those adjustments so we finalize it in
20 June so the board can adopt it. And that's the final
21 adoption is -- is in June.

22 All we're asking the board to do is adopt
23 the tentative so we can go -- so we've got something to
24 take to the public that says staff's recommendation, this
25 starts the dialog. Now, stakeholder, transportation board

1 member, your stakeholders, your constituencies, general
2 public, what do you want to see in or out in regard to
3 this five-year program. So --

4 MR. OMER: And, Mr. Chair --

5 MR. CHRISTY: -- the board members would
6 have -- would have some kind of input that they'd like
7 from their districts as well.

8 MR. OMER: Definitely.

9 MR. CHRISTY: And I'm even speaking on
10 projects that aren't even in my district.

11 MR. OMER: And I would recommend, Mr. Chair,
12 that -- so we -- again, today is not about action. It's
13 about having the conversation. Next week when we present
14 this to you as a Tentative Program -- if you have any
15 comments before then, you know, send them to me
16 individually so we can see what we can do. Or if you make
17 specific comments next week about we would like to approve
18 the Tentative Program with these specific changes, that's
19 okay next week. We'll incorporate those, and then we'll
20 take out to the public the final Tentative Program that
21 you approve, if that's what you approve that day.

22 MR. CHRISTY: You --

23 MR. ROEHRICH: The draft Tentative Program.
24 It's not final.

25 MR. OMER: Yeah.

1 MR. CHRISTY: Mr. Omer raised the issue that
2 he -- that you're not comfortable with putting projects
3 into the MAG region without them having discussed that.
4 I'm from District 2 and I'm talking about -- about
5 projects that aren't even in my district. So I'm a little
6 bit cautious as to trying to commit to something that
7 isn't in my area without talking to those people first.

8 MR. OMER: But you're the chair, you have
9 the gavel. You can do a lot.

10 MR. CHRISTY: But you see my point. But I
11 see yours too.

12 So just to cap what you're saying, is this
13 is kind of like an overall frame. This is a framing
14 element, and that there's a lot of parts that go inside
15 that frame, that if you could get the frame in place,
16 parameters in place that the board and the public and the
17 stakeholders and the COGs, will have adequate time, even
18 after the -- the February 14th meeting?

19 MR. ROEHRICH: Mr. Chair, they have until
20 you adopt the final program, which is -- normally be done
21 in June.

22 MR. CHRISTY: So it would be an ongoing
23 evolutionary project up until --

24 MR. OMER: So, Mr. Chair, let me interrupt
25 right there.

1 So here's how we -- we handle that process.
2 So next week, we adopt -- hopefully, the board adopts a
3 Tentative Program. That goes out to the public for public
4 information. Throughout that three-month process while
5 we're accepting comments from public and concerned
6 citizens and from the stakeholders, we do not make changes
7 to the Tentative Program after it's out. We would make
8 any of those final changes at the -- prior to the
9 June 30th -- or June meeting that we would have where you
10 would adopt the final program. And that's when we
11 incorporate all those changes, bring it back to you and
12 say, these are -- this is the -- the Department's
13 recommendation for the final program with all the comments
14 that we've heard in the past and with input from
15 individual board members and stakeholders. This is it.
16 And at that time, we would ask the board to adopt that.
17 We can accept comments anytime during the public comment
18 period from the citizens or the transportation board. But
19 once you approve something for us to take out as a draft
20 Tentative Program, we don't make any changes to any of our
21 presentations that we have during that three three-month
22 time frame. We make sure it's consistent throughout.

23 MR. CHRISTY: When do you make those
24 changes?

25 MR. OMER: We will make them after the last

1 public meeting, which would be scheduled in May, if
2 that's -- if that's what the board chooses. We would make
3 those changes between the May meeting and the --

4 MR. CHRISTY: So we've (indiscernible) time
5 in that regard.

6 MR. OMER: Well, yes and no. Remember this
7 last year, this was not an easy process. And --

8 MS. BEAVER: Mr. Chair, can I ask, when you
9 went through the process in developing this, based on what
10 we went through last year, can I ask, did you take all of
11 those comments into consideration when this product was
12 being put forth as the draft?

13 MR. OMER: Yes, ma'am. Mr. Chair and
14 Ms. Beaver, we do take all those comments into
15 consideration, and we carry those forward. And I will
16 tell you with no uncertainty that what you have in front
17 of you today, if you adopted this next week, the
18 Department would be very comfortable because we feel that
19 this, what we're calling our draft Tentative Program, to
20 have this conversation today is the best possible solution
21 in the Department's recommendation. Again, this is your
22 program as well, and you have to have (indiscernible) into
23 that.

24 MR. ROEHRICH: Mr. Chair and Board Members,
25 if you adopt this plan next Friday, we will not be

1 comfortable, because we've not held the statutory one
2 requirement public hearing. After we've held the
3 statutory one required public hearing, you make a final
4 recommendation, you say adopt this Tentative Program, then
5 we will accept it and move forward.

6 We anticipate that will be in -- done over a
7 three-month process of evaluate and analyzing it, and that
8 in June of this year, you will adopt the final program.

9 MR. CHRISTY: Is that what you were saying?

10 MR. OMER: That's exactly what I was saying.
11 It is the draft Tentative Program, that we would be
12 comfortable with this if you approved it next week to take
13 it out to the public.

14 But thank you for clarifying, Mr. Deputy
15 Director, sir.

16 MR. CHRISTY: Any other comments?

17 BOARD MEMBER: There's no scenario B,
18 scenario C?

19 MR. OMER: Not on your life, sir.

20 I think one of you two may have given the
21 specific direction to never even utter those words again.

22 So --

23 MR. ROEHRICH: But, Mr. Chair, Board
24 Members, I do think it is --

25 MR. CHRISTY: -- that point --

1 MR. ROEHRICH: Well -- that is what I was
2 going to clarify.

3 MR. CHRISTY: Go ahead.

4 MR. ROEHRICH: Well, what I was going to
5 clarify is that even though we are going out with a draft,
6 let's remember, we're not going out with a piece of blank
7 paper and say, public, what do you want? That's why we
8 develop the straw man. That's why we develop the start of
9 a talking point that's based upon, you know, a reasonable
10 expectation of the funding that we expect to have,
11 fiscally constrained through the year, through the
12 five-year program, and that it's centered around our
13 strategy of preservation, modernization, expansion,
14 et cetera. And it's in line with the Casa Grande Accord
15 to meet all those planning conditions.

16 But, really, the intent to analyze requests
17 and look at either comments from the public, comments from
18 the board, comments from our stakeholders where we go out
19 and talk to COG and MPOs, we look at that and we continue
20 to analyze that. We don't change the tentative that's out
21 there as representing to the public, so the public gets
22 the same level of -- of clarification in a program to talk
23 off of. But we continue to analyze and look at it, so
24 when we get to that final public hearing, we've got our
25 final comments from the public and that the board, then we

1 make all the -- all the changes, all adjustments we want
2 to make. So it might end up looking at different
3 scenarios, but it'll be done at a staff analysis, maybe
4 reported back to a board member, let's say, if Mr. Christy
5 or Mr. Anderson or somebody calls up and says, hey, want
6 to consider this, I know I have only this much money in
7 this fiscal year, I'm thinking, what if I move these two
8 projects in and I adjust this out, what's going to happen?
9 We will look at that and let you know.

10 MR. CHRISTY: Will you also facilitate --
11 for instance, in going back to my situation, there's three
12 projects that I'd like to see done that aren't in my
13 district, but by the same token, I want people to remember
14 that they weren't done in any district. Would you be able
15 to facilitate some kind of a plan where we do this, this,
16 and this this year, and then this, this, and this in two
17 or three years down the road, back to Pima County or -- in
18 other words, could you all help provide the scenarios that
19 might make things work?

20 MR. ROEHRICH: Mr. Christy, Mr. Chair, you
21 asked us to look at that --

22 MR. CHRISTY: Broker deals, that's what
23 I'm --

24 MR. ROEHRICH: We could -- we could talk
25 about that. What we have to be careful of -- and, again,

1 brokering those deals, especially if that's a MAG or PAG
2 region, they have to be involved in that, because they
3 program in their regions. We also have to, again, make
4 sure that not just the five-year program's fiscally
5 constrained, but the years.

6 So I mean, we just have to analyze what you
7 want you to do and look at, you know, can -- can we do it
8 under these conditions or -- what we could do is report
9 on, well, here's -- if you want to make this work, here's
10 how to make it work. And --

11 MR. CHRISTY: That's --

12 MR. ROEHRICH: Right. And staff would do
13 that as a response.

14 MR. CHRISTY: (Indiscernible).

15 MR. ROEHRICH: Mm-hmm.

16 MS. BEAVER: Mr. Chairman, with regard to
17 the I-10, because I am not exactly sure where you're going
18 on that, if it has something to do with the I-11
19 corridor-type thing, are we at the next meeting going to
20 address the possibility of maybe drafting a letter to see
21 if our -- it would be our recommendation that we either go
22 to whoever it is within the state to have them go to our
23 federal legislators to see if that could be incorporated
24 in, because as it stands presently, the I-11 is just from
25 Nevada to Phoenix, as opposed to all the way, but we can't

1 do that until that whole process --

2 MR. ROEHRICH: Ms. --

3 MS. BEAVER: -- hearing as well.

4 MR. ROEHRICH: Mr. Christy and Ms. Beaver,
5 there's no I-11. Congress has designated a future
6 corridor that would be I-11 based upon a number of
7 conditions, and none of those have been met.

8 So I-11 will never be in our five-year
9 program that we're adopting this year. In future years,
10 yes. But there's a whole lengthy process to get to that
11 in order we get there. A conversation on Interstate 11 as
12 part of this five-year program, I -- they don't connect at
13 this point.

14 MR. CHRISTY: I think what Ms. Beaver's
15 trying to allude to is if could this all be -- I-10
16 projects be thrown into the I-11 -- the whole I-11
17 Intermountain West Corridor scenario.

18 I think the -- I -- my thought, my analysis
19 is that it's -- those are separate issues. That these
20 have been in the plans for a long time anyway. And now --
21 matter of fact, we've had to move them out. So they're --
22 they're separate entities.

23 MS. BEAVER: Well, and -- excuse me,
24 Mr. Chairman, but I think in terms of addressing what
25 Mr. La Rue was talking about, Mayor Price in Maricopa, I

1 think some of these people, I noticed it in our hearings
2 last year with the individuals coming before us with
3 regard to bicycle paths and that type of thing, it's
4 something that we wouldn't even be able to take up,
5 because they have to go through MAG or PAG for those
6 bicycle paths being discussed, yet they were coming to us.
7 And I don't know, is there a way of having a flow chart or
8 something, maybe even on our website, where they kind of
9 know what the steps are to get -- you know, because people
10 are coming to us. And, you know, it's like Maricopa has
11 something, and it really needs to go before MAG, you know,
12 how do we get that information to that community, that
13 city, that town, that they need to go that direction
14 first. You know, the flow chart, so to speak. I mean,
15 that's where I've seen some of this from last year, there
16 were, you know, a lot of people that came before us and,
17 you know, that we couldn't even address their issues.

18 MR. OMER: Mr. Chair, Ms. Beaver, I guess,
19 what I would add to that is first to go back to the I-11
20 discussion, the specific I-10 projects that we've
21 recommended as a department to incorporate into our
22 program eventually are needed regardless of the fact of
23 I-11 now or in the future. These are -- it's an existing
24 facility that's in dire need of specific capacity
25 improvements to facilitate, you know, not only trade and

1 commerce, but to move vehicles and passengers and our
2 citizens safely between Phoenix and Tucson now and into
3 the future.

4 So I see that as a separate issue, whether
5 there's an I-11 or not. And so I -- I agree with Floyd on
6 that and with the chair that those -- that needs to be
7 done anyway.

8 When we talk about where we have citizens
9 making specific requests for projects, whether they be
10 bike lane projects or pedestrian projects, they do have an
11 avenue to approach the Department -- I mean we -- we
12 participate in the regional processes in every region
13 across the state, in every MPO, whether it's MAG, PAG, the
14 five MPOs, or any of the COGs, we're actually members
15 every -- of every one of those. You as State
16 Transportation Board members, sit on the executive boards,
17 and if you don't, you have a designee from staff that sits
18 on there for you and as well as their tax. So we hear
19 those conversations on multiple levels throughout the
20 year.

21 I will tell you that when we develop our
22 program, we look at -- and I made it -- hopefully it was
23 clear, we look at system performance of our system. So
24 we'll have people that will make recommendation for a
25 specific type of project, and if it doesn't add to the

1 overall ability to -- to improving system performance, it
2 would not rate as high as another project. So that's why
3 you wouldn't see every project that someone recommends
4 or -- or requests that show up on here, we don't have the
5 funding, the revenue, or the ability to fund every project
6 that someone asks for. We fund and program the projects
7 that we think are the most appropriate for the state
8 transportation system. And that's what we bring back to
9 you through our process. It's very detailed.

10 MR. CHRISTY: And to that point, during the
11 whole process, there -- there are these hearings, and
12 people can either contribute to those hearings are person
13 or by email or any other type of standard communication.
14 And they are compiled, and they are sent out to board
15 members. And they -- they are requested -- the Department
16 requests for input from individual citizens and shows
17 specifically how they can participate and promote their
18 ideas within the framework of the plan. So there is, I
19 think really -- really good adequate public transparency
20 in the whole process and in the end, encouragement as
21 well.

22 MS. BEAVER: Mr. Chairman, I think what I
23 was getting at, like with regard to the -- speaking of
24 bike paths, I bet you I got at least 50 that have to do
25 strictly with bike paths. I don't know if they just

1 blanket sent out emails to -- to everyone that rides, but
2 if there was nothing that we could even do about it, it's
3 like, maybe if they were redirected to -- you know, I
4 don't know if they were just wanting to share.

5 MR. ROEHRICH: Mr. Christy and Ms. Beaver,
6 I'd say just about any public agency, ourselves, the MPOs,
7 the COGs, the cities, they have multiple of public
8 meetings where they educate the public on, you know, their
9 functions, what they have available, their programs.

10 What we can't control is when the public
11 chooses to come out and -- and come to public meeting or
12 express their -- their voice. And although we have tried
13 over the years to explain what the role is, if a general
14 public person sees a notice of the State Transportation
15 Board, in their mind, it's transportation, they're going
16 to come out and say that. That's why we accept their
17 comment. By all means, we want them to do that. But then
18 we have to look at it from what is your latitude and
19 ability to do that.

20 And as Scott said, there are some members of
21 this board who do sit on a local government, a COG or an
22 MPO board that could take that information back from them
23 or it could be addressed, or through one of our
24 transportation alternatives, there are some things that --
25 can do on a limited scale; not on a large scale.

1 MR. CHRISTY: Mr. --

2 MR. ROEHRICH: I just don't know how you
3 stop them from coming out.

4 MR. CHRISTY: Do you think there's a
5 mechanism that the staff could assist Ms. Beaver in how to
6 deal with those folks that are talking to her on that
7 level?

8 MR. ROEHRICH: Mr. Chair and any Board
9 Member, we can -- we can do that. Absolutely.

10 MR. CHRISTY: -- address these issues and at
11 least accommodate them.

12 MS. BEAVER: Well, some of it last year was
13 just (indiscernible) I mean, we do get your mails. Well,
14 I can (indiscernible) the public, and there were loads of
15 them last year that specifically had to do with bike
16 paths. And it's like, I don't know if I'm frustrated
17 because it's like there isn't a whole lot I can do as far
18 as -- I mean they were wanting it in the five-year plan.

19 So it's like -- it's not going to happen,
20 you know. And they were going to need to a MAG or a PAG,
21 or, you know, because most of them were more in the
22 urbanized area of the state as opposed to rural.

23 But I think there are sometimes communities,
24 as in case of Maricopa, where maybe they're feeling that
25 they're still kind of rural but they're actually now more

1 urban.

2 MR. OMER: Mr. Chair, Ms. Beaver, I will say
3 that every comment that the Department receives inside of
4 the public information time frame and process, we not only
5 document it, but we respond to it. So last year, you
6 know, we documented, I think it was a couple of thousand
7 comments, I think, total that came into the Department.
8 It sounds like you received about 1500 of them yourself.
9 But we received those also and do actually make the -- a
10 specific comment back to each and every one of those. And
11 if we see that the project -- if that comment is sent to
12 the wrong person or if it should be -- you know, if it's a
13 local or a regional issue, that'll be our comment back.
14 And if it's something that's not eligible for funding, for
15 one reason or not, we'll make that response back. Or
16 we'll just say thank you for your comment; we'll take it
17 into consideration.

18 But we do not only provide you every one of
19 those comments that the Department receives -- and the
20 communications group does a fantastic job of helping us
21 through that process -- we respond back to them as well.

22 MS. BEAVER: That's good (indiscernible).

23 MR. CHRISTY: Any other questions or
24 comments from the board to --

25 MR. CUTHBERTSON: Getting back to the

1 five-year plan approval process, assuming that next -- we
2 adopt the Tentative Program and assuming that we have
3 (indiscernible) public hearings, I assume that we're going
4 to -- you know, approve the -- approve the plan in June,
5 we don't really have -- we don't really have, I don't
6 think (indiscernible) because that last public meeting
7 takes you through May and then, you know, if you -- if you
8 have adjustments to the plan, we don't meet as a group
9 before you ask us to adopt the plan. It just seems -- it
10 seems that it would be beneficial for me to at least
11 (indiscernible) changes made, to be able to hear some
12 interaction about the changes or what's being thought of
13 before we make a (indiscernible).

14 MR. ROEHRICH: Mr. Chair, Mr. Cuthbertson,
15 we can schedule a separate meeting for that, a study
16 session, to -- to address that before --

17 MR. CUTHBERTSON: I think that's --

18 MR. ROEHRICH: But, I mean, the board
19 members have to -- to fit it in their schedule and
20 understand that. We as staff, we can support that -- to
21 have that dialog. Again, it would be a meeting where we
22 could -- we could dialog and ask questions. It would not
23 be a meeting where it's actioned until we go to the board
24 meeting. But we can schedule a study session --

25 MR. CHRISTY: Let's put that in play, then.

1 MR. ROEHRICH: And we can start planning --
2 we can start planning for that, yes, sir, Mr. Chair.

3 MR. CHRISTY: Any other questions on the
4 five-year plan?

5 All right. Thank you very much, Mr. Omer.

6 We'll proceed with the last item.

7 MR. ROEHRICH: Mr. Chair, one minute while
8 we're waiting for Lisa to come up and get ready, I would
9 ask Jennifer Toth to make an announcement. We had a death
10 with an ADOT employee. And she would -- and I was remiss
11 in not telling you at the beginning of the meeting. She
12 wanted to inform the board of the current status of that.
13 It's unfortunate, but our people sometimes do get in -- in
14 a situation where there's a fatality. And she just wanted
15 to make sure the board was briefed on it, because it's
16 been in the public.

17 MS. TOTH: Yeah, it's really with a heavy
18 heart that I share that message with you. And you might
19 have seen in the news reports on Friday evening, but
20 Friday afternoon an ADOT employee passed away while
21 cleaning a drainage channel along the San Tan Freeway in
22 Chandler. And at this point in time, the circumstances of
23 the death are under investigation, and we don't quite know
24 what occurred. And hopefully with the autopsy and
25 investigation, we'll be able to determine that at later

1 date. But this -- it really is the first employee death
2 in a number of years. But as you know, each instance is
3 significant impact on ADOT family. And that we just
4 wanted to make sure that the board was aware in case you
5 were asked any questions. Please feel free to send them
6 to me as a point of contact. But I ask that you please
7 join us in sending your thoughts and prayers to the
8 family, and not just the family, but the coworkers of that
9 particular group in the Mesa area maintenance
10 (indiscernible) work, really are having a tough time right
11 now. So ...

12 MR. CHRISTY: Thank you, Ms. Toth, for
13 informing the board. And please on behalf of the board
14 convey to the family and the coworkers our most heart-felt
15 sympathy and condolences and thanks for the service that
16 the individual gave to the Department. And let them know
17 that the board will be thinking (indiscernible).

18 MS. TOTH: Will do. Thank you.

19 (Conclusion of excerpted proceedings)

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I, AMY E. WEAVER, do hereby certify that the
120 pages contained herein constitute a full, accurate
transcript, from electronic recording, of the proceedings
had in the foregoing matter, all done to the best of my
skill and ability.

SIGNED and dated this 5th day of March,
2014.

/s/ _____

Amy E. Weaver - Transcriber

March 14, 2014

RES. NO. 2014-03-A-009
PROJECT: 101L MA 015 H7456 01R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Bell Road Right Turn Lanes
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-441

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the abandonment of certain right of way acquired for State Route 101 Loop within the above referenced project.

The right of way to be abandoned was previously established as a state route by Resolution 83-03-A-10, dated February 18, 1983, which adopted and approved the State Route Plan for the Northwest Outer Loop, and established the corridor as State Route 417. Subsequently, Resolution 84-10-A-69, dated October 26, 1984; and Resolution 84-12-A-78, dated December 17, 1984, made the corridor rights of way and appropriate controlled-access an integral part of State Route 417, and also provided for advance acquisition of right of way. Resolution 86-13-A-79, dated December 19, 1986; and Resolution 88-10-A-93, dated October 21, 1988, established these portions as a state highway; while in the interim between those dates, Resolution 87-11-A-105, dated December 18, 1987, redesignated State Routes 417, 117, 218, and part of 220, as State Route 101 Loop. A major portion of the area was abandoned to the Cities of Glendale and Peoria by Resolution 99-02-A-007, dated February 19, 1999. For additional improvements, this right of way then was established as a state route by Resolution 2010-12-A-092, dated December 17, 2010; and established as a state highway by Resolution 2011-01-A-006, dated January 21, 2011.

March 14, 2014

RES. NO. 2014-03-A-009
PROJECT: 101L MA 015 H7456 01R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Bell Road Right Turn Lanes
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-441

The right of way is no longer needed for state transportation purposes. The Cities of Glendale and Peoria will accept jurisdiction, ownership and maintenance of the right of way, as their interests may appear of record, in accordance with those certain 120-Day Advance Notices of Abandonment, dated November 01, 2013, pursuant to the provisions of Arizona Revised Statutes Section 28-7209. Accordingly, I recommend that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the AGUA FRIA FREEWAY, Bell Road Right Turn Lanes, Project 101L MA 015 H7456 01R", and lies between the engineering stations 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 Cities of Glendale and Peoria, as their interests may appear of record, in accordance with Arizona Revised Statutes Sections 28-7207 and 28-7209;

March 14, 2014

RES. NO. 2014-03-A-009
PROJECT: 101L MA 015 H7456 01R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Bell Road Right Turn Lanes
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-441

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3213

March 14, 2014

RES. NO. 2014-03-A-009
PROJECT: 101L MA 015 H7456 01R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Bell Road Right Turn Lanes
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-441

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 14, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of certain right of way acquired for State Route 101 Loop within the above referenced project.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the AGUA FRIA FREEWAY, Bell Road Right Turn Lanes, Project 101L MA 015 H7456 01R", and lies between the engineering stations shown in Appendix "A" attached hereto.

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

WHEREAS the Cities of Glendale and Peoria will accept jurisdiction, ownership and maintenance of the right of way, as their interests may appear of record, in accordance with those certain 120-Day Advance Notices of Abandonment, dated November 01, 2013, pursuant to the provisions of Arizona Revised Statutes Section 28-7209; and

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

March 14, 2014

RES. NO. 2014-03-A-009
PROJECT: 101L MA 015 H7456 01R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Bell Road Right Turn Lanes
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-441

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the Cities of Glendale and Peoria, as their interests may appear of record, in accordance with Arizona Revised Statutes Sections 28-7207 and 28-7209; be it further

RESOLVED that the Director provide written notice to the Cities of Glendale and Peoria, evidencing the abandonment of the State's interest.

March 14, 2014

RES. NO. 2014-03-A-009
PROJECT: 101L MA 015 H7456 01R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Bell Road Right Turn Lanes
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-441

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on March 14, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on March 14, 2014.

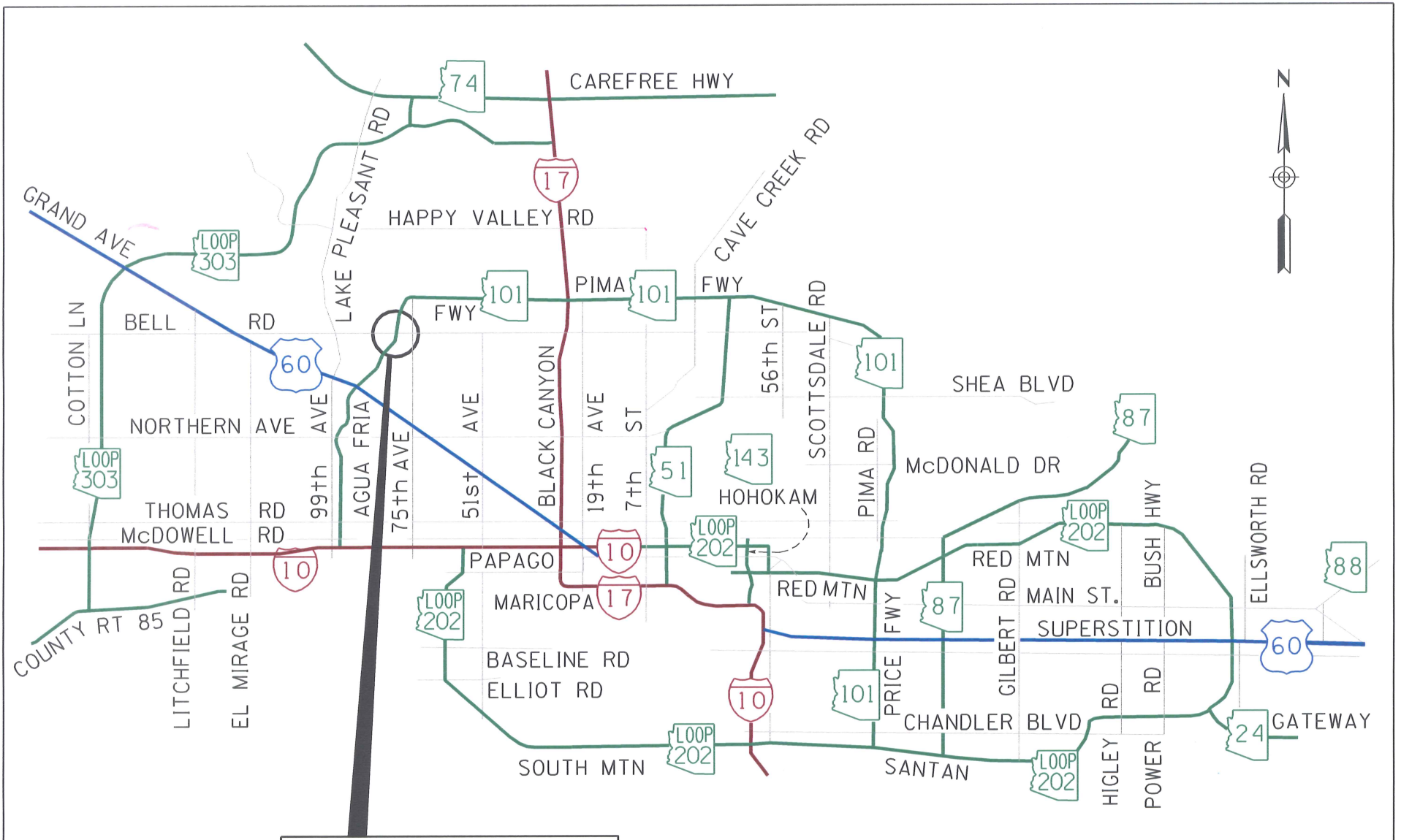
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 2/25/14



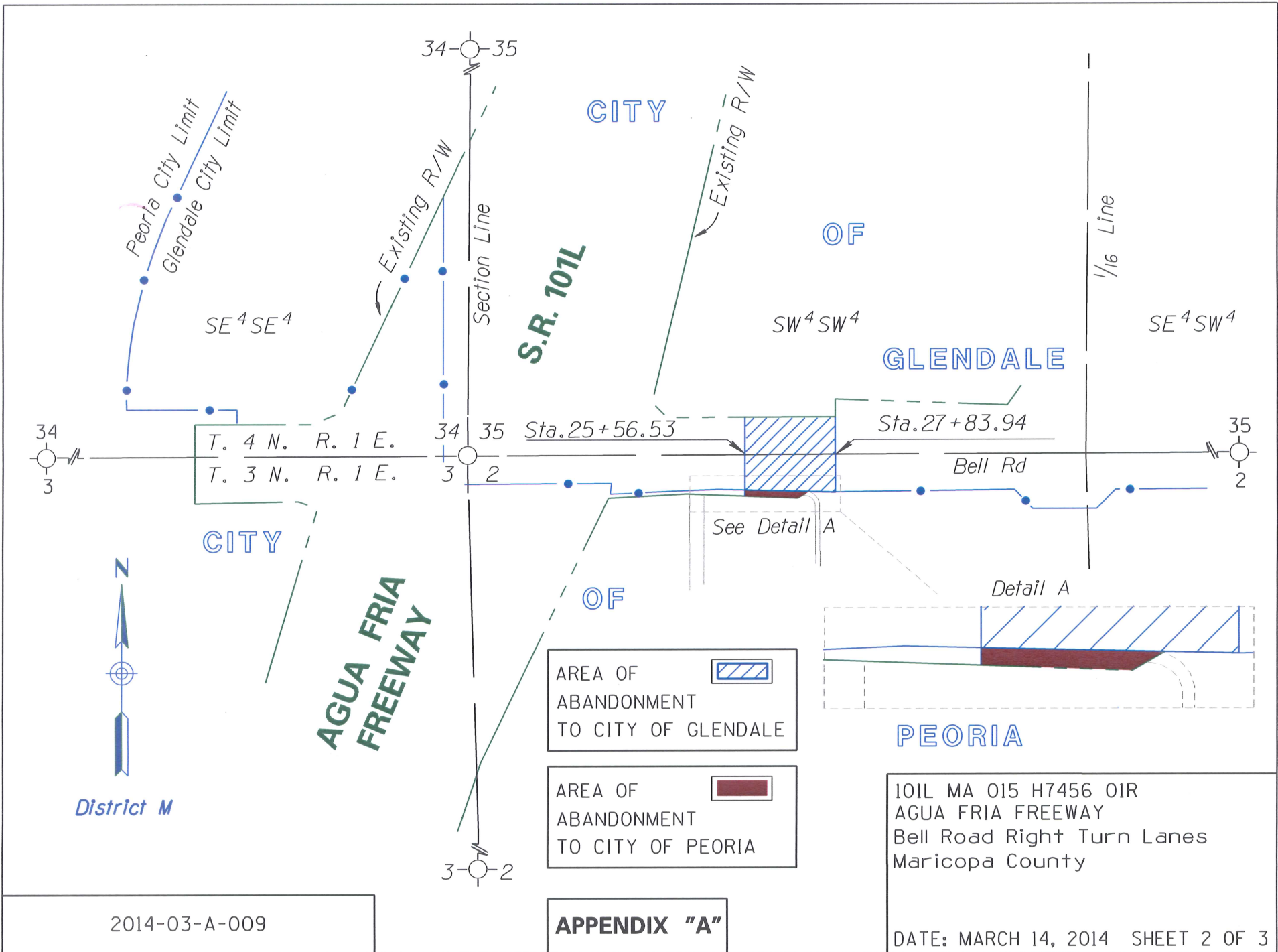
AREA OF ABANDONMENT
SEE SHEETS 2 AND 3
FOR DETAILS

101L MA 015 H7456 01R
AGUA FRIA FREEWAY
Bell Road Right Turn Lanes
Maricopa County

2014-03-A-009

APPENDIX "A"

DATE: MARCH 14, 2014 SHEET 1 OF 3



APPENDIX "A"

LEGAL DESCRIPTION

That portion of the existing right of way of Bell Road that lies within Lot 4, Section 2, Township 3 North, Range 1 East, and within the South 86.00 feet of the Southwest quarter of the Southwest quarter of Section 35, Township 4 North, Range 1 East, Gila and Salt River Meridian, Maricopa County, Arizona, and lies between Bell Road Engineering Station 25+56.53 and Bell Road Engineering Station 27+83.94.

Containing 38,029 square feet, more or less

SHEET 3 OF 3

March 14, 2014

RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA - PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation 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 87 within the above referenced project.

The existing alignment was previously established as a state route known as the Beeline Highway by Arizona State Highway Commission Resolution 59-116, dated June 15, 1959; and was established as a state highway by Resolution 61-14, dated July 26, 1960. It was designated as State Highway 87, and placed on the Federal Aid Primary System by Resolution 65-28, dated April 02, 1965. Additional right of way for improvements was established as a state route and state highway by Resolution 73-93, dated November 16, 1973. Thereafter, additional right of way for further improvements along said State Route 87 was established as a state route and state highway by Arizona State Transportation Board Resolution 2011-06-A-044, dated June 17, 2011.

New right of way is now needed for reconstruction and improvement of the Slate Creek Curve, necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

March 14, 2014

RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA - PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila

The new right of way to be established and acquired as a state route and state highway for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans of the MESA - PAYSON HIGHWAY, Project 087 GI 228 H8207 / 087-B(210)A".

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

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

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

March 14, 2014

RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA - PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3213

March 14, 2014

RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA - PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 14, 2014, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of State Route 87, as set forth in the above referenced project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans of the MESA - PAYSON HIGHWAY, Project 087 GI 228 H8207 / 087-B(210)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 Sections 28-7092 and 28-7094, to include advance, future and early acquisition, exchanges and donations, including material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway needed for this improvement; and

March 14, 2014

RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA - PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

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

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

March 14, 2014

RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA - PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway.

March 14, 2014

RES. NO. 2014-03-A-010
PROJECT: 087-B(210)A / 087 GI 228 H8207
HIGHWAY: MESA - PAYSON
SECTION: Slate Creek Curve Reconstruction
ROUTE NO.: State Route 87
ENG. DIST.: Prescott
COUNTY: Gila

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on March 14, 2014.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on March 14, 2014.

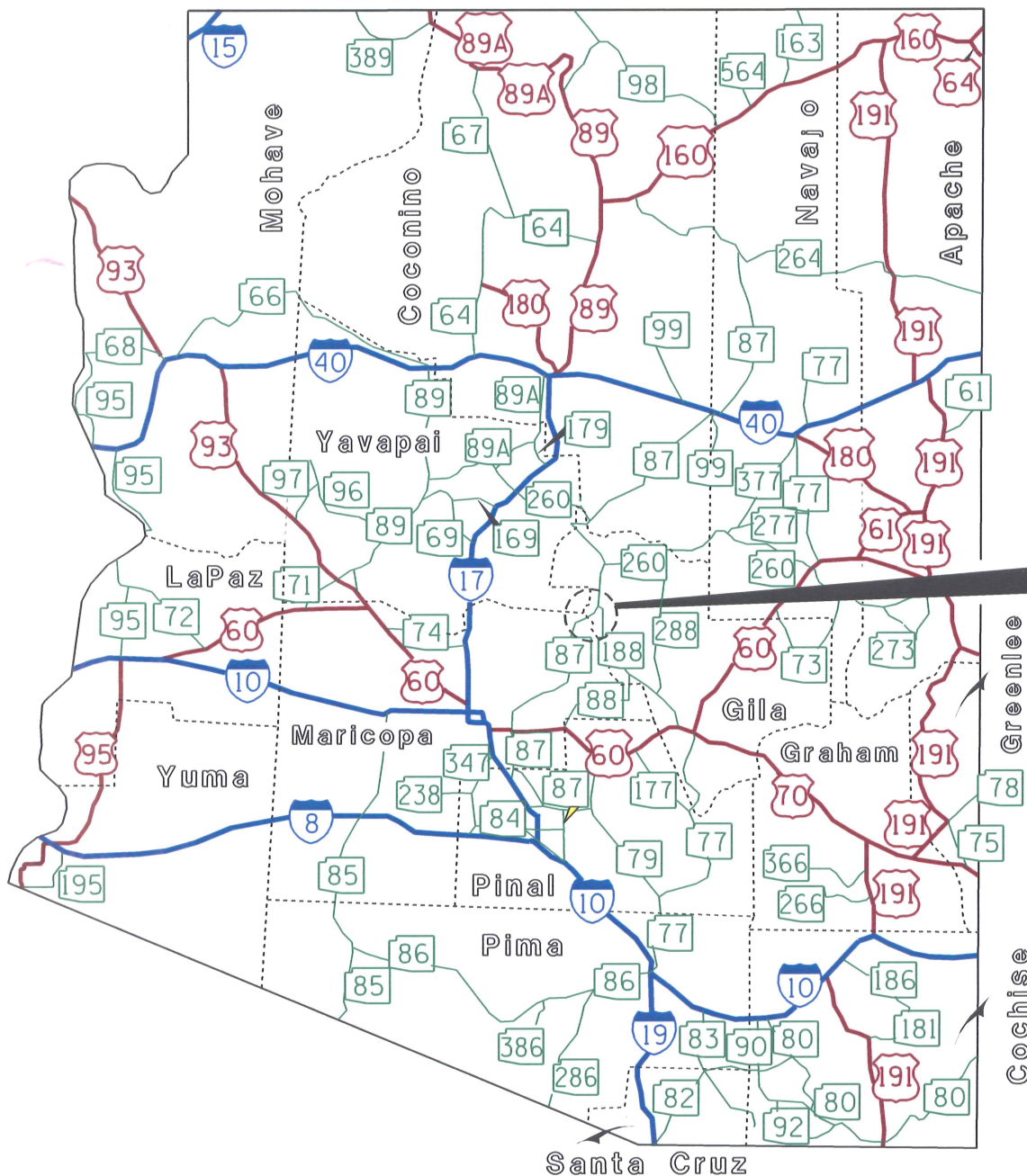
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Achenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 2/25/14



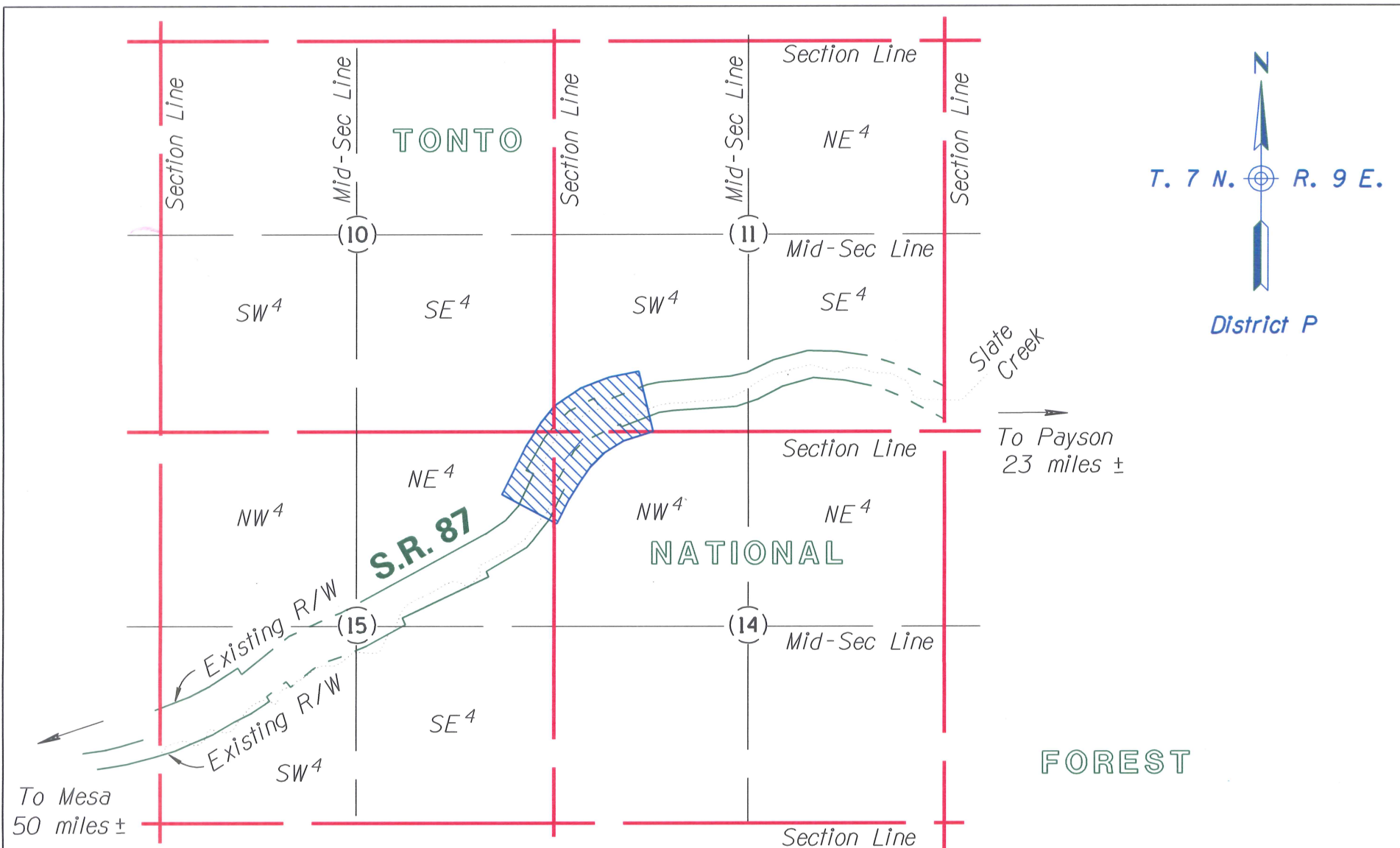
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

087 GI 228 H8207
087-B(210)A
MESA - PAYSON HIGHWAY
Slate Creek Curve Reconstruction
Gila County


2014-03-A-010

APPENDIX "A"

DATE: MARCH 14, 2014 SHEET 1 OF 2



N
 T. 7 N. R. 9 E.
 District P

AREA OF 
 ESTABLISHMENT

087 GI 228 H8207
 087-B(210)A
 MESA - PAYSON HIGHWAY
 Slate Creek Curve Reconstruction
 Gila County

2014-03-A-010

APPENDIX "A"

DATE: MARCH 14, 2014 SHEET 2 OF 2



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

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Victor Yang

(602) 712-8715

5. Form Created By:

Victor Yang

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 297, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR95 Realignment; I-40 - SR68

7. Type of Work:

DCR and Tier I Environmental Impact Statement

8. CPS Id:

DT1H

9. District:

Kingman

10. Route:

95

11. County:

Mohave

12. Beg MP:

200

13. TRACS #:

H680103L

14. Len (mi.):

43

15. Fed ID #:

STP-095-C(211
)

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

3,704

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

18a. (+/-) Program Budget

Request (in \$000):

148

18b. Total Program Budget

After Request (in \$000):

3,852

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 298 **Fund Item #:** 16307
Comments: **Details:**
FY:0--.

Amount (in \$000): 1,127 **Fund Item #:** 16307
Comments: **Details:**
FY:0--.

Amount (in \$000): 7 **Fund Item #:** 70412
Comments: **Details:**
FY:0--.

Amount (in \$000): 60 **Fund Item #:** 77612
Comments: **Details:**
FY:0--.

Amount (in \$000): 65 **Fund Item #:** 70703
Comments: **Details:**
FY:0--.

Amount (in \$000): 5 **Fund Item #:** 71112
Comments: **Details:**
FY:0--.

Amount (in \$000): 2 **Fund Item #:** 71412
Comments: **Details:**
FY:0--.

Amount (in \$000): 15 **Fund Item #:** 73112
Comments: **Details:**
FY:0--.

Amount (in \$000): 6 **Fund Item #:** 70312
Comments: **Details:**
FY:0--.

Amount (in \$000): 7 **Fund Item #:** 70212
Comments: **Details:**
FY:0--.

Amount (in \$000): 4 **Fund Item #:** 72012
Comments: **Details:**
FY:0--.

Amount (in \$000): 64 **Fund Item #:** 73512
Comments: **Details:**
FY:0--.

Amount (in \$000): 8 **Fund Item #:** 70005
Comments: **Details:**
FY:0--.

Amount (in \$000): 3 **Fund Item #:** 70006
Comments: **Details:**
FY:0--.

Amount (in \$000): 1,000 **Fund Item #:** 27905
Comments: **Details:**
FY:0--.

Amount (in \$000): 148 **Fund Item #:** 70014
Comments: **Details:**
FY:2014-ENGINEERING
SUPPORT-Construction
Preparation: Technical
Engineering Group

<u>Amount (in \$000):</u>	15	<u>Fund Item #:</u>	73506
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	-8	<u>Fund Item #:</u>	73509
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	2	<u>Fund Item #:</u>	73510
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	500	<u>Fund Item #:</u>	28005
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	5	<u>Fund Item #:</u>	VARSP05
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	204	<u>Fund Item #:</u>	VARSP06
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	25	<u>Fund Item #:</u>	VARSP07
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	40	<u>Fund Item #:</u>	VARSP08
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	25	<u>Fund Item #:</u>	VARSP09
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	125	<u>Fund Item #:</u>	VARSP10
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	67	<u>Fund Item #:</u>	VARSP11
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.
<u>Amount (in \$000):</u>	33	<u>Fund Item #:</u>	VARSP12
<u>Comments:</u>	.	<u>Details:</u>	FY:0--.

20. JPA #s: 05-114

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This is a Tier 1 Environmental Impact Statement Study. The study will recommend a preferred corridor for SR95 from I-40 to SR68 with a Tier 1 Record of Decision. A Design Concept level engineering assessment will be completed with this study to support the recommended corridor. ADOT Communication requested \$15,000 for their staff charge on the project when this project was authorized with Federal funds in 2012. At the time, the plan was to utilize ADOT Communication on-call to perform public involvement task using Communication's sub program funds. Since then ADOT Communication On-call and its sub program funds are no longer available. This request of \$148,000 is needed for ADOT communication to perform public involvement and communication task for the subject project in house. This project is planning to be completed before the end of 2015.

Subtotal \$135k

ICAP \$13k

Total \$148k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

<p>REQUESTED ACTIONS:</p> <p>Request to be in PPAC Agenda for 2/26/2014 . Change in Budget.</p>	<p>APPROVED/RECOMMENDED ACTIONS:</p> <p>Item(s) Approved. Subject to PPAC Approval.</p> <p style="text-align: right;">PRB APPROVED</p>
--	--



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

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Aszita Mansor

(602) 712-6961

5. Form Created By:

Aszita Mansor

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 89A JW POWELL BLVD

7. Type of Work:

Design Intersection Improvement

8. CPS Id:

IV1A

9. District:

Flagstaff

10. Route:

89A

11. County:

Coconino

12. Beg MP:

399.0

13. TRACS #:

H413401D

14. Len (mi.):

1.2

15. Fed ID #:

STP
A89-B(002)

PROJECT REQUEST SUMMARY

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

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

10810

18. Current Approved

Program Budget (in \$000):

5,512

18a. (+/-) Program Budget

Request (in \$000):

55

18b. Total Program Budget

After Request (in \$000):

5,567

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 693 **Fund Item #:** 71013
Comments:
.

Amount (in \$000): 40 **Fund Item #:** 72012
Comments:
.

Amount (in \$000): 10 **Fund Item #:** 71912
Comments:
.

Amount (in \$000): 35 **Fund Item #:** 77612
Comments:
.

Amount (in \$000): 741 **Fund Item #:** 70411
Comments:
.

Amount (in \$000): 75 **Fund Item #:** 70507
Comments:
.

Amount (in \$000): 47 **Fund Item #:** 70509
Comments:
.

Amount (in \$000): 36 **Fund Item #:** 70412
Comments:
.

Amount (in \$000): 1,017 **Fund Item #:** 26613
Comments:
.

Amount (in \$000): 40 **Fund Item #:** 70512
Comments:
.

Amount (in \$000): 1,066 **Fund Item #:** 72314
Comments:
.

Amount (in \$000): 50 **Fund Item #:** 71007
Comments:
.

Amount (in \$000): 33 **Fund Item #:** 71014
Comments:
.

Amount (in \$000): 33 **Fund Item #:** VARSP00
Comments:
.

Amount (in \$000): 55 **Fund Item #:** 71014
Comments:
.

Details:
FY:2014-R/W ACQUISITION,
APPRAISAL &
PLANS-Right-Of-Way
Acquisition, Appraisal & Plans
& Titles Preparation

Amount (in \$000):	25	Fund Item #:	VARSP01
Comments:	.	Details:	FY:0--.
Amount (in \$000):	63	Fund Item #:	VARSP02
Comments:	.	Details:	FY:0--.
Amount (in \$000):	159	Fund Item #:	VARSP03
Comments:	.	Details:	FY:0--.
Amount (in \$000):	170	Fund Item #:	VARSP04
Comments:	.	Details:	FY:0--.
Amount (in \$000):	10	Fund Item #:	VARSP07
Comments:	.	Details:	FY:0--.
Amount (in \$000):	87	Fund Item #:	VARSP08
Comments:	.	Details:	FY:0--.
Amount (in \$000):	31	Fund Item #:	VARSP10
Comments:	.	Details:	FY:0--.
Amount (in \$000):	13	Fund Item #:	VARSP11
Comments:	.	Details:	FY:0--.
Amount (in \$000):	-69	Fund Item #:	VARSP12
Comments:	.	Details:	FY:0--.
Amount (in \$000):	104	Fund Item #:	VARSP13
Comments:	.	Details:	FY:0--.
Amount (in \$000):	1,003	Fund Item #:	OTHR
Comments:	.	Details:	FY:0--.

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

20. JPA #s: 13-0000904-I

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year: 2014

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date: 09/20/2013

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date: 10/22/2013

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

Funding is needed to pay Right of Way contractor's final invoice. Because this is demolition, the funds need to be State Funds.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 2/26/2014 .
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

PROJECT MODIFICATIONS – *Items 7a through 7j

NEW PROJECTS—*Items 7k through 7v

AIRPORT PROJECTS – *Items 7w through 7z

*ITEM 7a:

ROUTE NO: SR 66 @ MP 91.0

Page 228

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: FY 2014

SECTION: Wash Bridges #141, #134, and Truxton Bridge #142

TYPE OF WORK: Bridge Rehabilitation

ADVERTISEMENT DATE: April 1, 2014

PROGRAM AMOUNT: \$ 900,000

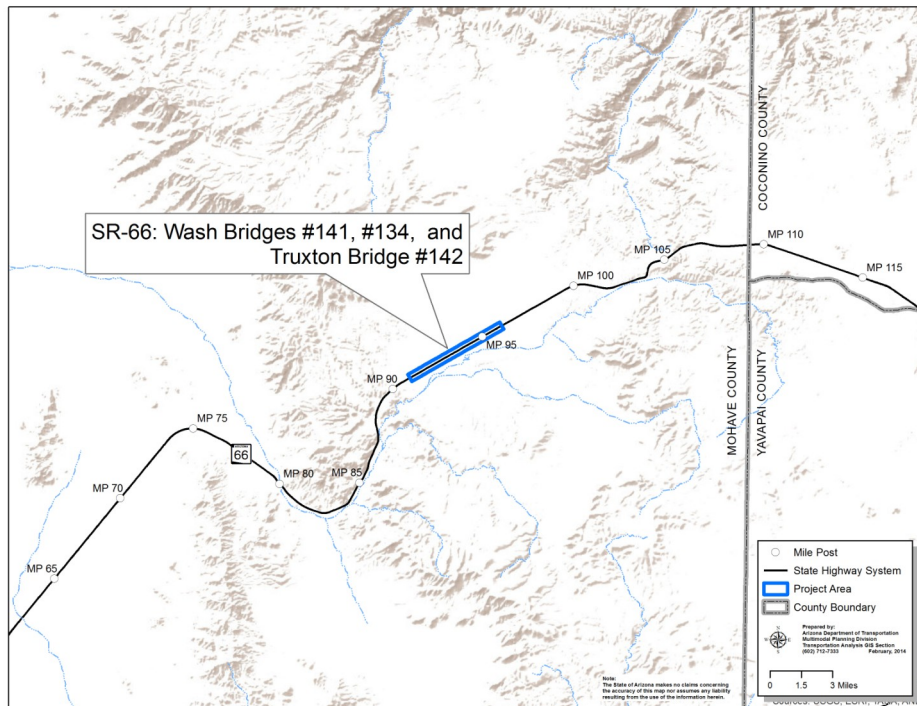
PROJECT MANAGER: Mozaffor Biswas

PROJECT: H862201C, Item # 26314

REQUESTED ACTION: Increase project by \$750,000 to \$1,650,000 in the Highway Construction Program. **Funds are available from the FY 2014 Bridge Inspection and Repairs, Deck Replacement and Scour Fund #71414.**

NEW PROGRAM AMOUNT:

\$ 1,650,000



*ITEM 7b:

ROUTE NO: SR 169 @ MP 9.3

Page 230

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: FY 2014

SECTION: At Cherry Creek / Old Cherry Road

TYPE OF WORK: Design Intersection Improvements

PROGRAM AMOUNT: \$ 180,000

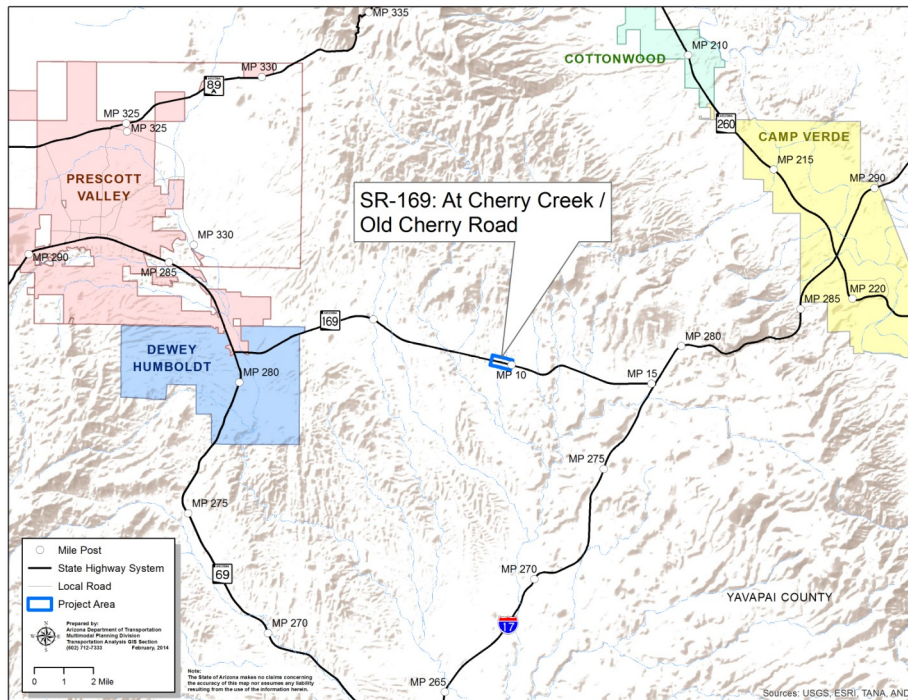
PROJECT MANAGER: Vivian Li

PROJECT: H851601D, Item # 1913

REQUESTED ACTION: Increase the design by \$352,000 to \$532,000 in the Highway Construction Program. **Funds are available from the FY 2014 Statewide Minor Projects Fund #73314**

NEW PROGRAM AMOUNT:

\$ 532,000



*ITEM 7c:

ROUTE NO: US 89 @ MP 551.0

Page 232

COUNTY: Coconino

DISTRICT: Flagstaff

SCHEDULE: FY 2014

SECTION: Page Maintenance Yard

TYPE OF WORK: Widening For Turn Lanes

PROGRAM AMOUNT: \$ 350,000

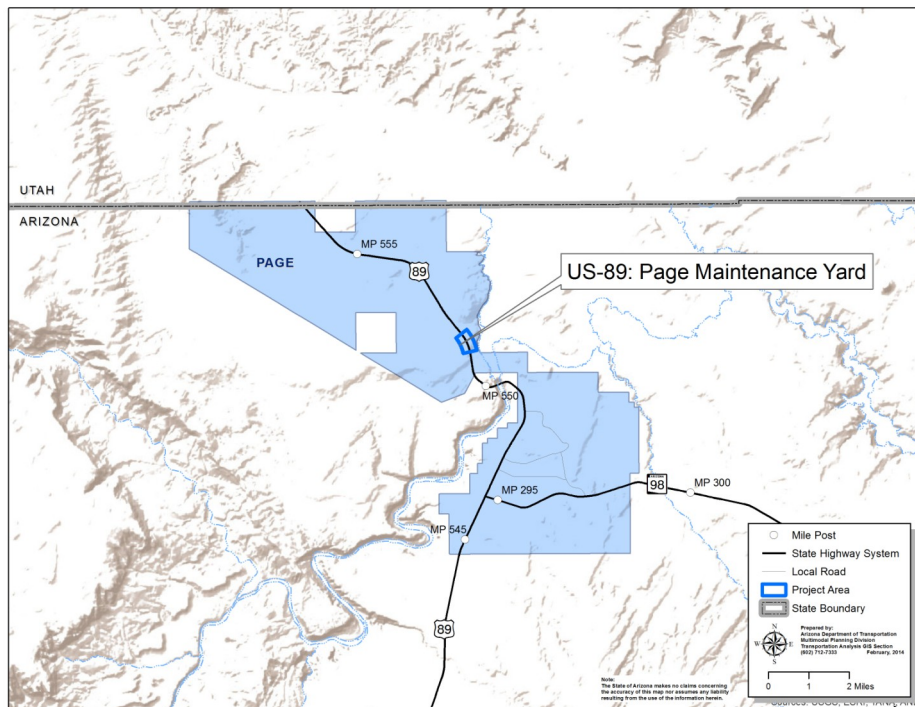
PROJECT MANAGER: George Wallace

PROJECT: H829001C, Item # 16814

REQUESTED ACTION: Cancel project for \$350,000 from the Highway Construction Program. Project will be reprogrammed in a future year. **Transfer funds to the FY 2014 Statewide Contingency Fund #72314.**

NEW PROGRAM AMOUNT:

\$ 0



*ITEM 7d:

ROUTE NO: I-40 @ MP 219.0

Page 233

COUNTY: Coconino

DISTRICT: Flagstaff

SCHEDULE: FY 2014

SECTION: Twin Arrows TI, Eastbound Off Ramp

TYPE OF WORK: Design Ramp Removal and Reconstruction

PROGRAM AMOUNT: \$ 116,000

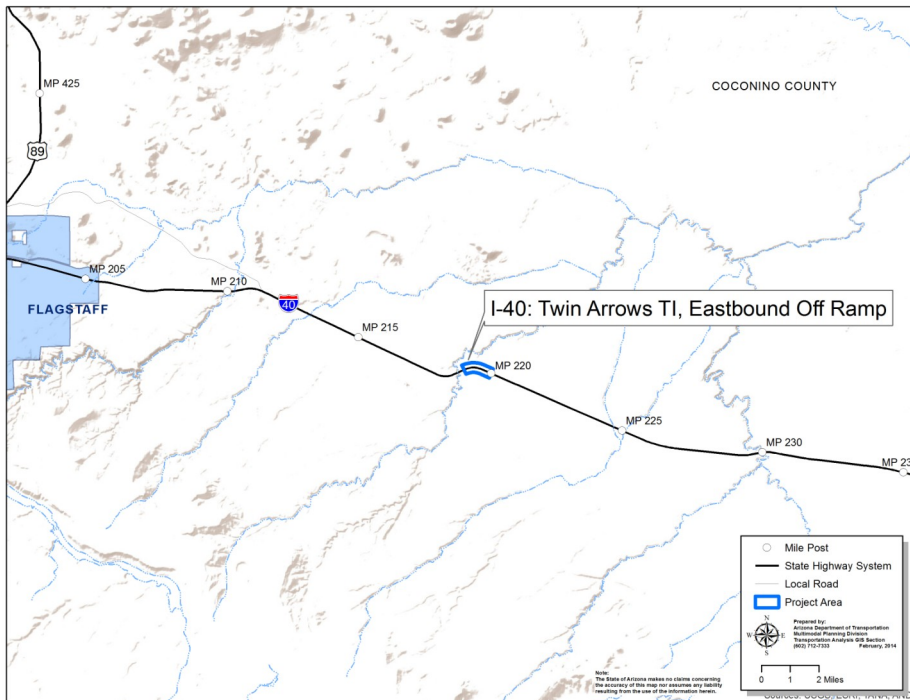
PROJECT MANAGER: George Wallace

PROJECT: H829101D, Item # 11016

REQUESTED ACTION: Increase the design by \$330,000 to \$446,000 in the Highway Construction Program. **Funds are available from the FY 2014 Statewide Contingency Fund #72314.**

NEW PROGRAM AMOUNT:

\$ 446,000



*ITEM 7e:

ROUTE NO: SR 69 @ MP 293.7
COUNTY: Yavapai
DISTRICT: Prescott
SCHEDULE: FY 2014
SECTION: MP 293.7 – MP 295.8
TYPE OF WORK: Design Left Turn Signal
PROGRAM AMOUNT: \$ 60,000
PROJECT MANAGER: Sumera Kayani
PROJECT: HX25301D, Item # 26514
REQUESTED ACTION: Increase the design project by \$45,000 to \$105,000 in the Highway Construction Program. **Funds are available from the FY 2014 Traffic Signals Fund #71214.** Change location name to the "Prescott Lakes Parkway and Heather Heights."

Page 235

NEW PROGRAM AMOUNT:

\$ 105,000



*ITEM 7f:

ROUTE NO: SR 88 @ MP 196.0

Page 237

COUNTY: Pinal

DISTRICT: Phoenix Construction

SCHEDULE: FY 2014

SECTION: Superstition Blvd

TYPE OF WORK: Design Roundabout

PROGRAM AMOUNT: \$ 799,000

PROJECT MANAGER: Amy Ritz

PROJECT: H830801D, Item # 16214

REQUESTED ACTION: Increase the design project by \$154,000 to \$953,000 in the Highway Construction Program.

**Funds are available from the FY 2014
Statewide Contingency Fund #72314.**

NEW PROGRAM AMOUNT:

\$ 953,000



*ITEM 7g:

ROUTE NO: I-8 @ MP 126.0

Page 240

COUNTY: Maricopa

DISTRICT: Yuma

SCHEDULE: FY 2014

SECTION: Bender Wash

TYPE OF WORK: Design Drainage Improvements

PROGRAM AMOUNT: \$ 133,000

PROJECT MANAGER: Myrna Bondoc

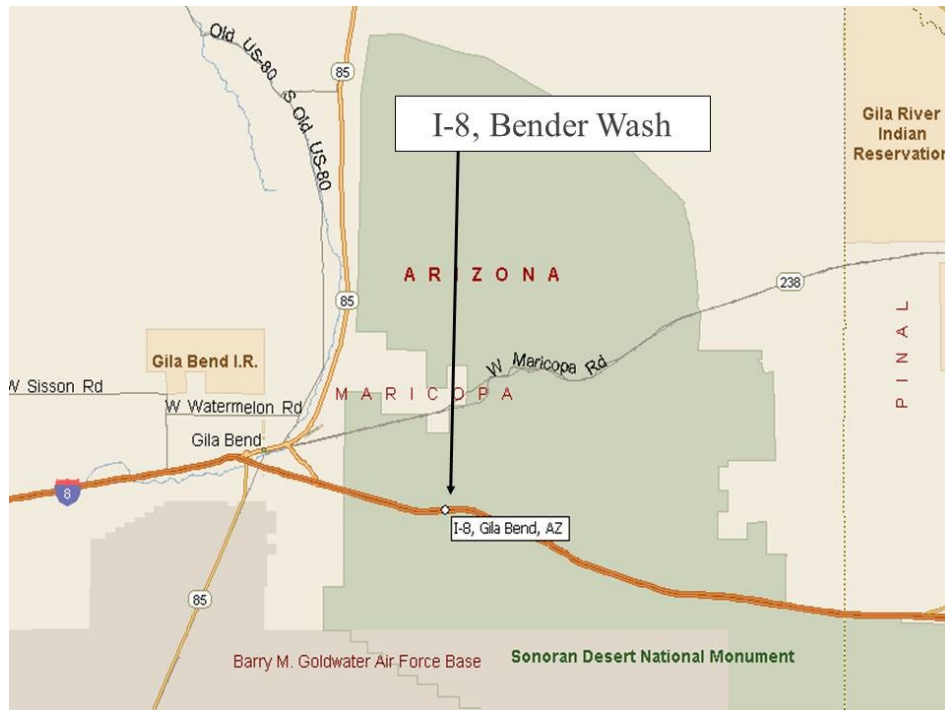
PROJECT: H844901D, Item # 16812

REQUESTED ACTION: Increase the design project by \$477,000 to \$610,000 in the Highway Construction Program.

**Funds are available from the FY 2014
Statewide Minor Projects Fund #73314.**

NEW PROGRAM AMOUNT:

\$ 610,000



*ITEM 7h:

ROUTE NO: I-10 @ MP 316.0

Page 242

COUNTY: Cochise

DISTRICT: Safford

SCHEDULE: FY 2014

SECTION: Dragoon Rd - Johnson Rd

TYPE OF WORK: Design Rockfall Mitigation

PROGRAM AMOUNT: \$ 1,504,000

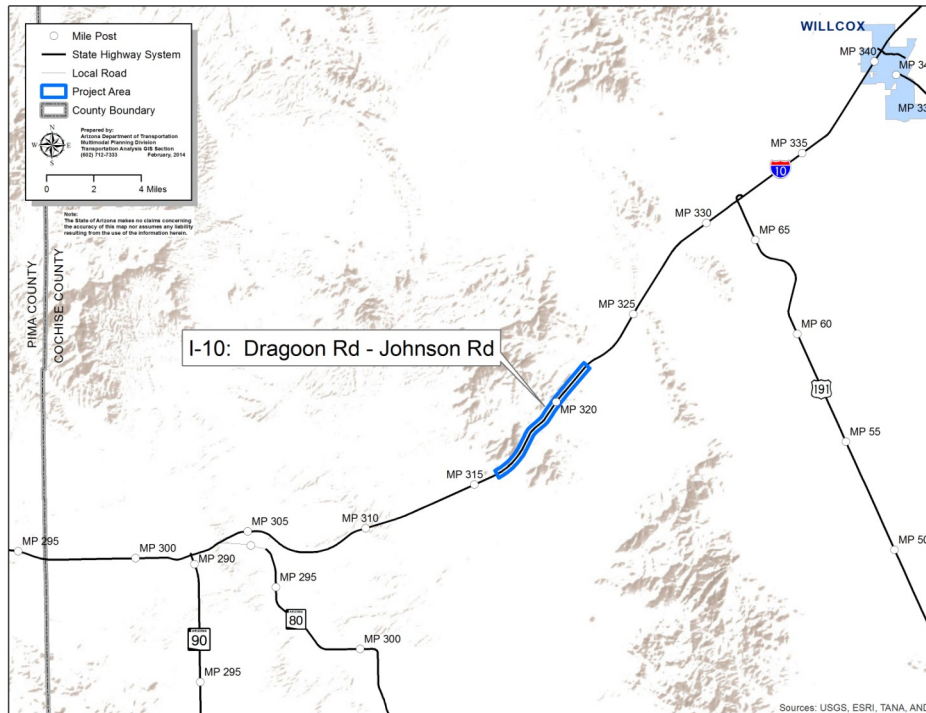
PROJECT MANAGER: Steve Wilson

PROJECT: H823001D, Item # 23614

REQUESTED ACTION: Decrease the design project by \$980,000 to \$522,000 in the Highway Construction Program.
Transfer funds to the FY 2014 Statewide Contingency Fund #72314.

NEW PROGRAM AMOUNT:

\$ 522,000



*ITEM 7i:

ROUTE NO: US 70 @ MP 293.4

Page 245

COUNTY: Graham

DISTRICT: Safford

SCHEDULE: FY 2014

SECTION: Bylas Area

TYPE OF WORK: Construct Pathway, Entry Monument and Intersection Improvements

PROGRAM AMOUNT: \$ 4,300,000

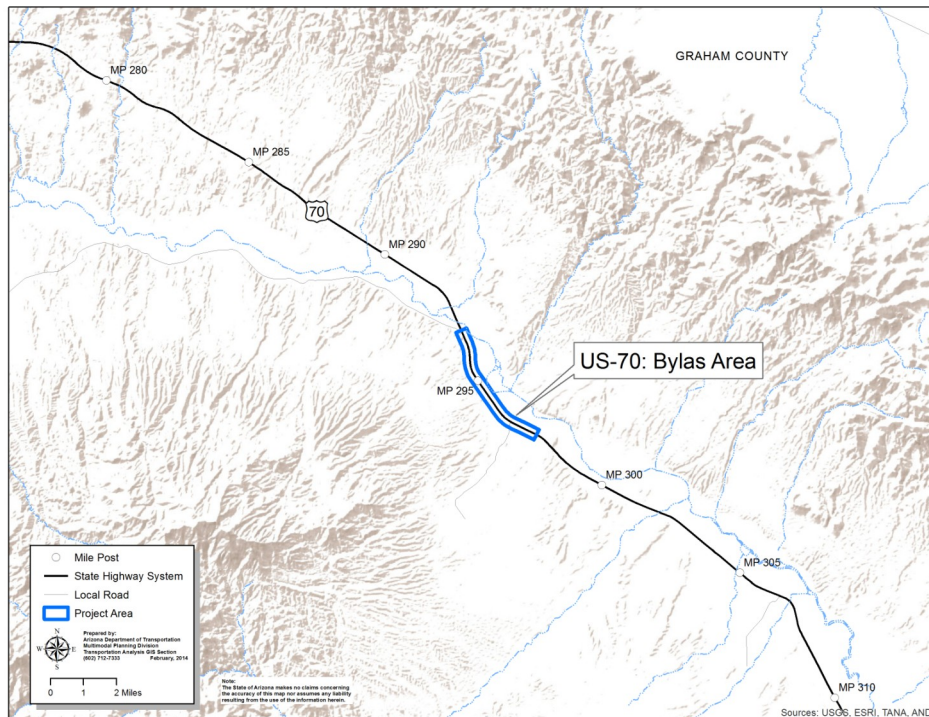
PROJECT MANAGER: Steve Wilson

PROJECT: H763701C, Item # 15114

REQUESTED ACTION: Cancel project for \$4,300,000 from the Highway Construction Program. Project will be reprogrammed in FY 2016. **Transfer the funds to the FY 2014 Statewide Contingency Fund #72314.**

NEW PROGRAM AMOUNT:

\$ 0



*ITEM 7j:

ROUTE NO: US 70 @ MP 291.0

Page 247

COUNTY: Graham

DISTRICT: Safford

SCHEDULE: FY 2014

SECTION: Calva Rd - East Reservation Boundary

TYPE OF WORK: Construct Path and Entry Monument

PROGRAM AMOUNT: \$ 1,012,000

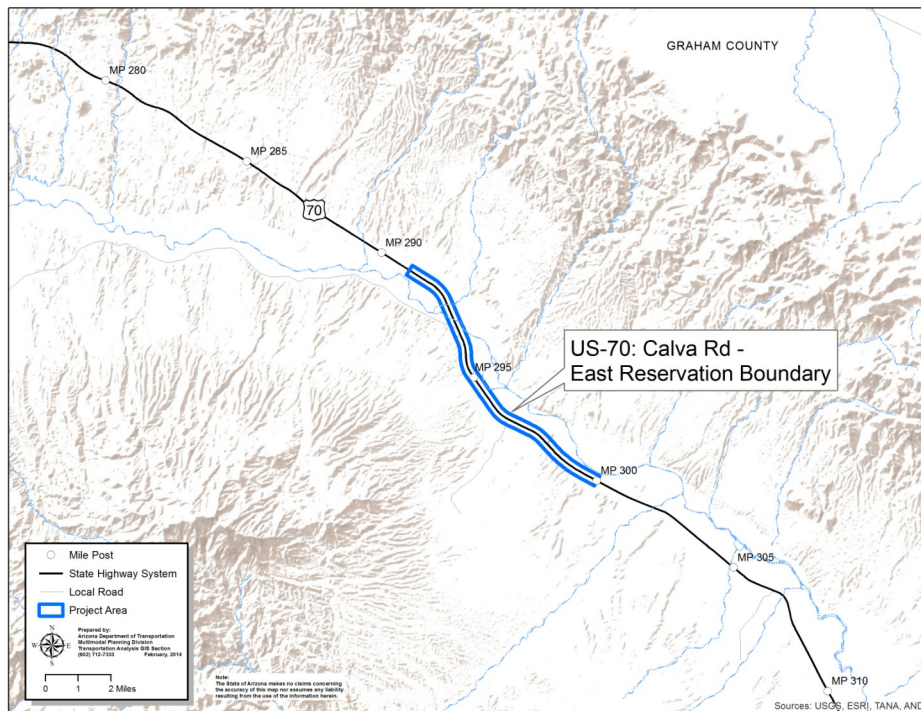
PROJECT MANAGER: Steve Wilson

PROJECT: H803101C, Item # 21314

REQUESTED ACTION: Cancel the construction project for \$1,012,000 from the Highway Construction Program. Project will be combined with the US 70 Bylas Project. **Transfer funds to the FY 2014 Transportation Alternatives – Projects of Opportunity Local TA Projects Fund #71614**

NEW PROGRAM AMOUNT:

\$ 0



NEW PROJECTS – *Items 7k–7v

*ITEM.

ROUTE NO: SR 260 @ MP 385.0
 COUNTY: Apache
 DISTRICT: Globe
 SCHEDULE: New Project Request
 SECTION: Eagar Area
 TYPE OF WORK: Fence Replacement
 ADVERTISEMENT DATE: June 19, 2014
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Evelyn Ma
 PROJECT: H842401C
 REQUESTED ACTION: Establish a new fencing project for \$1,119,000 in the Highway Construction Program. **Funds are available from the following sources.**

Emergency Relief Program (AZ 11-2)

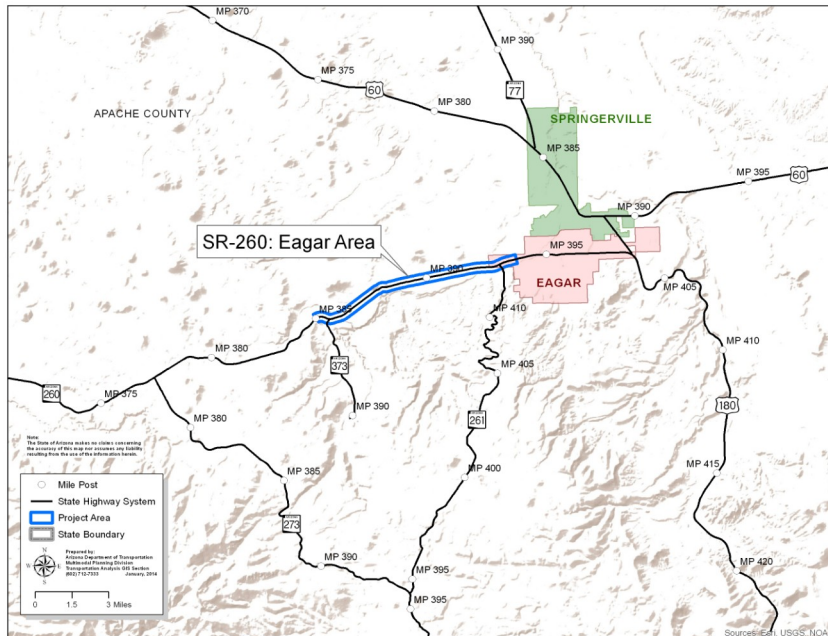
\$ 1,056,000

FY 2014 Statewide Contingency Fund #72314

\$ 63,000

NEW PROGRAM AMOUNT:

\$ 1,119,000



*ITEM 71:

ROUTE NO: US 191 @ MP 247.0

Page 250

COUNTY: Apache

DISTRICT: Globe

SCHEDULE: New Project Request

SECTION: Alpine Area

TYPE OF WORK: Fence Replacement

ADVERTISEMENT DATE: June 19, 2014

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Evelyn Ma

PROJECT: H842501C

REQUESTED ACTION: Establish a new fencing project for \$667,000 in the Highway Construction Program. **Funds are available from the following sources.**

Emergency Relief Program (AZ 11-2)

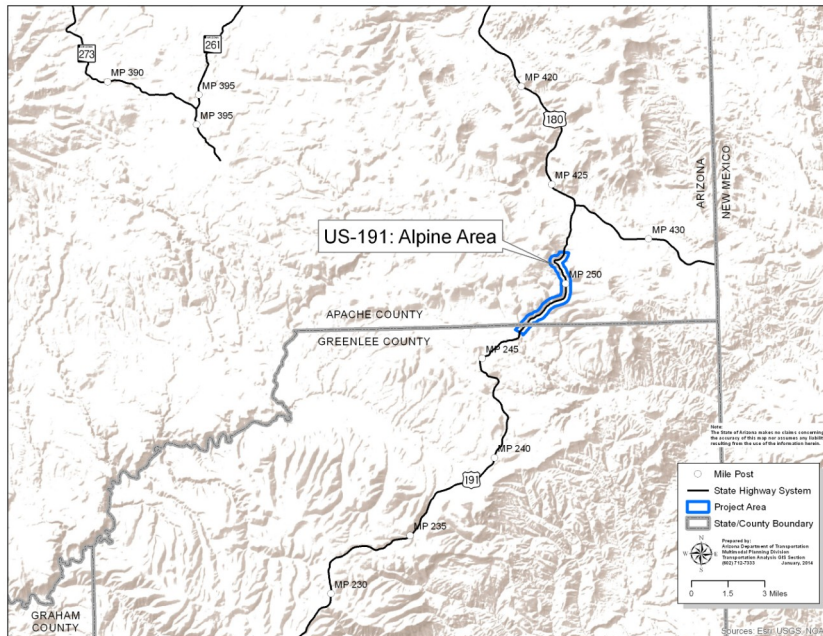
\$ 629,000

FY 2014 Statewide Contingency Fund #72314

\$ 38,000

NEW PROGRAM AMOUNT:

\$ 667,000



*ITEM 7m:

ROUTE NO: US 180 @ MP 403.0

Page 252

COUNTY: Apache

DISTRICT: Globe

SCHEDULE: New Project Request

SECTION: Eagar - Alpine

TYPE OF WORK: Fence Replacement

ADVERTISEMENT DATE: June 19, 2014

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Evelyn Ma

PROJECT: H842701C

REQUESTED ACTION: Establish a new fencing project for \$2,035,000 in the Highway Construction Program. **Funds are available from the following sources.**

Emergency Relief Program (AZ 11-2)

\$ 1,919,000

FY 2014 Statewide Contingency Fund #72314

\$ 116,000

NEW PROGRAM AMOUNT:

\$ 2,035,000



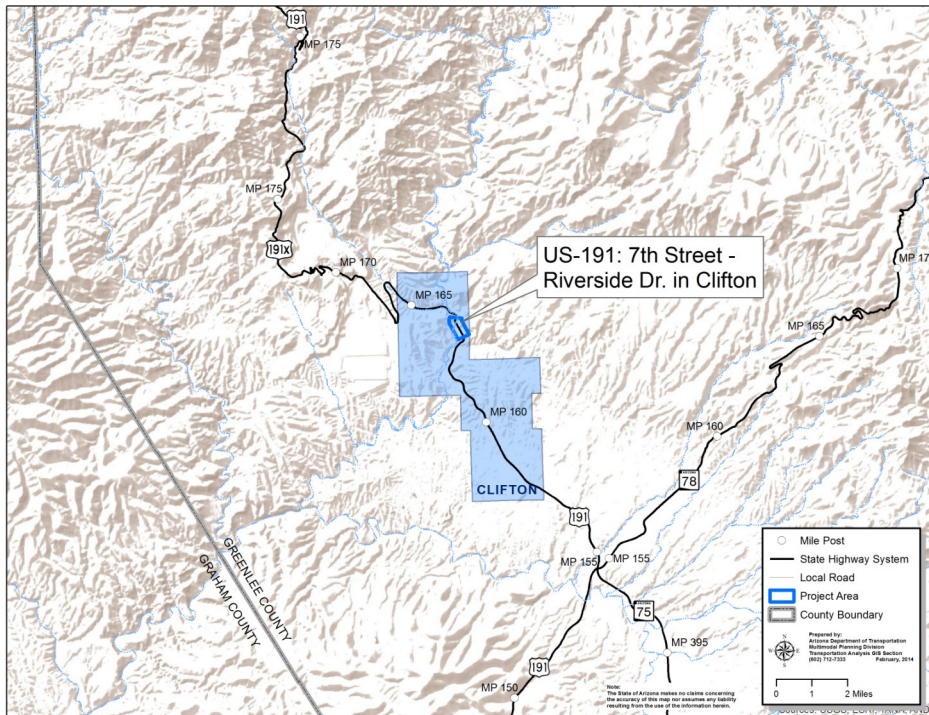
*ITEM 7n:

ROUTE NO: US 191 @ MP 162.95
COUNTY: Greenlee
DISTRICT: Safford
SCHEDULE: New Project Request
SECTION: 7th Street - Riverside Dr. in Clifton
TYPE OF WORK: Design Drainage and Sidewalks
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Steve Wilson
PROJECT: H859001D
REQUESTED ACTION: Establish a new design project for \$262,000 in the Highway Construction Program. **Funds are available from the FY 2014 Statewide Minor Projects Fund #73314.**

Page 254

NEW PROGRAM AMOUNT:

\$ 262,000



*ITEM 7o:

ROUTE NO: SR 95 @ MP 249.0

Page 256

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: New Project Request

SECTION: Laughlin Bridge Intersection

TYPE OF WORK: Design Intersection Improvements

PROGRAM AMOUNT: New Project

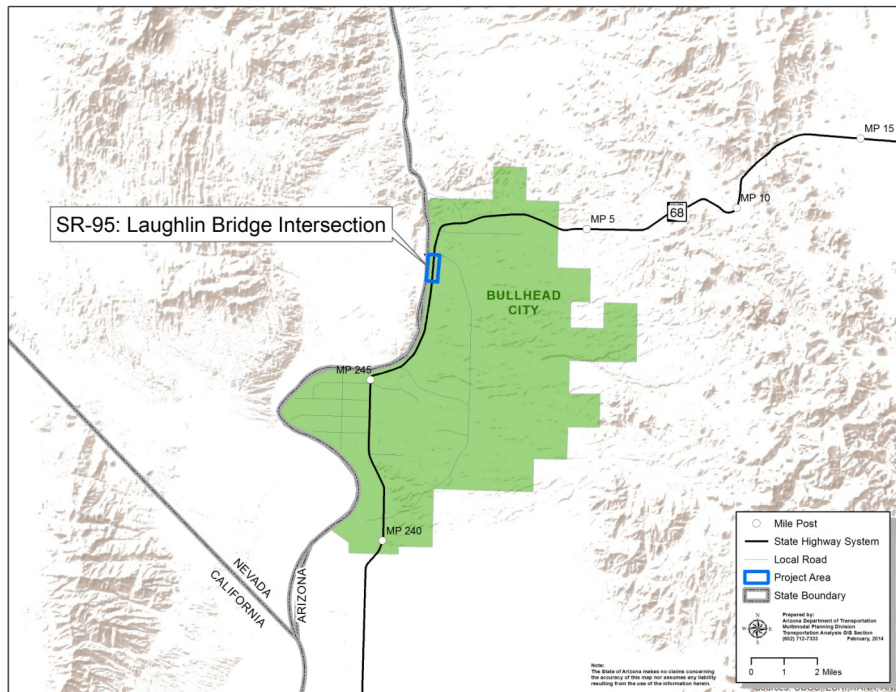
PROJECT MANAGER: Larry Doescher

PROJECT: H874501D

REQUESTED ACTION: Establish a new design project for \$265,000 in the Highway Constructon Program. **Funds are available from the FY 2014 Statewide Minor Projects Fund #73314.**

NEW PROGRAM AMOUNT:

\$ 265,000



*ITEM 7p:

ROUTE NO: I-40 @ MP 49.0

Page 258

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: New Project Request

SECTION: West Kingman TI Interim Improvements

TYPE OF WORK: Design Spot Safety Improvements

PROGRAM AMOUNT: New Project

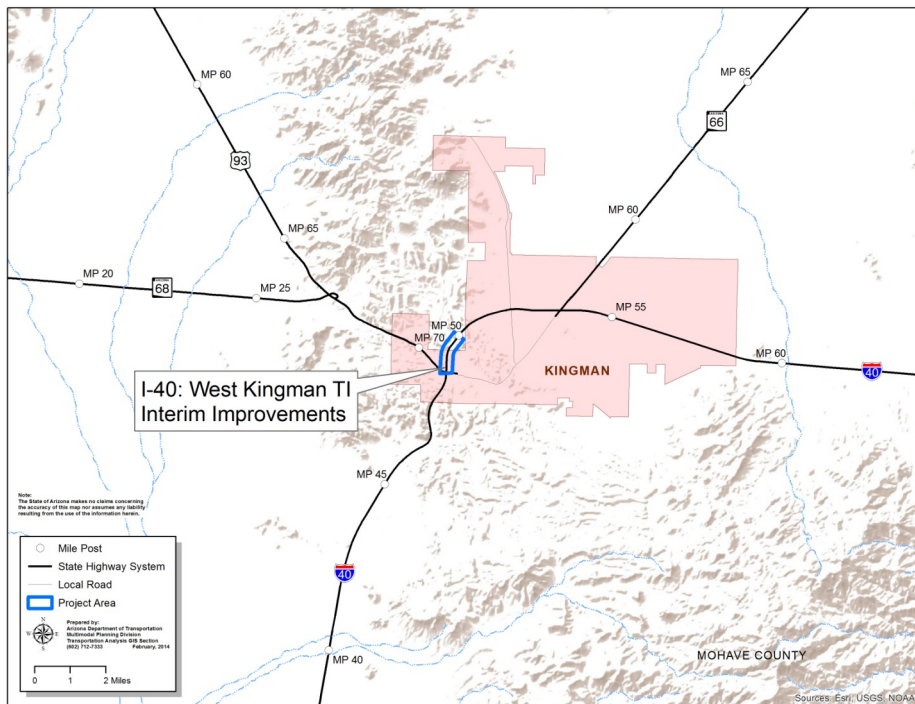
PROJECT MANAGER: Adam McGuire

PROJECT: H874401D

REQUESTED ACTION: Establish a new design project for \$213,000 in the Highway Construction Program. **Funds are available from the FY 2014 Construction Preparation: Technical Engineering Group Fund #70014.**

NEW PROGRAM AMOUNT:

\$ 213,000



*ITEM 7q:

ROUTE NO: SR 95 @ MP 184.0

Page 260

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: New Project Request

SECTION: Lake Havasu State Park

TYPE OF WORK: Pavement Preservation Crack Seal and Coating

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Evelyn Ma

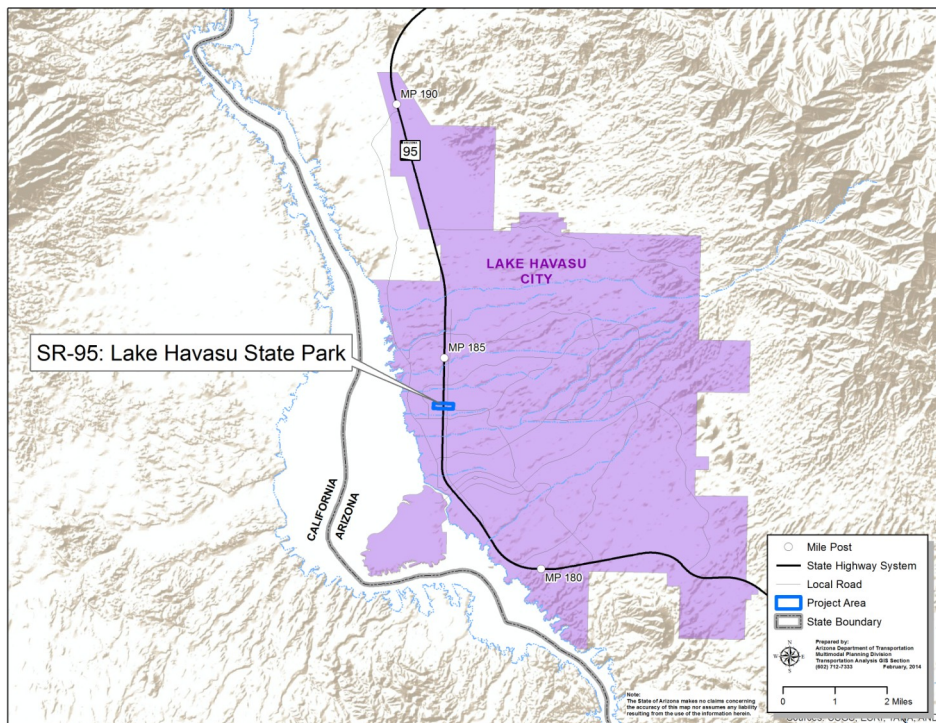
PROJECT: M513701C

JPA: 13-3892-I with the Arizona State Parks

REQUESTED ACTION: Establish a new construction project for \$150,000 in the Program. **Funds are available from the FY 2014 State Parks Program #78414.**

NEW PROGRAM AMOUNT:

\$ 150,000



*ITEM 7r:

ROUTE NO: SR 89 @ MP 338.34

Page 261

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: New Project Request

SECTION: at Verde Ranch Road

TYPE OF WORK: Design Right Turn Lane

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Jeffrey Davidson

PROJECT: H874301D

REQUESTED ACTION: Establish a new design project for \$121,000 in the Highway Construction Program. **Funds are available from the FY 2014 Statewide Minor Projects Fund #73314.**

NEW PROGRAM AMOUNT:

\$ 121,000



*ITEM 7s:

ROUTE NO: SR 89 @ MP 289.06

Page 263

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: New Project Request

SECTION: SR 89 and Kirkland Junction

TYPE OF WORK: Design Intersection

PROGRAM AMOUNT: New Project

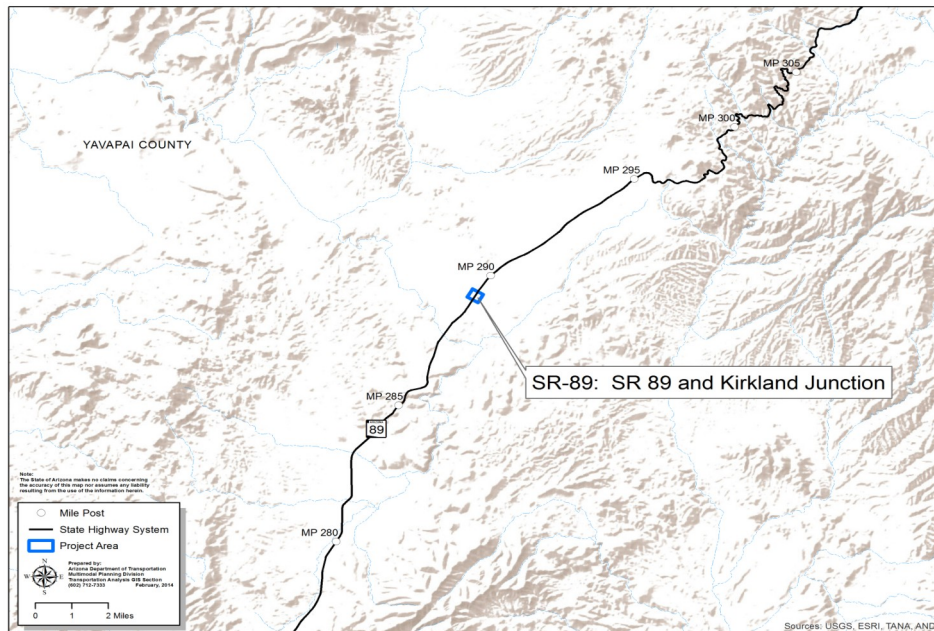
PROJECT MANAGER: Jeffrey Davidson

PROJECT: H874601D

REQUESTED ACTION: Establish a new design project for \$356,000 in the Highway Construction Program. **Funds are available from the FY 2014 Statewide Minor Project Fund #73314.**

NEW PROGRAM AMOUNT:

\$ 356,000



*ITEM 7t:

ROUTE NO: US 160 @ MP 331.0

Page 265

COUNTY: Coconino

DISTRICT: Flagstaff

SCHEDULE: New Project Request

SECTION: Tuba City to Tonalea

TYPE OF WORK: Pavement Preservation (Micro Surface)

ADVERTISEMENT DATE: April 1, 2014

PROGRAM AMOUNT: New Project

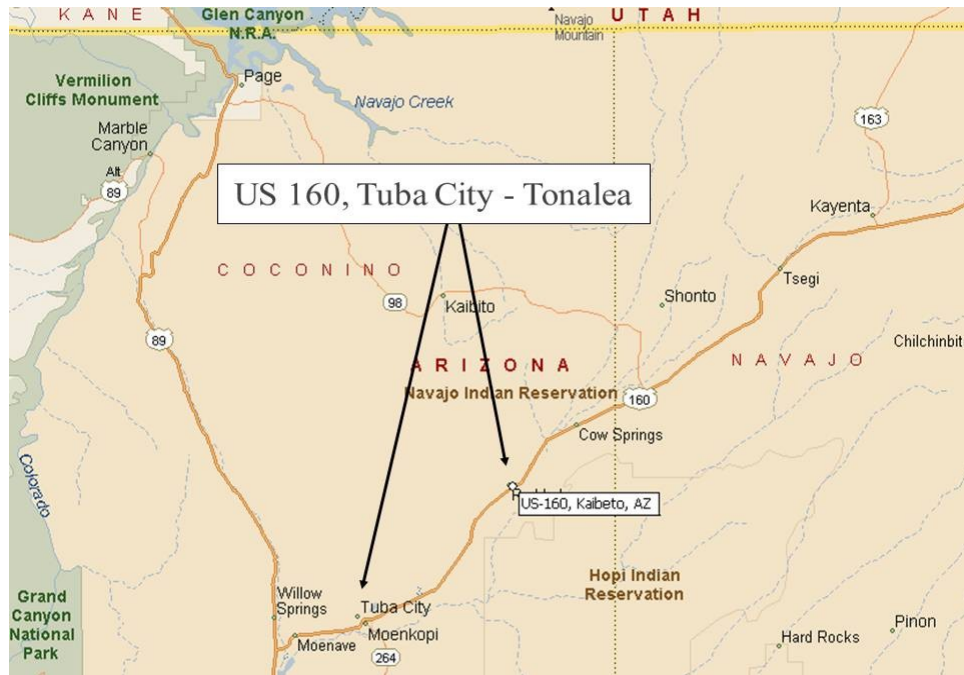
PROJECT MANAGER: Kevin Robertson

PROJECT: H853701C

REQUESTED ACTION: Establish a new pavement preservation project for \$1,450,000 in the Highway Construction Program. **Funds are available from the FY 2014 Minor and Preventative Pavement Preservation Fund #74814.**

NEW PROGRAM AMOUNT:

\$ 1,450,000



*ITEM 7u:

ROUTE NO: SR 89 @ MP 307.58

Page 267

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: New Project Request

SECTION: S. Ponderosa Park Rd. to Peterson Ln.

TYPE OF WORK: Pavement Preservation (Mill and Replace)

ADVERTISEMENT DATE: April 1, 2014

PROGRAM AMOUNT: New Project

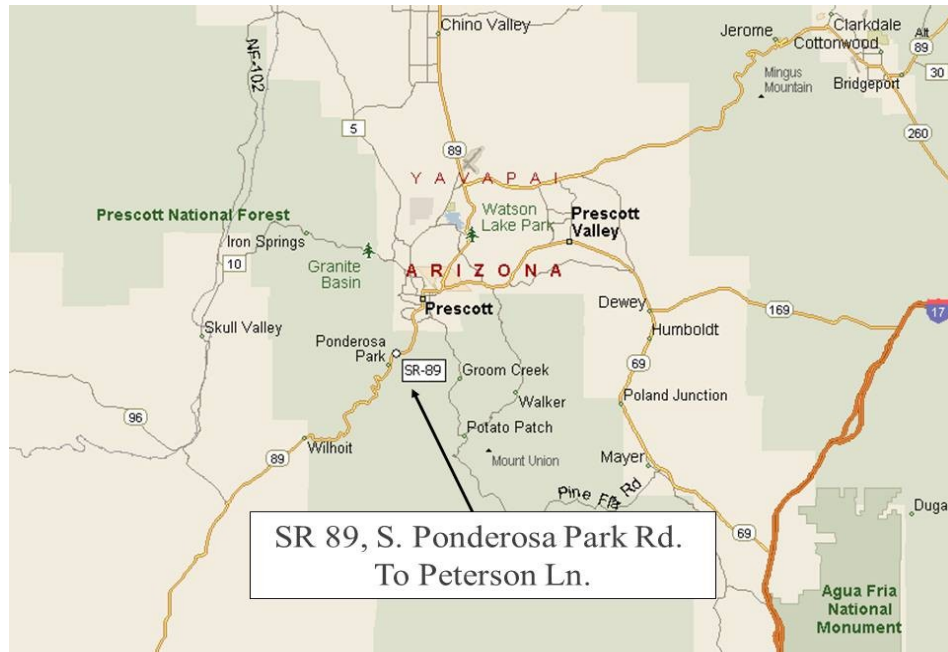
PROJECT MANAGER: Kevin Robertson

PROJECT: H864901C

REQUESTED ACTION: Establish a new pavement preservation project for \$900,000 in the Highway Construction Program. **Funds are available from the FY 2014 Minor and Preventative Pavement Preservation Fund #74814.**

NEW PROGRAM AMOUNT:

\$ 900,000



*ITEM 7v:

ROUTE NO: I-40 @ MP 46.0

Page 269

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: New Project Request

SECTION: Holy Moses Wash Bridges

TYPE OF WORK: Design Bridge Deck Rehabilitation

PROGRAM AMOUNT: New Project

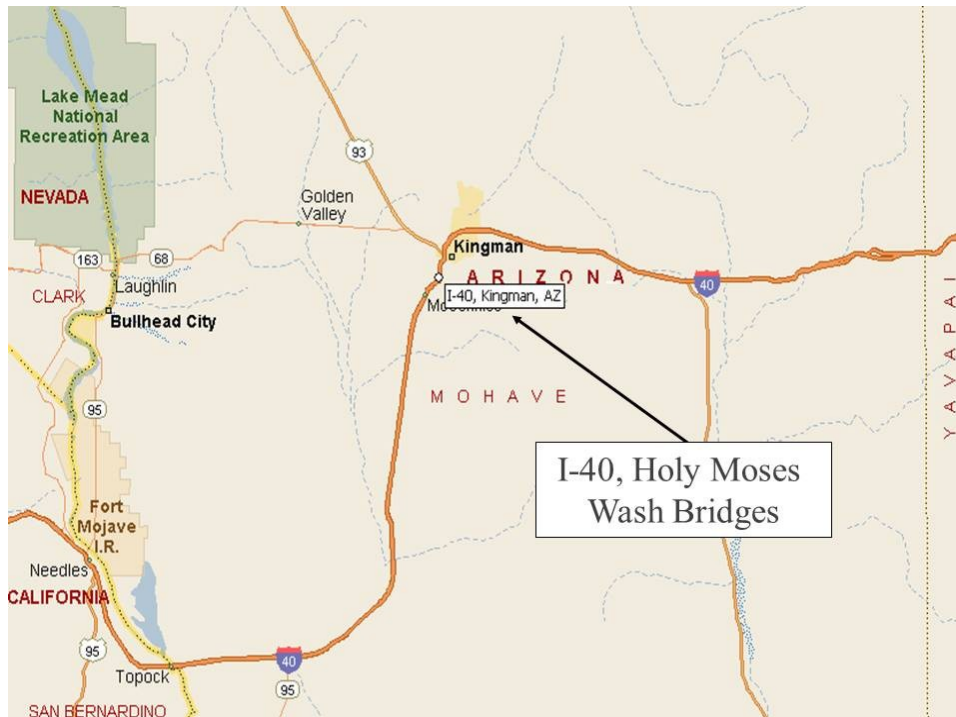
PROJECT MANAGER: Rafael Davis

PROJECT: H872801D

REQUESTED ACTION: Establish a new design project for \$450,000 in the Highway Construction Program. **Funds are available from the FY 2014 Bridge Replacement and Rehabilitation Fund #76214.**

NEW PROGRAM AMOUNT:

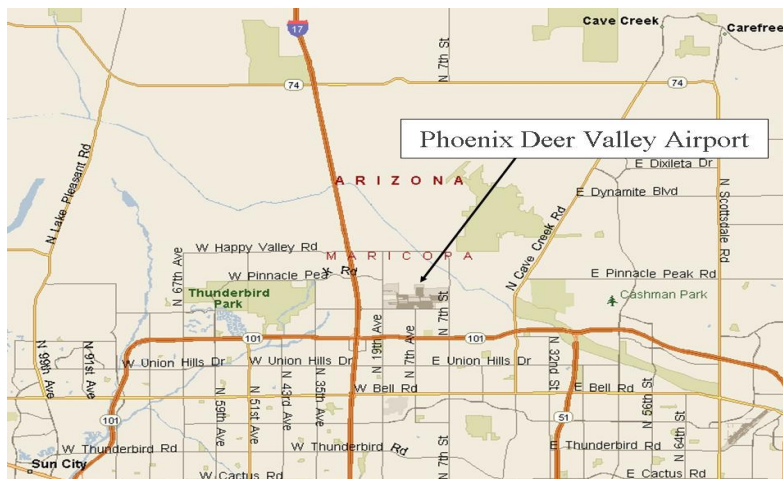
\$ 450,000



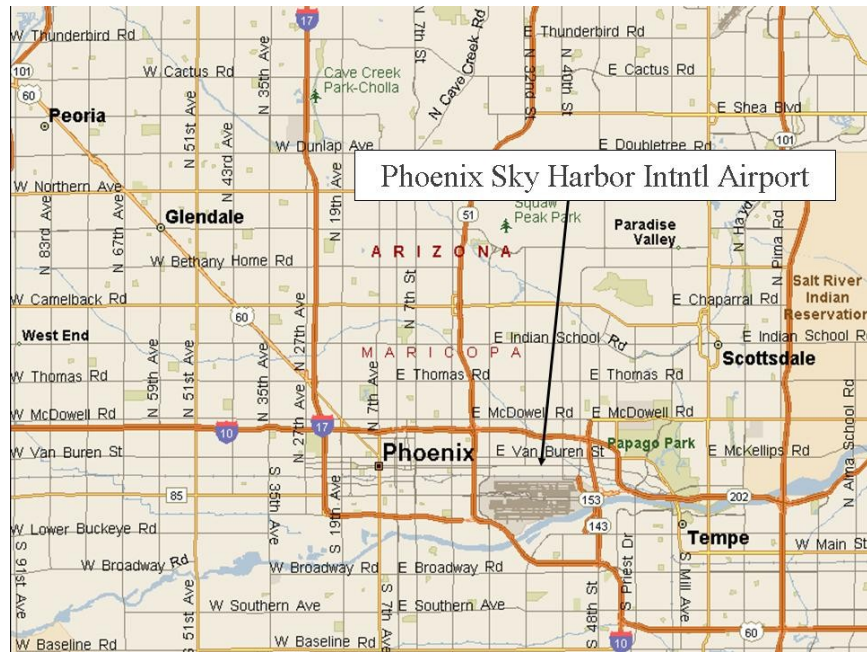
AIRPORT PROJECTS – *Items 7w through 7z

*ITEM 7w:	AIRPORT NAME:	Phoenix Deer Valley	Page 271
	SPONSOR:	City of Phoenix	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2014 – 2018	
	PROJECT #:	4F3V	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Kenneth Potts	
	PROJECT DESCRIPTION:	Update Master Plan Study	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$398,350
		Sponsor	\$19,554
		State	\$19,555
		Total Program	\$437,459

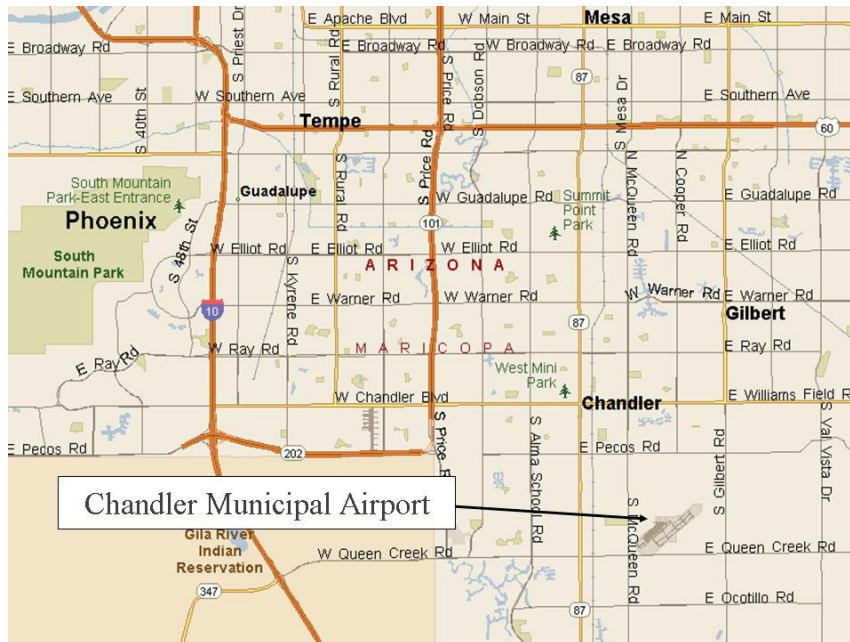
*ITEM 7x	AIRPORT NAME:	Phoenix Deer Valley	
	SPONSOR:	City of Phoenix	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2014 – 2018	
	PROJECT #:	4F3W	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Kenneth Potts	
	PROJECT DESCRIPTION:	Rehabilitate Taxiway A, Phase II	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$1,931,051
		Sponsor	\$94,792
		State	\$94,793
		Total Program	\$2,120,636



*ITEM 7y:	AIRPORT NAME:	Phoenix Sky Harbor International	Page 273
	SPONSOR:	City of Phoenix	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2014 – 2018	
	PROJECT #:	4F3X	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Scott Driver	
	PROJECT DESCRIPTION:	Rehabilitate Apron (East Air Cargo), Rehabilitate Apron (West Hold Bay), Phase II	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$11,804,550
		Sponsor	\$1,967,425
		State	\$1,967,425
		Total Program	\$15,739,400



*ITEM 7z:	AIRPORT NAME:	Chandler Municipal	Page 274
	SPONSOR:	City of Chandler	
	AIRPORT CATEGORY:	Reliever	
	SCHEDULE:	FY 2014 – 2018	
	PROJECT #:	4F3Z	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Scott Driver	
	PROJECT DESCRIPTION:	Rehabilitate Apron, Rehabilitate Taxiway Lighting	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$393,380
		Sponsor	\$19,310
		State	\$19,311
		Total Program	\$432,001





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

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Mozaffor Biswas

(602) 712-8013

5. Form Created By:

Mozaffor Biswas

9775 Bridge Management Section

205 S 17th Ave, 277J, 632E

PROJECT INFORMATION

6. Project Location / Name:

Wash Bridges #141, #134 & Truxton Wash Bridge #142

7. Type of Work:

Bridge Rehabilitation

8. CPS Id:

HU1M

9. District:

Kingman

10. Route:

66

11. County:

Mohave

12. Beg MP:

91

13. TRACS #:

H862201C

14. Len (mi.):

5

15. Fed ID #:

066-A(203)T

PROJECT REQUEST SUMMARY

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

900

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

26314

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

750

18b. Total Program Budget

After Request (in \$000):

1,650

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 900

Fund Item #: 26314

Comments:

Details:
FY:2014-WASH BR, STR
#141/ #134 & TRUXTON
WASH BR, STR #142-Bridge
Rehabilitation

Amount (in \$000): 750

Fund Item #: 71414

Comments:

Details:
FY:2014-BRIDGE
INSPECTION & REPAIRS,
DECK REPLACEMENT &
SCOUR-Bridge Inspection
Program for emergency bridge
repairs & upgrading, Deck
Rehabilitation & Replacement
and Scour

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2014

22. Current Bid Pkg Ready Date:

03/07/2014

23. Current Bid Adv Date:

04/01/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?Yes

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

Original Scope and programmed amount of 900k included concrete repairs on the bridge abutments to bridges #141 and #142. Programmed scope and amount was not reflective of nature of work to repair three old bridges.

Changes to Scope includes:

Addition of Bridge #134 located between #'s 141 and 142

Repair of piers and decks on all three bridges—not just abutment work

Removal and Replacement of sinking west approach slab for #142

Add Rip-Rap at end of scour floor on #134

Traffic Control changed from maintaining two-way traffic with Vertical Panels to one-lane operation with Temporary Traffic Signal and Temporary Concrete Barrier.

Major Item Changes:

Bridge – Bridge #134 was added to the scope since it was identified to be deteriorating at the same rate as the other two bridges. In addition, pier and deck repair of all three bridges is needed and was added to the scope.

Original Est = \$397k, Current Est = \$575k, net increase of \$178k

Erosion Control – These items were substantially underestimated. Additionally, Rip rap is needed at scour floor of bridge #142 but was not included in original scope.

Original Est = \$43k, Current Est = \$194k, net increase of \$151k

Traffic Control – Change from Two-way to One –way with TCB and Temp Traffic Signal. The two-way concept would work when the scope was only bridge abutment work. When the bridge deck work was added, the two-way concept no longer would work but the scope and cost were never updated.

Original Est = \$112k, Current Est = \$218k, net increase of \$106k

Roadway – Roadway reconstruction was underestimated. During development, it was discovered that the approach slab required replacement.

Original Est = \$37k, Current Est = \$113k, net increase of \$76k

Mobilization and Misc – Increase in Mobilization and other Miscellaneous items

Original Est = \$84k, Current Est = \$139K, net increase of \$55k

CE, CONTINGENCY, Public Relations and ICAP

Original Est = \$227k, Current Est = \$403k, net increase of \$176k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Change in Scope.
Request to be in PPAC Agenda for 2/26/2014 .
Change in Budget.

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



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

1. PRB MEETING DATE:02/11/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

Click here to view all previous PRB Actions for this project

GENERAL INFORMATION

3. Form Date: 02/20/2014
4. Project Manager / Presenter Information: Vivian Li (602) 712-8708
5. Form Created By: Vivian Li
9235 Statewide Project Management 205 S 17th Ave, , 605E

PROJECT INFORMATION

6. Project Location / Name: SR169 at Cherry Creek/Old Cherry Rd
7. Type of Work: Design Intersection Improvement

8. CPS Id: DS1M
9. District: Prescott
10. Route: 169
11. County: Yavapai
12. Beg MP: 9.3
13. TRACS #: H851601D
14. Len (mi.): 0.7
15. Fed ID #: 169-A(203)T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):
17. Original Program Item # (Current 5 Yr Program): 19913
18. Current Approved Program Budget (in \$000): 180
18a. (+/-) Program Budget Request (in \$000): 352
18b. Total Program Budget After Request (in \$000): 532

Table with 2 main columns: 19. Currently Approved Budget Funding List and 19a. New / Budget Change Request Funding List. Each row includes Amount (in \$000), Fund Item #, and Comments.

20. JPA #s: 13-0000158
ALL of the JPA(s) been signed? Yes
ADOT will advertise this project? Yes

Table with 2 columns: CURRENTLY APPROVED SCHEDULE and CHANGE REQUEST / NEW PROJECT SCHEDULE. Rows include Current Fiscal Year, Request Fiscal Year, Current Bid Pkg Ready Date, and Request Bid Pkg Ready Date.

ADDITIONAL DETAILS

Table with 2 columns of questions: 24a. Scope Changed?No, 24b. Project Name/Location Changed?No, 24c. Work Type Changed?No, 24d. What is the current Stage?Pre Stage II. Other rows include Environmental, U&RR, R/W, and Scoping Document status.

25. DESCRIPTION OF REQUEST:
Increase Design budget.

26. JUSTIFICATION:

This Project was selected for development under the Minor Project Program. The Construction project will be Programmed in FY16. The Current approved funding was to Scope the project. The Current funding request is to Design the project. The JPA is executed with Yavapai County and local match funds for construction cost is committed in FY16.

Consultant - \$155k

Staff - \$166k

ICAP - \$31k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 2/26/2014 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/11/2014

2. Phone Teleconference?Yes
Video Teleconference?No

At Phone #: (928) 779-7580

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

**GENERAL INFORMATION****3. Form Date:**

02/19/2014

4. Project Manager / Presenter Information:

George Wallace

(928) 779-7580

5. Form Created By:

George Wallace

9235 Statewide Project Management

1901 S Milton Rd, , F500

PROJECT INFORMATION**6. Project Location / Name:**

PAGE MAINTENANCE YARD

7. Type of Work:

WIDENING FOR TURN LANES

8. CPS Id:

HG1L

9. District:

Flagstaff

10. Route:

89

11. County:

Coconino

12. Beg MP:

551.0

13. TRACS #:

H829001C

14. Len (mi.):

0.5

15. Fed ID #:

NH

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY**16. Original Program Budget (in \$000):****17. Original Program Item # (Current 5 Yr Program):**

16814

18. Current Approved**Program Budget (in \$000):**

350

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

-350

18b. Total Program Budget**After Request (in \$000):**

0

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):** 350**Fund Item #:** 16814**Comments:**

Details:
FY:2014-PAGE
MAINTENANCE
YARD-Widening for Turn
Lanes

Amount (in \$000): -350**Comments:****Fund Item #:** 72314

Details:
FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

20. JPA #s:**CURRENTLY APPROVED SCHEDULE****21. Current Fiscal Year:**

2014

22. Current Bid Pkg Ready Date:

TBD

23. Current Bid Adv Date:

TBD

CHANGE REQUEST / NEW PROJECT SCHEDULE**21a. Request Fiscal Year to:****22a. Request Bid Pkg Ready Date to:****23a. Request Bid Adv Date to:****ADDITIONAL DETAILS****24a. Scope Changed?No****24c. Work Type Changed?No****24b. Project Name/Location Changed?No****24d. What is the current Stage?N/A****Have ENVIRONMENTAL Clearance?NO****Have MATERIALS Memo?NO****Have U&RR Clearance?NO****Have C&S Approval?NO****Have R/W Clearance?NO****Have CUSTOMIZED Schedule?NO****Scoping Document Completed?NO****25. DESCRIPTION OF REQUEST:**

Delete the project from the Five Year Program.

26. JUSTIFICATION:

Project can't be delivered in FY14. The project will compete in future Minor Program Project competitive process.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**28. OTHER ALTERNATIVES:****REQUESTED ACTIONS:**

Delete Project.
Request to be in PPAC Agenda for 2/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED
Page 232 of 334



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

1. PRB MEETING DATE:02/11/2014

2. Phone Teleconference?Yes
Video Teleconference?No

At Phone #: (928) 779-7580

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

GENERAL INFORMATION

3. Form Date:

02/19/2014

4. Project Manager / Presenter Information:

George Wallace

(928) 779-7580

5. Form Created By:

George Wallace

9235 Statewide Project Management

1901 S Milton Rd, , F500

PROJECT INFORMATION

6. Project Location / Name:

Twin Arrows TI, EB Off Ramp

7. Type of Work:

Design Ramp Removal and Reconstruction

8. CPS Id:

KH1L

9. District:

Flagstaff

10. Route:

40

11. County:

Coconino

12. Beg MP:

219

13. TRACS #:

H829101D

14. Len (mi.):

1

15. Fed ID #:

040-D(220)

PROJECT REQUEST SUMMARY

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

116

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

330

18b. Total Program Budget

After Request (in \$000):

446

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 47 **Fund Item #:** 74411

Comments:

Details:

FY:0--.

Amount (in \$000): 330 **Fund Item #:** 72314

Comments:

Details:

FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

Amount (in \$000): 5 **Fund Item #:** 71911

Comments:

Details:

FY:0--.

Amount (in \$000): 5 **Fund Item #:** 71111

Comments:

Details:

FY:0--.

Amount (in \$000): 4 **Fund Item #:** 70311

Comments:

Details:

FY:0--.

Amount (in \$000): 5 **Fund Item #:** 70511

Comments:

Details:

FY:0--.

Amount (in \$000): 1 **Fund Item #:** 72012

Comments:

Details:

FY:0--.

Amount (in \$000): 37 **Fund Item #:** 70711

Comments:

Details:

FY:0--.

Amount (in \$000): 12 **Fund Item #:** 70111

Comments:

Details:

FY:0--.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 2014
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

This is a District Minor Project. Current approved funding was to scope the project. Design funds were not set up for the project. This request is to fund Design and Right of Way. Construction project is programmed in FY16.

Consultant \$120k

Staff \$90k

RW ACQ. \$90k

ICAP \$30k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Change in FY. Request to be in PPAC Agenda for 2/26/2014 . Change in Budget.	Item(s) Approved. Subject to PPAC Approval. PRB APPROVED



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

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Sumera Kayani

(602) 712-7374

5. Form Created By:

Mona Aglan-swick

9695 Traffic Design

1615 W Jackson St, 96, 065R

PROJECT INFORMATION

6. Project Location / Name:

MP 293.7 - MP 295.8

7. Type of Work:

DESIGN LEFT TURN SIGNAL

8. CPS Id:

TY1M

9. District:

Prescott

10. Route:

69

11. County:

Yavapai

12. Beg MP:

293.70

13. TRACS #:

HX25301D

14. Len (mi.):

15. Fed ID #:

069-A(213)T

PROJECT REQUEST SUMMARY

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

60

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

45

18b. Total Program Budget

After Request (in \$000):

105

19. Currently Approved Budget Funding List:

Amount (in \$000): 60

Fund Item #: 26514

Comments:

Details:
FY:2014-MP 293.7 TO MP
295.8-DESIGN LEFT TURN
TRAFFIC SIGNAL

19a. New / Budget Change Request Funding List:

Amount (in \$000): 45

Fund Item #: 71214

Comments:

Details:
FY:2014-TRAFFIC
ENGINEERING-Traffic Signals

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?Yes

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

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

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Increase Design budget.

Change name to Prescott Lakes Parkway and Heather Heights.

26. JUSTIFICATION:

The original design estimate was based on the Installation of left turn green arrows centered over the left turn lanes and the installation of signal heads centered over through lanes. No ground disturbance or utility work or survey was anticipated.

However, during scoping, the following additional work was identified to be required:

1. Installation of new W-poles with 65' Mast Arms, and new foundations for the new W- Poles.
2. Remove old poles and mast arms, remove existing foundations.
3. Remove and replace two full ADA ramps at Gateway Plaza.
4. Saw cut existing ADA ramp and repair upon relocation of existing signal pole at SB 69 & Heather Heights.

The added work increased the scope and cost for the environmental, utility and survey work.

Construction is Programmed for FY15.

Staff = \$41k

ICAP= \$4k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

<p>REQUESTED ACTIONS: Change in Project Name/Location. Request to be in PPAC Agenda for 2/26/2014 . Change in Budget.</p>	<p>APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.</p> <p style="text-align: right;">PRB APPROVED</p>
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

02/20/2014

4. Project Manager / Presenter Information:

Amy Ritz

(602) 712-4691

5. Form Created By:

Amy Ritz

9252 Valley Proj Mgmt Rarf

1611 W Jackson St, , EM01

PROJECT INFORMATION**6. Project Location / Name:**

SUPERSTITION BLVD

7. Type of Work:

DESIGN ROUNDABOUT

8. CPS Id:

JD1L

9. District:

Phoenix

10. Route:

88

11. County:

Pinal

12. Beg MP:

196.0

13. TRACS #:

H830801D

14. Len (mi.):

0.3

15. Fed ID #:HSIP-088-A(20
1)A**PROJECT REQUEST SUMMARY****16. Original Program Budget (in \$000):****17. Original Program Item # (Current 5 Yr Program):**

16214

18. Current Approved**Program Budget (in \$000):**

799

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

154

18b. Total Program Budget**After Request (in \$000):**

953

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 20	Fund Item #: 70712
Comments:	Details: FY:0--.
Amount (in \$000): 1	Fund Item #: 71112
Comments:	Details: FY:0--.
Amount (in \$000): 11	Fund Item #: 70512
Comments:	Details: FY:0--.
Amount (in \$000): 4	Fund Item #: 73112
Comments:	Details: FY:0--.
Amount (in \$000): 11	Fund Item #: 70212
Comments:	Details: FY:0--.
Amount (in \$000): 9	Fund Item #: 72012
Comments:	Details: FY:0--.
Amount (in \$000): 250	Fund Item #: 16813
Comments:	Details: FY:0--.
Amount (in \$000): 15	Fund Item #: 72812
Comments:	Details: FY:0--.
Amount (in \$000): 33	Fund Item #: 77612
Comments:	Details: FY:0--.
Amount (in \$000): 405	Fund Item #: 72812
Comments:	Details: FY:0--.
Amount (in \$000): 40	Fund Item #: 70112
Comments:	Details: FY:0--.

Amount (in \$000): 154	Fund Item #: 72314
Comments:	Details: FY:2014-CONTINGENCY-Program Cost Adjustments

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	
21. Current Fiscal Year:	2014
22. Current Bid Pkg Ready Date:	TBD
23. Current Bid Adv Date:	TBD

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase Design budget.

26. JUSTIFICATION:

This HSIP project is to improve the existing skewed intersection at SR 88 and Superstition Blvd. As part of the scoping phase, an analysis of options was done and the decision was made to move forward with a roundabout. The other consideration was a signalized intersection. The roundabout option is the least expensive, will operate at the highest level of service, will reduce the number of potential conflict points and in return reduce the number of collisions and will require less right of way and utility relocations.

The current approved budget was based on early scoping documents and prior to the alternative being selected. The additional funds are needed for Right of Way Survey, Right of Way plans development, the environmental review process, Utility Locating, and to complete the design. All of these areas were underestimated due to the preliminary information.

Consultant: \$81K

Staff: \$59K

ICAP: \$14k

Right of Way acquisitions and Utility Relocations: FY16

Construction: FY17

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 2/26/2014 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Myrna Bondoc

(602) 712-8716

5. Form Created By:

Myrna Bondoc

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

Bender Wash

7. Type of Work:

Design Drainage Improvements

8. CPS Id:

HN1L

9. District:

Yuma

10. Route:

8

11. County:

Maricopa

12. Beg MP:

126

13. TRACS #:

H844901D

14. Len (mi.):

0.4

15. Fed ID #:

008-B(204)A

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

133

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

477

18b. Total Program Budget

After Request (in \$000):

610

19. Currently Approved Budget Funding List:

Amount (in \$000):	1	Fund Item #:	71912
Comments:		Details:	FY:0--.
Amount (in \$000):	125	Fund Item #:	16812
Comments:		Details:	FY:0--.
Amount (in \$000):	1	Fund Item #:	71112
Comments:		Details:	FY:0--.
Amount (in \$000):	4	Fund Item #:	72512
Comments:		Details:	FY:0--.
Amount (in \$000):	2	Fund Item #:	70212
Comments:		Details:	FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000):	477	Fund Item #:	73314
Comments:		Details:	FY:2014-STATEWIDE MINOR PROJECTS-Design & Construct Minor Projects

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year: 2014	21a. Request Fiscal Year to:
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase the design budget.

26. JUSTIFICATION:

This Project was selected for development under the Minor Project Program. The Construction project will be Programmed in FY16. The Current approved funding was to Scope the project. The Current funding request is to Design the project.

\$230k, Consultant

\$ 70k, Staff

\$136k, Utility Relocation

\$ 41k, ICAP

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 2/26/2014 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.
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PRB APPROVED



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

1. PRB MEETING DATE:01/28/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

01/28/2014

4. Project Manager / Presenter Information:

Steve Wilson

(520) 262-3247

5. Form Created By:

Steve Wilson

9235 Proj Mgmt Grp-Const Chrgs

2082 E Hwy 70, 1ST F, S400

PROJECT INFORMATION

6. Project Location / Name:

Dragoon Road - Johnson Road

7. Type of Work:

Design Rockfall Mitigation

8. CPS Id:

BJ1L

9. District:

Safford

10. Route:

10

11. County:

Cochise

12. Beg MP:

316

13. TRACS #:

H823001D

14. Len (mi.):

6.0

15. Fed ID #:

010-F(213)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

1,502

18a. (+/-) Program Budget

Request (in \$000):

-980

18b. Total Program Budget

After Request (in \$000):

522

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 980 **Fund Item #:** 23614
Comments: **Details:**
 FY:2014-DRAGOON ROAD -
 JOHNSON ROAD-Rockfall
 Mitigation

Amount (in \$000): -980 **Fund Item #:** 72314
Comments: **Details:**
 FY:2014-CONTINGENCY-Pro
 gram Cost Adjustments

Amount (in \$000): 37 **Fund Item #:** 77611
Comments: **Details:**
 FY:0-.-.

Amount (in \$000): 16 **Fund Item #:** 70111
Comments: **Details:**
 FY:0-.-.

Amount (in \$000): 1 **Fund Item #:** 71111
Comments: **Details:**
 FY:0-.-.

Amount (in \$000): 34 **Fund Item #:** 70811
Comments: **Details:**
 FY:0-.-.

Amount (in \$000): 427 **Fund Item #:** 72811
Comments: **Details:**
 FY:0-.-.

Amount (in \$000): 5 **Fund Item #:** 70311
Comments: **Details:**
 FY:0-.-.

Amount (in \$000): 1 **Fund Item #:** 70211
Comments: **Details:**
 FY:0-.-.

Amount (in \$000): 1 **Fund Item #:** 70511
Comments: **Details:**
 FY:0-.-.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year: 2014	21a. Request Fiscal Year to:
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Decrease budget.

26. JUSTIFICATION:

Funding is shown in FY14 as Design but was intended as Construction. Design is adequately funded. The Construction project is being proposed in FY16 in new Five Year Program.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Request to be in PPAC Agenda for 2/26/2014 .
Change in Budget.

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

PRB APPROVED



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

1. PRB MEETING DATE:01/28/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

01/31/2014

4. Project Manager / Presenter Information:

Steve Wilson

(520) 262-3247

5. Form Created By:

Steve Wilson

9235 Proj Mgmt Grp-Const Chrgs

2082 E Hwy 70, 1ST F, S400

PROJECT INFORMATION

6. Project Location / Name:

Bylas Area

7. Type of Work:

Construct Pathway, Entry Monument and Intersection Improvements

8. CPS Id:

GN1J

9. District:

Safford

10. Route:

70

11. County:

Graham

12. Beg MP:

293.4

13. TRACS #:

H763701C

14. Len (mi.):

4.1

15. Fed ID #:

070-A(209)A

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

4,300

18a. (+/-) Program Budget

Request (in \$000):

-4,300

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,300

Comments:

Fund Item #: 15114

Details:

FY:2014-BYLAS
AREA-Intersection
Improvements, Pathway, and
Entry Monument

Amount (in \$000): -4,300

Comments:

Fund Item #: 72314

Details:

FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

Amount (in \$000): 3,000

Comments:

Fund Item #: 26714

Details:

FY:2014-BYLAS
AREA-CONSTRUCT-
Intersection Improvements

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2014

22. Current Bid Pkg Ready Date:

05/02/2014

23. Current Bid Adv Date:

06/02/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

2016

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?No

Have U&RR Clearance?No

Have R/W Clearance?No

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage II

Have MATERIALS Memo?No

Have C&S Approval?No

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Decrease budget.

Defer project to FY 2016.

26. JUSTIFICATION:

The project scope identified three at-grade crossing at the Arizona Eastern Railroad that need to be improved. The crossing improvements need to be constructed prior to the Bylas Area intersection improvements. The design, environmental and utility clearance, railroad agreement, Arizona Corporation Commission application and hearing process and construction of the at-grade improvements will not be complete in FY 14.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in FY.
Request to be in PPAC Agenda for 2/26/2014 .
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



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

1. PRB MEETING DATE:02/11/2014

2. Phone Teleconference?Yes
Video Teleconference?No

At Phone #: (520) 262-3247

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

GENERAL INFORMATION

3. Form Date:

02/19/2014

4. Project Manager / Presenter Information:

Steve Wilson

(520) 262-3247

5. Form Created By:

Steve Wilson

9235 Statewide Project Management

2082 E Hwy 70, 1ST F, S400

PROJECT INFORMATION

6. Project Location / Name:

CALVA RD - EAST RESERVATION BOUNDARY

7. Type of Work:

CONSTRUCT PATH AND ENTRY MONUMENT

8. CPS Id:

MF1K

9. District:

Safford

10. Route:

70

11. County:

Graham

12. Beg MP:

291.0

13. TRACS #:

H803101C

14. Len (mi.):

9.0

15. Fed ID #:

070-A(207)A

PROJECT REQUEST SUMMARY

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

1,012

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

21314

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-1,012

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,012

Fund Item #: 21314

Comments:
ENHANCEMENT PROJECTS
- STATEWIDE

Details:
FY:2014-BYLAS
AREA-Construct Path and
Entry Monument

Amount (in \$000): -1,012

Fund Item #: 71614

Comments:
FY:2014-TRANSPORTATION
ALTERNATIVES-Projects of
Opportunity Local TA Projects

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 2014
22. Current Bid Pkg Ready Date: 05/01/2014
23. Current Bid Adv Date: 06/02/2014

CHANGE REQUEST / NEW PROJECT SCHEDULE

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Delete the project from the Five Year Program.

26. JUSTIFICATION:

The scope of work in this project will be included in the US 70 Bylas Area project(H7637). The combined construction project will be Programmed in early FY 16.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Delete Project. Request to be in PPAC Agenda for 2/26/2014 .	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.	PRB APPROVED Page 247 of 334
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:01/21/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

01/22/2014

4. Project Manager / Presenter Information:

Evelyn Ma

(602) 712-6660

5. Form Created By:

Evelyn Ma

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

Eagar Area

7. Type of Work:

Fence Replacement

8. CPS Id:

GO1M

9. District:

Globe

10. Route:

260

11. County:

Apache

12. Beg MP:

385

13. TRACS #:

H842401C

(Tracs# not in Adv)

14. Len (mi.):

8.75

15. Fed ID #:

ER-260-C(205)

T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

1,119

18b. Total Program Budget

After Request (in \$000):

1,119

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

Comments:

1,056

Fund Item #:

Details:

OTH14

FY:0--.

Amount (in \$000):

Comments:

63

Fund Item #:

Details:

72314

FY:2014-CONTINGENCY-Pro
gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

2014

05/19/2014

06/19/2014

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?YES

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?NO

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Replace fence due to Wallow Fire. Includes ICAP.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 1/29/2014 .

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

PRB APPROVED



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

1. PRB MEETING DATE:01/21/2014
 2. Phone Teleconference?No At Phone #:
 Video Teleconference?No [Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 01/22/2014 **4. Project Manager / Presenter Information:** Evelyn Ma (602) 712-6660
5. Form Created By: Evelyn Ma 9235 Proj Mgmt Grp-Const Chrgs 205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name: Alpine Area **7. Type of Work:** Fence Replacement
8. CPS Id: GP1M **9. District:** Globe **10. Route:** 191 **11. County:** Apache **12. Beg MP:** 247 **13. TRACS #:** H842501C **14. Len (mi.):** 4.7 **15. Fed ID #:** ER-191-C(216)
(Tracs# not in Adv) T

PROJECT REQUEST SUMMARY

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

18. Current Approved Program Budget (in \$000): 0	18a. (+/-) Program Budget Request (in \$000): 667	18b. Total Program Budget After Request (in \$000): 667
---	---	---

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):	Fund Item #:	Amount (in \$000): 629	Fund Item #: OTH14
Comments:	Details:	Comments: AZ11-2	Details: FY:0--.
		Amount (in \$000): 38	Fund Item #: 72314
		Comments: .	Details: FY:2014-CONTINGENCY-Pro gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:	21a. Request Fiscal Year to: 2014
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to: 05/19/2014
23. Current Bid Adv Date:	23a. Request Bid Adv Date to: 06/19/2014

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Replace fence due to Wallow Fire. Includes ICAP.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 1/29/2014 .

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

PRB APPROVED



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

1. PRB MEETING DATE:01/21/2014
 2. Phone Teleconference?No At Phone #:
 Video Teleconference?No [Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 01/22/2014 **4. Project Manager / Presenter Information:** Evelyn Ma (602) 712-6660
5. Form Created By: Evelyn Ma 9235 Proj Mgmt Grp-Const Chrgs 205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name: Eagar - Alpine **7. Type of Work:** Fence Replacement
8. CPS Id: GQ1M **9. District:** Globe **10. Route:** 180 **11. County:** Apache **12. Beg MP:** 403 **13. TRACS #:** H842701C **14. Len (mi.):** 30 **15. Fed ID #:** ER-180-C(201)
(Tracs# not in Adv) T

PROJECT REQUEST SUMMARY

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

18. Current Approved Program Budget (in \$000): 0	18a. (+/-) Program Budget Request (in \$000): 2,035	18b. Total Program Budget After Request (in \$000): 2,035
---	---	---

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): Comments:	Fund Item #: Details:	Amount (in \$000): 1,919 Comments: AZ11-2	Fund Item #: OTH14 Details: FY:0--.
		Amount (in \$000): 116 Comments: .	Fund Item #: 72314 Details: FY:2014-CONTINGENCY-Pro gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:	21a. Request Fiscal Year to: 2014
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to: 05/19/2014
23. Current Bid Adv Date:	23a. Request Bid Adv Date to: 06/19/2014

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Replace fence due to Wallow Fire. Includes ICAP.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 1/29/2014 .

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

PRB APPROVED



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

1. PRB MEETING DATE:01/28/2014
 2. Phone Teleconference?No At Phone #:
 Video Teleconference?No [Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 01/31/2014 **4. Project Manager / Presenter Information:** Steve Wilson (520) 262-3247
5. Form Created By: Steve Wilson 9235 Proj Mgmt Grp-Const Chrgs 2082 E Hwy 70, 1ST F, S400

PROJECT INFORMATION

6. Project Location / Name: 7th St - Riverside Dr. in Clifton **7. Type of Work:** Design Drainage and Sidewalks
8. CPS Id: GI1M **9. District:** Safford **10. Route:** 191 **11. County:** Greenlee **12. Beg MP:** 162.95 **13. TRACS #:** H859001D **14. Len (mi.):** 0.6 **15. Fed ID #:** 191-C(220)T
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

18. Current Approved Program Budget (in \$000): 0	18a. (+/-) Program Budget Request (in \$000): 262	18b. Total Program Budget After Request (in \$000): 262
---	---	---

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 262	Fund Item #: 73314
Comments:	Details:	Comments:	Details: FY:2014-STATEWIDE MINOR PROJECTS-Design & Construct Minor Projects

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

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish new Design project.

26. JUSTIFICATION:

This Project was selected for development under the Minor Project Program. The project will eliminate safety hazards due to poor drainage along US 191 in Clifton. The project involves replacing drainage inlets and installing new curb, gutter and sidewalks. The Construction project will be Programmed in FY16 for \$758k.

Consultant - \$155k
 Staff - \$82k
 ICAP - \$25k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

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

PRB APPROVED



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

1. PRB MEETING DATE:02/18/2014
 2. Phone Teleconference?No At Phone #:
 Video Teleconference?No [Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 02/20/2014 **4. Project Manager / Presenter Information:** Larry Doescher (602) 712-7551
5. Form Created By: Larry Doescher 9235 Statewide Project Management 205 S 17th Ave, 295 E, 614E

PROJECT INFORMATION

6. Project Location / Name: Laughlin Bridge Intersection **7. Type of Work:** Design Intersection Improvements
8. CPS Id: ZW1M **9. District:** Kingman **10. Route:** 95 **11. County:** Mohave **12. Beg MP:** 249 **13. TRACS #:** H874501D **14. Len (mi.):** .1 **15. Fed ID #:** 095-D()T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): 0 **17. Original Program Item # (Current 5 Yr Program):** 265
18. Current Approved Program Budget (in \$000): 0 **18a. (+/-) Program Budget Request (in \$000):** 265 **18b. Total Program Budget After Request (in \$000):** 265

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 265	Fund Item #: 73314
Comments:	Details:	Comments:	Details: FY:2014-STATEWIDE MINOR PROJECTS-Design & Construct Minor Projects

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 2014
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish new design project.

26. JUSTIFICATION:

This Project was selected for development under the Minor Project Program. The Construction project will be Programmed in FY16.

Consultant Cost \$170K
 Staff Cost \$ 72K
 9.46pct ICAP \$ 23K
 Total \$265K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



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

1. PRB MEETING DATE:01/28/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

01/31/2014

4. Project Manager / Presenter Information:

Adam McGuire

(602) 712-8403

5. Form Created By:

Adam McGuire

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 629E

PROJECT INFORMATION

6. Project Location / Name:

West Kingman TI Interim Improvements

7. Type of Work:

Design Spot Safety Improvements

8. CPS Id:

ZS1M

9. District:

Kingman

10. Route:

40

11. County:

Mohave

12. Beg MP:

49.0

13. TRACS #:

H874401D

14. Len (mi.):

1.0

15. Fed ID #:

HSIP

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

213

18b. Total Program Budget

After Request (in \$000):

213

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

213

Comments:

Fund Item #:

70014

Details:

FY:2014-ENGINEERING
SUPPORT-Construction
Preparation: Technical
Engineering Group

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

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

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish a new Design project.

26. JUSTIFICATION:

This segment of I-40 from MP 49 to MP 50 was identified in the 2012 Arizona Transparency (Top 5pct) Report, and is approved as eligible for HSIP funds as of April 15, 2013. Proposed improvements to the I-40 and US-93 Traffic Interchange developed as part of the DCR will help reduce accidents. Construction is anticipated in FY16. This project was identified out of the DCR (H799301L).

Consultant: \$104k

Staff: \$90k

ICAP: \$19k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



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

1. PRB MEETING DATE:02/04/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/19/2014

4. Project Manager / Presenter Information:

Evelyn Ma

(602) 712-6660

5. Form Created By:

Evelyn Ma

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 95 LAKE HAVASU STATE PARK

7. Type of Work:

CRACK SEAL AND COATING

8. CPS Id:

XY1M

9. District:

Kingman

10. Route:

95

11. County:

Mohave

12. Beg MP:

ASP

13. TRACS #:

M513701C

14. Len (mi.):

0

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

150

18b. Total Program Budget

After Request (in \$000):

150

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 150

Comments:

Fund Item #: 78414

Details:

FY:2014-STATE PARKS-State
Parks Program

20. JPA #s:

IGA-13-0003892-I

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

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

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Funding will be given to State Park. State Park will use their own force to complete the work of crack seal and coating for roads inside Lake Havasu State Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



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

1. PRB MEETING DATE:02/11/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Jeffrey Davidson

(602) 712-8534

5. Form Created By:

Jeffrey Davidson

9200 Statewide Project Management

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 89 AT VERDE RANCH RD

7. Type of Work:

DESIGN RIGHT TURN LN

8. CPS Id:

ZY1M

9. District:

Prescott

10. Route:

89

11. County:

Yavapai

12. Beg MP:

338.34

13. TRACS #:

H874301D

14. Len (mi.):

0.1

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

121

18b. Total Program Budget

After Request (in \$000):

121

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

Comments:

121

4 (.) 2014 STATEWIDE
MINOR PROJECTS--Design &
Construct Minor Projects

Fund Item #:

Details:

73314

FY:2014-STATEWIDE MINOR
PROJECTS-Design &
Construct Minor Projects

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

20. JPA #s:

n/a

ALL of the JPA(s) been signed?

No

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

2014

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

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

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish a new Design Project

26. JUSTIFICATION:

This Project was selected for development under the Minor Project Program. The Construction project will be Programmed in FY16. This request is to establish a new project for the Prescott District for the design of a northbound right turn lane at the intersection of State Route 89 (SR89) and Verde Ranch Rd. (MP 338.34).

The funding allocation is as follows:

Consultant(s) \$90k

Staff \$20k

ICAP (9.46pct)\$11k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



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

1. PRB MEETING DATE:02/11/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/19/2014

4. Project Manager / Presenter Information:

Jeffrey Davidson

(602) 712-8534

5. Form Created By:

Jeffrey Davidson

9200 Statewide Project Management

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 89 & KIRKLAND JUNCTION

7. Type of Work:

DESIGN INTERSECTION

8. CPS Id:

AB1N

9. District:

Prescott

10. Route:

89

11. County:

Yavapai

12. Beg MP:

289.06

13. TRACS #:

H874601D

14. Len (mi.):

0.3

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

356

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

18b. Total Program Budget

After Request (in \$000):

356

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 356

Comments:

Fund Item #: 73314

Details:

4 (.) 2014 STATEWIDE
MINOR PROJECTS--Design &
Construct Minor Projects

FY:2014-STATEWIDE MINOR
PROJECTS-Design &
Construct Minor Projects

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

20. JPA #s:

n/a

ALL of the JPA(s) been signed?

No

ADOT will advertise this project?

Yes

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

2014

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

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

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish a new Design Project.

26. JUSTIFICATION:

This Project was selected for development under the Minor Project Program. The Construction project will be Programmed in FY16. This request is to establish a new project for the Prescott District for the re-construction/re-alignment of an intersection of State Route 89 (SR89) and Kirkland Junction (MP 289.0).

Funding allocation as follows:

Consultant(s) \$250k

Staff \$75k

ICAP (9.46pct) \$31k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



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

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Kevin Robertson

(602) 712-3131

5. Form Created By:

Kevin Robertson

9975 Materials Group-Cons Chrgrs

1221 N 21st Ave., 068R

PROJECT INFORMATION

6. Project Location / Name:

Tuba City to Tonalea

7. Type of Work:

PAVEMENT PRESERVATION (MICRO SURFACE)

8. CPS Id:

YP1L

9. District:

Flagstaff

10. Route:

160

11. County:

Coconino

12. Beg MP:

331.00

13. TRACS #:

H853701C

14. Len (mi.):

10.00

15. Fed ID #:

NH-160-A(206)
T

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

1,450

18b. Total Program Budget

After Request (in \$000):

1,450

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

1,450

Comments:

Fund Item #:

74814

Details:

FY:2014-MINOR &
PREVENTATIVE PAVEMENT
PRESERVATION-Minor &
Preventative Pavement
Preservation

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

2014

22a. Request Bid Pkg Ready Date to:

03/01/2014

23a. Request Bid Adv Date to:

04/01/2014

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?Yes

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?NA

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

The existing pavement is heavily cracked, oxidized and rough. Placing a Micro Surface layer on the existing pavement surface will extend the life of the pavement and improve the ride quality.

ICAP is included in the funding request amount.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Change in Project Name/Location.
Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

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

PRB APPROVED



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

1. PRB MEETING DATE:02/18/2014
 2. Phone Teleconference?No At Phone #:
 Video Teleconference?No [Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 02/20/2014 **4. Project Manager / Presenter Information:** Kevin Robertson (602) 712-3131
5. Form Created By: Kevin Robertson 9975 Materials Group-Cons Chrgs 1221 N 21st Ave, , 068R

PROJECT INFORMATION

6. Project Location / Name: S. PONDEROSA PARK RD. - PETERSON LN. **7. Type of Work:** PAVEMENT PRESERVATION (Mill and Replace AC)
8. CPS Id: NU1M **9. District:** Prescott **10. Route:** 89 **11. County:** Yavapai **12. Beg MP:** 307.58 **13. TRACS #:** H864901C **14. Len (mi.):** 1.93 **15. Fed ID #:** NH-089-A(210)
 T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): 0 **17. Original Program Item # (Current 5 Yr Program):** 900
18. Current Approved Program Budget (in \$000): 0 **18a. (+/-) Program Budget Request (in \$000):** 900 **18b. Total Program Budget After Request (in \$000):** 900

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 900	Fund Item #: 74814
Comments:	Details:	Comments:	Details: FY:2014-MINOR & PREVENTATIVE PAVEMENT PRESERVATION-Minor & Preventative Pavement Preservation

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 2014
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to: 03/01/2014
23. Current Bid Adv Date:	23a. Request Bid Adv Date to: 04/01/2014

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

The pavement surface is deteriorated and beginning to ravel and crack. Milling and replacing the asphalt will extend the life of the pavement and improve the ride quality.

ICAP is included in the funding request amount.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

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

PRB APPROVED



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

1. PRB MEETING DATE:02/18/2014

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

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

GENERAL INFORMATION

3. Form Date:

02/20/2014

4. Project Manager / Presenter Information:

Rafael Davis

(602) 712-7783

5. Form Created By:

Rafael Davis

9775 Bridge Management Section

205 S 17th Ave, 277B, 633E

PROJECT INFORMATION

6. Project Location / Name:

Holy Moses Wash Bridges

7. Type of Work:

Design Bridge Deck Rehabilitation

8. CPS Id:

YU1M

9. District:

Kingman

10. Route:

40

11. County:

Mohave

12. Beg MP:

46

13. TRACS #:

H872801D

14. Len (mi.):

1

15. Fed ID #:

040-A(220)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

450

18b. Total Program Budget

After Request (in \$000):

450

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

Comments:

450

4 (.) 2014 BRIDGE
REPLACEMENT &
REHABILITATION--Bridge
Replacement & Rehabilitation

Fund Item #:

Details:

76214

FY:2014-BRIDGE
REPLACEMENT &
REHABILITATION-Bridge
Replacement & Rehabilitation

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

14

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

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

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish a new design project.

26. JUSTIFICATION:

Rehabilitate bridge deck at Holy Moses Wash Bridge EB Structure number 1833 on I-40 at MP 46.75. Construction is anticipated in FY17 from the Bridge Subprogram.

Consultant = \$105K

Staff = \$306K

ICAP = \$39K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 2/26/2014 .

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

PRB APPROVED

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: PHOENIX DEER VALLEY
SPONSOR: CITY OF PHOENIX
CATEGORY: Reliever
PROJECT NUMBER: 4F3V
AIP NUMBER: 3-04-0028-033-2013
DATE: January 22, 2014

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Update Master Plan Study.	2014	\$19,555.00	\$19,554.00	\$398,350.00	\$437,459.00	106
Justification For Recommendation:						
Sponsor requests state match to AIP 3-04-0028-033-2013.						

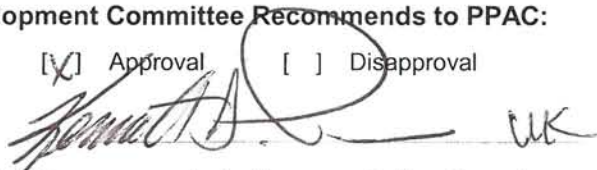
Source of Funds:	2014 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$4,500,251	\$2,329,850	\$2,170,400	\$2,150,845

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: January 21, 2014

Aeronautics Representative:



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: February 26, 2014

State Transportation Board Action:

Approval Disapproval

Date: March 14, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: PHOENIX DEER VALLEY
SPONSOR: CITY OF PHOENIX
CATEGORY: Reliever
PROJECT NUMBER: 4F3W
AIP NUMBER: 3-04-0028-032-2013
DATE: January 22, 2014

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Taxiway A, Phase II.	2014	\$94,793.00	\$94,792.00	\$1,931,051.00	\$2,120,636.00	161
Justification For Recommendation:						
Sponsor requests match to AIP 3-04-0028-032-2013.						

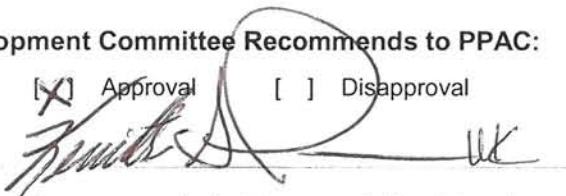
Source of Funds:	2014 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$4,500,251	\$2,349,405	\$2,150,845	\$2,056,052

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: January 21, 2014

Aeronautics Representative:



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: February 26, 2014

State Transportation Board Action:

Approval Disapproval

Date: March 14, 2014

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

Project Committee Recommendations

AIRPORT: PHOENIX SKY HARBOR INTL
SPONSOR: CITY OF PHOENIX
CATEGORY: Commercial Service
PROJECT NUMBER: 4F3X
AIP NUMBER: 3-04-0029-077-2013
DATE: January 22, 2014

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Apron (East Air Cargo) Rehabilitate Apron (West Hold Bay), Phase II.	2014	\$1,967,425.00	\$1,967,425.00	\$11,804,550.00	\$15,739,400.00	162
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Sponsor requests state match to AIP 3-04-0029-077-2013.						

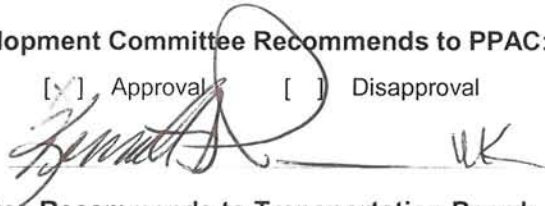
Source of Funds:	2014 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$4,500,251	\$2,444,198	\$2,056,052	\$88,627

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: January 21, 2014

Aeronautics Representative:



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: February 26, 2014

State Transportation Board Action:

Approval Disapproval

Date: March 14, 2014

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

Project Committee Recommendations

AIRPORT: CHANDLER MUNI
 SPONSOR: CITY OF CHANDLER
 CATEGORY: Reliever
 PROJECT NUMBER: 4F3Z
 AIP NUMBER: 3-04-0008-023-2013
 DATE: February 4, 2014

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Apron, Rehabilitate Taxiway Lighting	2014	\$19,311.00	\$19,310.00	\$393,380.00	\$432,001.00	156
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Federal Match Grant						

Source of Funds:	2014 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$4,500,251	\$4,440,381	\$59,869	\$40,558

Aeronautics Project Development Committee Recommends to PPAC:

Approval [] Disapproval

Date: February 4, 2014

Aeronautics Representative:




Priority Planning Committee Recommends to Transportation Board:

[] Approval [] Disapproval

Date:

State Transportation Board Action:

[] Approval [] Disapproval

Date:

STATE ENGINEER'S REPORT
February 2014

The Status of Projects Under Construction report for February 2014 shows 92 projects under construction valued at \$636,435,783.78. The transportation board awarded 7 projects during February valued at approximately \$35.5 million.

During February the Department finalized 16 projects valued at \$98,503,711.63. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Year to date we have finalized 112 projects. The total cost of these 112 projects has exceeded the contractors bid amount by 7.6%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 7.2%.

MONTHLY CONSTRUCTION REPORT

Feb-14

PROJECTS UNDER CONSTRUCTION	92
MONETARY VALUE OF CONTRACTS	\$636,435,783.78
PAYMENTS MADE TO DATE	\$502,205,381.18
INTERSTATE	22
PRIMARY	39
LOCAL GOVERNMENT	23
NON-FEDERAL AID	8
OTHER	0
CONTRACTS EXECUTED IN FEBRUARY 2014	9
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$65,585,288.03

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
February, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
STP 092-A(001)B H459601C	CARR CANYON RD- HUNTER CANYON Safford District						
	Working Days: 513 = 390 + 60 + 63 Days Used: 513						
		12,847,553.70	BISON CONTRACTING CO., INC.	Low Bid = (\$275,503.05) or 2.14% under State Estimate \$12,572,050.65	\$13,151,971.61	\$579,920.96	4.6 %
010-D-(201)N H583801C	TWIN PEAKS T.1 Tucson District						
	Working Days: 571 = 540 + 31 Days Used: 571						
		65,833,927.00	PULICE CONSTRUCTION, INC.	Low Bid = (\$15,349,559.98) or 23.32% under State Estimate \$50,484,367.02	\$54,400,788.76	\$3,916,421.74	7.8 %
085-B-(203)A H640701C	SR 85 AT GILA BEND, PHASE 1 Yuma District						
	Working Days: 490 Days Used: 478						
		13,012,463.00	HAYDON BUILDING CORP	Low Bid = \$461,259.20 or 3.54% over State Estimate \$13,473,722.20	\$14,663,700.20	\$1,189,978.00	8.8 %
191-C-(213)T H835101C	KP CIENEGA TO BEAVER HEAD Globe District						
	Working Days: 40 Days Used: 41						
		712,182.30	VSS INTERNATIONAL, INC	Low Bid = (\$89,520.95) or 12.57% under State Estimate \$622,661.35	\$583,119.11	(\$39,542.24)	-6.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
February, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
STP-169-A(202)T H836101C Working Days: 45 Days Used: 41	SR 169; CHERRY ROAD TO I-17 Prescott District		SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$32,354.40) or 9.84% under State Estimate \$296,383.60	\$273,893.03	(\$22,490.57)	-7.6 %
010-F-(205)T H779501C Working Days: 120 Days Used: 113	SAN SIMON - STATE LINE Safford District		FANN CONTRACTING, INC	Low Bid = (\$311,238.35) or 6.15% under State Estimate \$4,747,974.80	\$4,851,570.19	\$103,595.39	2.2 %
999-A-(370)T H848701C Working Days: 320 = 210 + 26 + 30 + 54 Days Used: 310	VARIOUS STATEWIDE Phoenix District		PAVEMENT MARKING, INC.	Low Bid = (\$117,216.75) or 8.92% under State Estimate \$1,196,995.25	\$1,230,512.62	\$33,517.37	2.8 %
999-A-(359)T H843301C Working Days: 55 Days Used: 39	FLAGSTAFF, HOLBROOK, GLOBE, Flagstaff District		TLL ELECTRIC, INC.	Low Bid = \$17,902.75 or 9.13% over State Estimate \$214,014.75	\$223,351.61	\$9,336.86	4.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
February, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
010-E-(209)T H806501C	I-10, VALENCIA TI - RITA RD. Tucson District						
	Working Days: 107 = 90 + 2 + 5 + 10 Days Used: 106						
		4,178,975.00	GRANITE CONSTRUCTION COMPANY	Low Bid = \$211,415.00 or 5.06% over State Estimate \$4,390,390.00	\$5,089,093.36	\$698,703.36	15.9 %
CM-SUR-0(215)T SS95501C	BELL RD; 115TH AVE TO CAREFREE Phoenix District						
	Working Days: 180 Days Used: 174						
		649,845.00	G.U.Y. CONSTRUCTION, L.L.C.	Low Bid = (\$81,271.30) or 12.51% under State Estimate \$568,573.70	\$542,656.42	(\$25,917.28)	-4.6 %
017-B-(217)T H771101C	SR 169 TO ROCKY PARK Prescott District						
	Working Days: 195 Days Used: 194						
		1,398,218.00	ABBCO SIGN GROUP, INC.	Low Bid = (\$49,831.00) or 3.56% under State Estimate \$1,348,387.00	\$1,303,681.13	(\$44,705.87)	-3.3 %
069-A-(211)T H854001C	SUNRISE BLVD TO PRESCOTT CANYO Prescott District						
	Working Days: 45 Days Used: 39						
		470,318.24	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$22,835.58 or 4.86% over State Estimate \$493,153.82	\$505,222.33	\$12,068.51	2.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2014
February, 2014

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
999-A-(352)T H822301C Working Days: 160 Days Used: 109	MCGUIREVILLE AND HASSAYAMPA RE Prescott District		FANN CONTRACTING, INC	Low Bid = (\$249,033.30) or 17.37% under State Estimate \$1,184,485.76	\$1,208,929.76	\$24,444.00	2.1 %
		1,433,519.06					
BUL-0(201)A SH45901P Working Days: 90 Days Used: 23	CITY OF BULLHEAD CITY - VAR Kingman District		PAVEMENT MARKING, INC.	Low Bid = or under State Estimate \$174,316.71	\$141,626.81	(\$32,689.90)	-18.8 %
070-B-(202)T H853801C Working Days: 30 = 20 + 10 Days Used: 25	HAEKEL RD TO US 191 Safford District		SOUTHWEST SLURRY SEAL, INC.	Low Bid = \$42,305.25 or 16.33% over State Estimate \$301,441.35	\$267,598.91	(\$33,842.44)	-11.2 %
		259,136.10					
PE0-0-(213)T SH50101C Working Days: 90 Days Used: 82	CITY OF PEORIA VARIOUS LOCATI Phoenix District		TLL ELECTRIC, INC.	Low Bid = (\$19,819.95) or 23.32% under State Estimate \$65,165.05	\$65,995.78	\$830.73	1.3 %
		84,985.00					

Completed Contracts (Fiscal Year 2014)

February, 2014

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 16	16		\$92,134,083.01	\$98,503,711.63
		<u>Monetary</u>		<u>Monetary</u>
				\$6,369,628.62

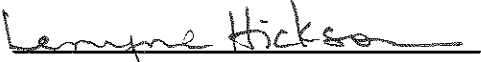
Accumulation to Date (Fiscal Year 2014 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
103	\$682,701,137.01	\$626,374,713.90	\$674,143,062.92	\$47,768,349.02	7.6%

Prepared By:

Checked By:

Yvonne Navarro
 Field Reports Unit, X6849


 Lenyne Hickson, Manager
 Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED
FISCAL YEAR 2014

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR				CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3					
Jul-13	\$ 57,714,612	\$ 497,357	\$ 351,009	\$ 2,145,470	\$ 2,993,836	\$ 46,643,383	\$ 54,720,776	17.3%	
Aug-13	\$ 261,630,406	\$ 1,774,984	\$ 988,440	\$ 105,709	\$ 2,869,133	\$ 241,359,496	\$ 258,761,273	7.2%	
Sep-13	\$ 363,898,805	\$ 1,320,624	\$ 1,645,679	\$ 16,716	\$ 2,983,019	\$ 333,247,768	\$ 360,915,786	8.3%	
Oct-13	\$ 410,361,387	\$ 162,887	\$ 150,324	\$ 4,555	\$ 317,766	\$ 380,655,781	\$ 410,043,621	7.7%	
Nov-13	\$ 436,835,979	\$ 698,091	\$ 566,402	\$ -	\$ 1,264,493	\$ 404,160,392	\$ 435,571,486	7.8%	
Dec-13	\$ 473,742,071	\$ 649,223	\$ 1,401,479	\$ -	\$ 2,050,702	\$ 437,868,230	\$ 471,691,369	7.7%	
Jan-14	\$ 575,639,351	\$ 1,449,981	\$ 293,069	\$ -	\$ 1,743,050	\$ 534,240,631	\$ 573,896,301	7.4%	
Feb-14	\$ 674,143,063	\$ 1,531,028	\$ 464,410	\$ 551,897	\$ 2,547,335	\$ 626,374,714	\$ 671,595,728	7.2%	
Mar-14									
Apr-14									
May-14									
Jun-14									
		\$ 8,084,175	\$ 5,860,812	\$ 2,824,347	\$ 16,769,334				
G:\F_rpts\Board Report FY14									
e-mail to Jason Hafner									

Contracts: (Action As Noted)

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

*ITEM 9a: BOARD DISTRICT NO.: 5

Page 309

BIDS OPENED: February 14, 2014

HIGHWAY: FLAGSTAFF-HOLBROOK HWY (I-40)

SECTION: CANYON PADRE EB BRIDGE

COUNTY: COCONINO

ROUTE NO.: I - 40

PROJECT : TRACS: NHHP-IM-040-D(217)T : 040 CN 218 H789001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SOUTHWEST CONCRETE PAVING CO.

LOW BID AMOUNT: \$ 2,008,476.65

STATE ESTIMATE: \$ 1,763,770.05

\$ OVER ESTIMATE: \$ 244,706.60

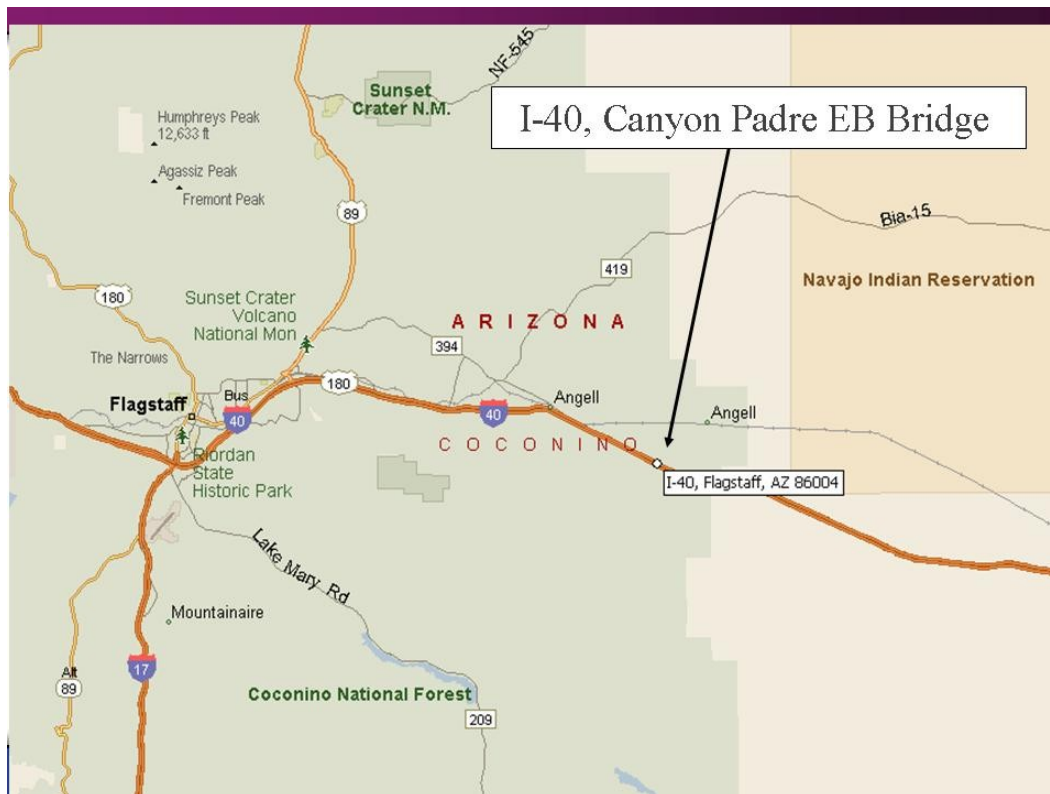
% OVER ESTMATE: 13.9%

PROJECT DBE GOAL: 6.04%

BIDDER DBE PLEDGE: 17.56%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 9b: BOARD DISTRICT NO.: 1

BIDS OPENED: February 21, 2014

HIGHWAY: TOWN OF GLENDALE

SECTION: NEW RIVER BETWEEN NORTHERN TO BETHANY HOME

COUNTY: MARICOPA

ROUTE NO.: New River trail

PROJECT : TRACS: CM-GLN-0(222)T : 0000 MA GLN SS84601C

FUNDING: 94% FEDS 6% LOCAL

BIDDER:	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	STANDARD CONSTRUCTION COMPANY, INC.
BID AMOUNT:	\$ 2,921,442.75	\$ 2,998,636.20
STATE ESTIMATE:	\$ 2,490,144.00	\$ 2,490,144.75
\$ OVER ESTIMATE:	\$ 431,298.75	\$ 508,492.20
% OVER ESTIMATE:	17.3%	20.4%
PROJECT DBE GOAL:	3.49%	3.49%
BIDDER DBE PLEDGE:	20.82%	TBD
NO. BIDDERS:	8	8
RECOMMENDATION:	POSTPONE	POSTPONE

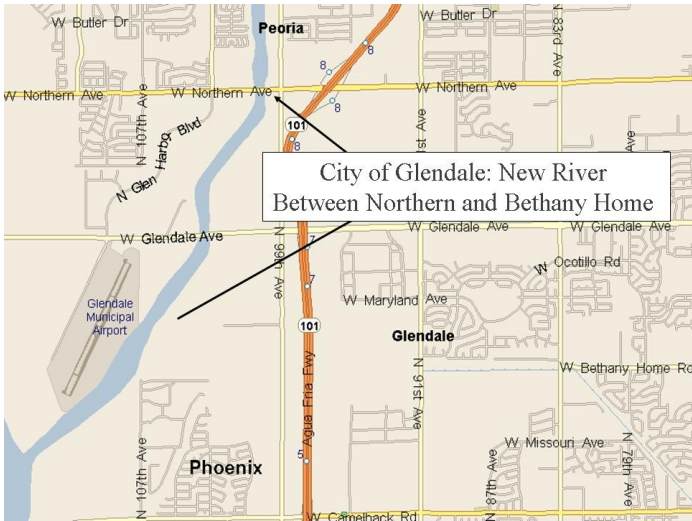
COMMENTS:

At bid opening, Intermountain West Civil Constructors was read as the apparent low bidder and Standard Construction Company was apparent second low bidder.

On February 28, 2014, the Department received a letter from Intermountain West Civil Constructors asking to withdraw its bids due to a serious clerical error in its bid amount.

Further, the apparent low bid and second low bid both exceed the amount of federal and local funds programmed for this project by the Maricopa Association of Governments (MAG) and the City of Glendale.

The Department requests that the Board postpone action on this project to the April meeting to allow time for the Department to review the request of Intermountain West Civil Constructors to withdraw its bid and for the City of Glendale and MAG to determine if they have the additional funds needed for the Department to proceed with award and construction of this project.



*ITEM 9c: BOARD DISTRICT NO.: 6

Page 316

BIDS OPENED: February 21, 2014

HIGHWAY: YUMA COUNTY

SECTION: I-8 SOUTH FRONTAGE RD, AVE 8-1/2 E TO FORTUNA RD

COUNTY: YUMA

ROUTE NO.: I-8 SOUTH FRONTAGE RD

PROJECT : TRACS: STP-YYU-0(202)T : 0000 YU YYU SS86101C

FUNDING: 94% FEDS 6% YUMA COUNTY

LOW BIDDER: DPE CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,970,710.00

STATE ESTIMATE: \$ 3,543,378.84

\$ UNDER ESTIMATE: (\$ 572,668.84)

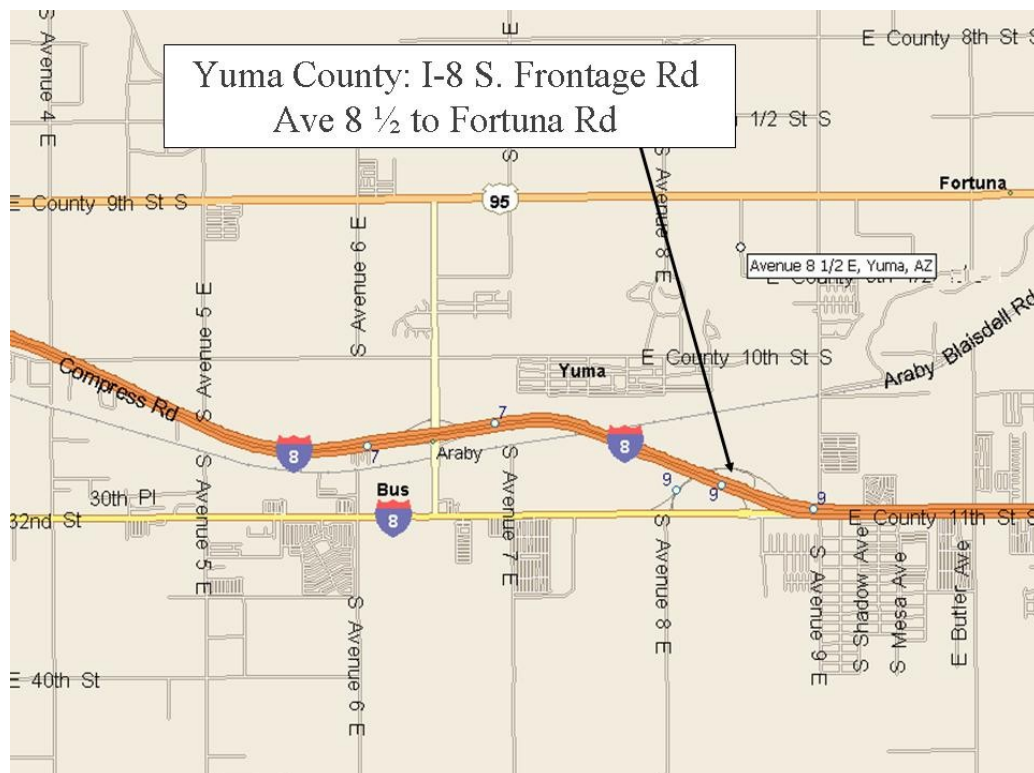
% UNDER ESTIMATE: (16.2%)

PROJECT DBE GOAL: 5.80%

BIDDER DBE PLEDGE: 6.61%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 9d: BOARD DISTRICT NO.: 2

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BIDS OPENED: February 14, 2014

HIGHWAY: TUCSON-ORACLE JC -GLOBE HWY SR 77

SECTION: TANGERINE RD TO PINAL CTY LINE

COUNTY: PIMA

ROUTE NO.: 77

PROJECT : TRACS: STP-077-A(204)T : 077 PM 081 H669401C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 33,867,768.00 \$ 33,956,528.25

STATE ESTIMATE: \$ 34,464,439.30 \$ 34,464,439.30

\$ UNDER ESTIMATE: (\$ 596,671.30) (\$ 507,911.05)

% UNDER ESTMATE: (1.7%) (1.5%)

PROJECT DBE GOAL: 5.57% 5.57%

BIDDER DBE PLEDGE: 5.84% TBD

NO. BIDDERS: 8 8

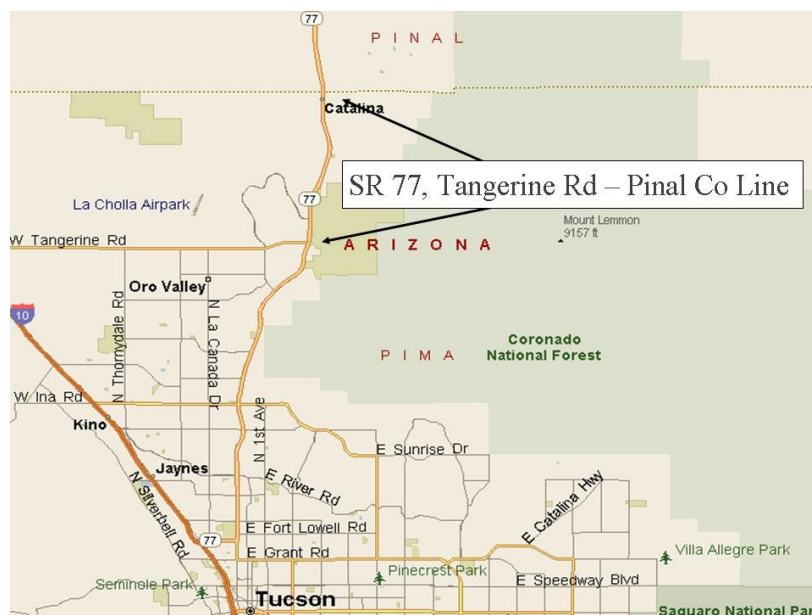
RECOMMENDATION: POSTPONE POSTPONE

COMMENTS:

At bid opening, Granite Construction Company was read as apparent low bidder and FNF Construction was read as apparent second low bidder.

On February 20, 2014, the Department received a protest letter from FNF Construction claiming that the bid of Granite Construction should be rejected as mathematically and materially unbalanced. On February 27, 2014, the Department received a response from Granite Construction claiming that its bid was not unbalanced.

The Department requests that the Board postpone action on this project to the April meeting to allow adequate time for the Department to review the protest and response before making a recommendation to the Board.



*ITEM 9e: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 14, 2014

HIGHWAY: CAMERON-BITTER SPRINGS HWY (US 89)

SECTION: US 89 AT US 89A

COUNTY: COCONINO

ROUTE NO.: US 89

PROJECT : TRACS: NH-STP-089-D(206)T : 089 CN 523 H803801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: TLL ELECTRIC, INC. C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 228,279.05 \$ 250,499.00

STATE ESTIMATE: \$ 193,855.00 \$ 193,855.00

\$ OVER ESTIMATE: \$ 34,394.05 \$ 56,644.00

% OVER ESTMATE: 17.3% 29.2%

PROJECT DBE GOAL: 2.58% 2.58%

BIDDER DBE PLEDGE: NA 2.59%

NO. BIDDERS: 5 5

RECOMMENDATION: REJECT AWARD

COMMENTS:

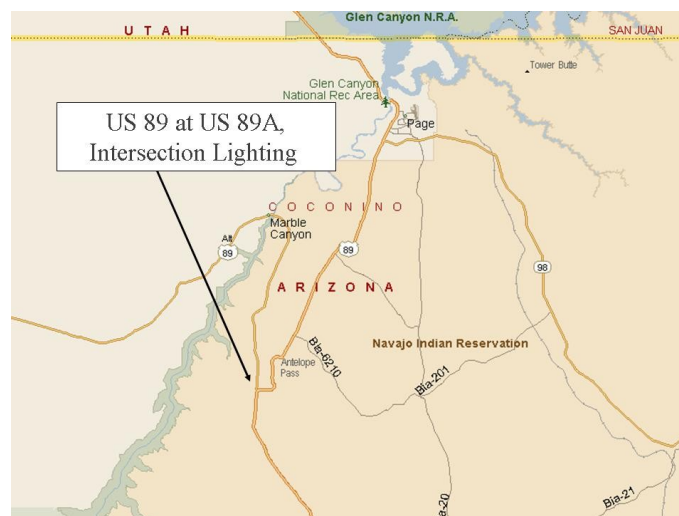
At bid opening, TLL Electric was read as apparent low bid and C S Construction was apparent second low bid.

In review subsequent to bid opening it was found that TLL Electric failed to sign its bid proposal.

Subsection 102.10(B)(3) of the Standard Specifications states in part "...Proposals will be considered irregular and will be rejected...If the bidder fails to sign the proposal when submitting a bid in the paper format".

The Specifications in this matter are clear. The bid of TLL Electric is an irregular bid and must be rejected. In a letter dated February 14, 2014, the Department notified TLL Electric that its bid was rejected, with copies to all other bidders on the project. In that letter the Department also advised that any protest related to rejection of the bid of TLL Electric or to C S Construction becoming the apparent low bidder must be received by the Department by February 28, 2014. No protest was received.

The Department recommends award to C S Construction as the lowest responsible and responsive bidder. FHWA concurs with this recommendation.



*ITEM 9f: BOARD DISTRICT NO.: 5

BIDS OPENED: February 21, 2014

HIGHWAY: PRESCOTT-FLAGSTAFF HWY (SR 89A)

SECTION: SR 89A/J.W. POWELL BLVD TRAFFIC INTERCHANGE

COUNTY: COCONINO

ROUTE NO.: US 89A

PROJECT : TRACS: STP-A89-B(002)T : 089A CN 398 H413401C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: RUMMEL CONSTRUCTION, INC.	FANN CONTRACTING, INC
LOW BID AMOUNT: \$ 5,713,350.30	\$ 6,250,000.00
STATE ESTIMATE: \$ 5,289,230.40	\$ 5,289,230.40
\$ OVER ESTIMATE: \$ 424,119.90	\$ 960,769.60
% OVER ESTMATE: 8.0%	18.2%
PROJECT DBE GOAL: 5.42%	5.42%
BIDDER DBE PLEDGE: NA	5.68%
NO. BIDDERS: 6	6
RECOMMENDATION: REJECT	AWARD

COMMENTS:

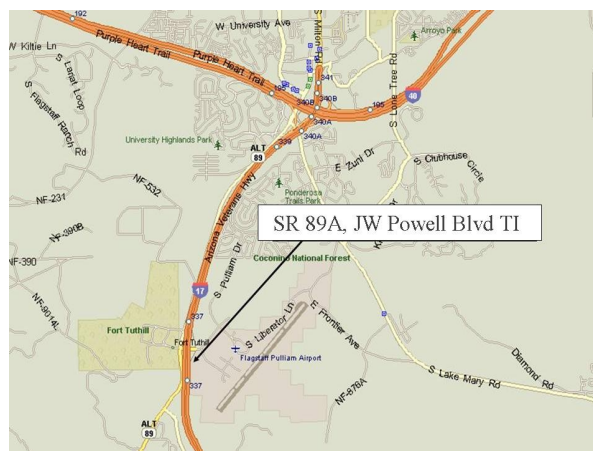
At bid opening, Rummel Construction was read as apparent low bid and Fann Contracting was apparent second low bid.

In review subsequent to bid opening, the Department found that the bid of Rummel Construction failed to include a bid price for one pay item.

Subsection 102.10(B)(5) of the Standard Specifications states in part "...Proposals will be considered irregular and will be rejected...If the bidding schedule does not contain a unit price for each pay item..."

The Specifications in this matter are clear. The bid of Rummel Construction is an irregular bid and must be rejected. In a letter dated February 21, 2014, the Department advised Rummel Construction that its bid was rejected, with copies to all other bidders on the project. In that letter the Department also advised that any protest related to rejection of the bid of Rummel Construction or to Fann Contracting becoming the apparent low bidder must be received by the Department by February 28, 2014. No protest was received.

The Department recommends award to Fann Contracting as the lowest responsible and responsive bidder. FHWA concurs with this recommendation.



*ITEM 9g

BOARD DISTRICT NO.: 5

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BIDS OPENED: February 14, 2014

HIGHWAY: CHAMBERS-MEXICAN WATER HWY (US 191)

SECTION: ROUND ROCK - JCT. US 160

COUNTY: APACHE

ROUTE NO.: US 191

PROJECT : TRACS: STP-191-E(209)T : 191 AP 481 H813201C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SUNLAND, INC. ASPHALT & SEAL COATING

LOW BID AMOUNT: \$ 2,790,603.50

STATE ESTIMATE: \$ 2,417,557.22

\$ OVER ESTIMATE: \$ 373,046.28

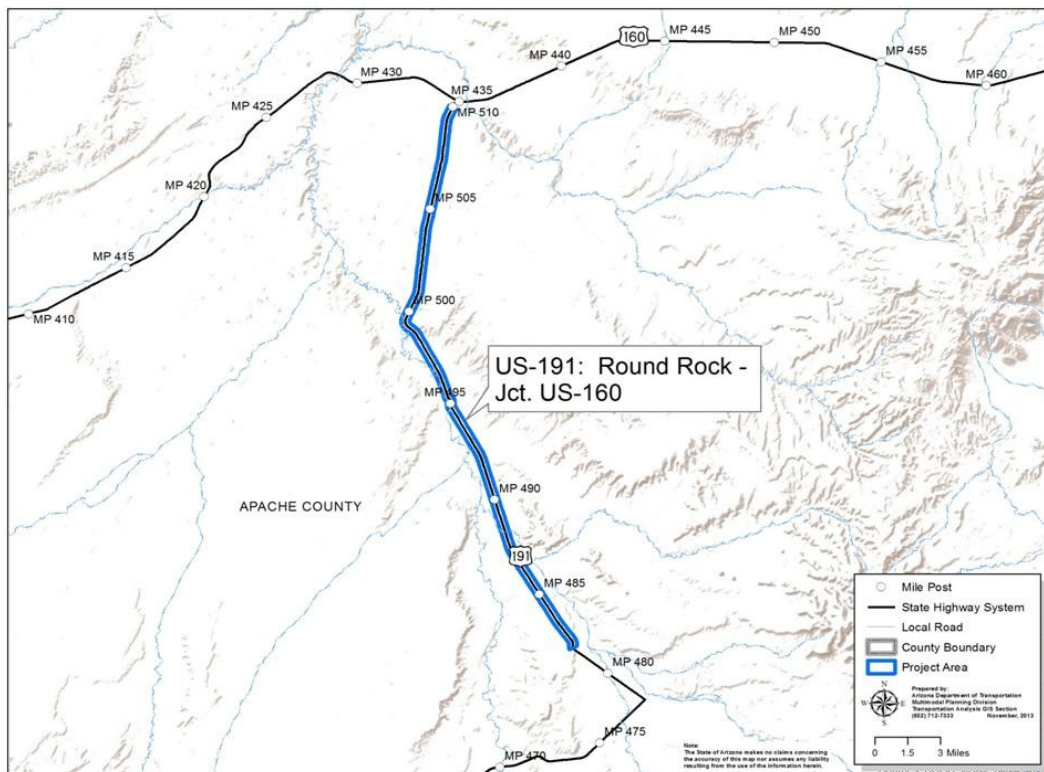
% OVER ESTIMATE: 15.4%

PROJECT DBE GOAL: 4.16%

BIDDER DBE PLEDGE: 4.20%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Working Days

The proposed work is located in Yavapai County on I - 17, approximately 10 miles north of Cordes Junction. The project begins at milepost 269.20 and extends northerly to milepost 279.60. The work consists of milling the existing Asphaltic Concrete (AC) and replacing it with AC and Asphalt-Rubber Asphaltic Concrete Friction Course. The work also includes removing the existing bridge railing and replacing it with concrete bridge barrier. Additional work includes replacing guardrail, pavement markings, and other miscellaneous work.

Bid Opening Date : 02/07/2014, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
017 YV 269 H813501C 017-B-(218)T	CORDES JUNCTION - FLAGSTAFF HIGHWAY (I - 17)	DUGAS TI-CHERRY RD Prescott District	13614

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$6,419,259.05	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
2	\$6,639,000.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST ROAD TEMPE, AZ 85282
3	\$6,719,663.95	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$6,773,844.45	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
5	\$6,926,471.90	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
	\$6,933,032.55	DEPARTMENT	
6	\$6,954,727.85	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$7,309,309.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284

Apparent Low Bidder is 7.4% Under Department Estimate (Difference = (\$513,773.50))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 07, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 017 YV 269 H813501C
PROJ NO IM 017-B(218)T
TERMINI CORDES JUNCTION - FLAGSTAFF HIGHWAY (I - 17)
LOCATION DUGAS TI - CHERRY RD

ROUTE NO. MILEPOST DISTRICT ITEM NO.
I - 17 269.20 to 279.60 PRESCOTT 13614

The amount programmed for this contract is \$11,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yavapai County on I - 17, approximately 10 miles north of Cordes Junction. The project begins at milepost 269.20 and extends northerly to milepost 279.60. The work consists of milling the existing Asphaltic Concrete (AC) and replacing it with AC and Asphalt-Rubber Asphaltic Concrete Friction Course. The work also includes removing the existing bridge railing and replacing it with concrete bridge barrier. Additional work includes replacing guardrail, pavement markings, and other miscellaneous work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Includes items like Remove Bituminous Pavement (Milling), Asphaltic Concrete Friction Course, etc.

The time allowed for the completion of the work included in this project will be 130 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.81%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$40.00, payable at time of order by

cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

C&S Technical Leader
Construction Supervisor:

Manish Shah
Tom Goodman

(602) 712-7216
(928) 468-5063

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

Advertised on Dec. 19, 2013

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed project is located in Coconino County, on US 160 MP 343.47 and MP 343.70, at the intersection of US 160 and Indian Route (IR) 21 in Tonalea, Arizona, within the Navajo Indian Reservation. The work includes lighting poles, mast arms and luminaries, electrical conduit with conductors, foundations, breakaway bases, Type IV Load Center Cabinet, establishing a power source for the street lights and other related items.

Bid Opening Date : 02/07/2014, Prequalification Required, Engineer Specialist : Gutierrez Adrian

Project No.	Highway Termini	Location	Item
160 CN 343 H803701C 160-A-(203)T	TUBA CITY - FOUR CORNERS HIGHWAY, US 160	US 160 AT N21 Flagstaff District	17314

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$150,865.54	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303
2	\$151,141.30	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
3	\$153,331.00	DEPARTMENT	
3	\$197,437.18	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
4	\$208,738.30	TLL ELECTRIC, INC.	107 W. WADE LANE 35 PAYSON, AZ 85541
5	\$228,210.45	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

Apparent Low Bidder is 1.6% Under Department Estimate (Difference = (\$2,465.46))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 7, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 160 CN 343 H803701C
PROJ NO NHPP-STP-160-A(203)T
TERMINI TUBA CITY – FOUR CORNERS HIGHWAY, US 160
LOCATION US 160 AT N21

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 160	343.47 to 343.70	FLAGSTAFF	17314

The amount programmed for this contract is \$200,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Coconino County, on US 160 MP 343.47 and MP 343.70, at the intersection of US 160 and Indian Route (IR) 21 in Tonalea, Arizona, within the Navajo Indian Reservation. The work includes lighting poles, mast arms and luminaries, electrical conduit with conductors, foundations, breakaway bases, Type IV Load Center Cabinet, establishing a power source for the street lights and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Pole Type G (Std Base)	EA	9
Pole Foundation Type G (Standard Base)	EA	9
Mast Arm (20 FT)(Tapered)	EA	9
Electrical Conduit (2")(PVC)	LF	2915
Electrical Conduit (2")(PVC)(Directional)	LF	225
Pull Box (No 5)	EA	9
Conductors	LSUM	1
Luminaire (Horizontal Mount)(HPS 250 Watt)	EA	9
Load Center Cabinet (Type IV) (120/240 Volt)	EA	1
Electrical System (NTUA Power Pole)	EA	1
Force Account Work (Provide Electrical Service)	LSUM	1

This project is located on a Native American Reservation, in the Navajo Indian Reservation area, which may subject the contractor to the laws and regulations of the Navajo 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 Navajo Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be **80** working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$8.00, payable at time of order by cash, check

or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Adrian C Gutierrez	(602) 712-8257
Construction Supervisor:	Dave Sikes	(928) 266-2688

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

160 CN 343 H803701C
NHPP-STP-160-A(203)T
Advertised, December 23, 2013
SH:ACG:U/ADV4BID

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed work is located in Navajo County on SR 260. The project limits begin at MP 321.31 and proceeds eastward approximately 9.4 miles to MP 330.70. The project consists of pavement rehabilitation work and bridge deck repair work. The work includes milling, replacement and overlay of AC and application of chip seal coat. The work also includes, signing, installing guard rail, bridge railing, pavement marking and other related work.

Bid Opening Date : 02/07/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
260 NA 321 H812901C 260-B-(216)T	PAYSON - SHOW LOW HIGHWAY (SR 260)	COTTONWOOD WASH TO SHOW LOW Globe District	18214

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,905,000.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST ROAD TEMPE, AZ 85282
2	\$3,299,041.29	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
3	\$3,301,276.12	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$3,304,304.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
	\$3,404,590.19	DEPARTMENT	
5	\$3,409,350.84	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
6	\$3,421,659.37	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$3,535,353.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284

Apparent Low Bidder is 14.7% Under Department Estimate (Difference = (\$499,590.19))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 07, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 260 NA 321 H8129 01C
PROJ NO NH-260-B(216)T
TERMINI PAYSON-SHOW LOW HIGHWAY (SR 260)
LOCATION COTTONWOOD WASH TO SHOW LOW

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 260	321.31 to 330.70	Globe	18214

The amount programmed for this contract is \$4,847,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Navajo County on SR 260. The project limits begin at MP 321.31 and proceeds eastward approximately 9.4 miles to MP 330.70. The project consists of pavement rehabilitation work and bridge deck repair work. The work includes milling, replacement and overlay of AC and application of chip seal coat. The work also includes, signing, installing guard rail, bridge railing, pavement marking and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Embankment Curb	L. Ft.	6,215
Remove Bituminous Pavement (Milling 2" & 3")	Sq. Yd.	147,355
Asphalt Cement (PG 64-28 TR+)	Ton	324
Cover Material	Cu. Yd.	1,684
Asphalt Binder (PG 64-22)	Ton	1,214
Asphaltic Concrete Pavement (3/4 Mix) (EP) (Special Mix)	Ton	24,522
Bridge Repair (Epoxy Overlay)	Sq. Yd.	925
F-Shape Bridge Concrete Barrier & Transition	L. Ft.	502
Foundation for Sign Post (Concrete)	Each	40
Temporary Concrete Barrier	L. Ft.	1,420
Delineator Assembly (Flexible) (Driven Foundation)	Each	402
Pavement Marking (Paint)	L. Ft.	145,200
Pavement Marking (Epoxy)	L. Ft.	217,900
Seeding	Acre	2
Guard Rail Terminal (Tangent Type)	Each	32
Embankment Curb	L. Ft.	6,215
Force Account (Asbestos Removal and Disposal)	L. Sum	1
Miscellaneous Work (Remove Concrete Deck Surface)	Sq. Ft.	8,315
Contractor Quality Control	L. Sum	1
Ground-in Rumble Strip (6" & 8")	L. Ft.	
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 95 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.58.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$29.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Elaine Leavens-Cooke	(928) 532-2345

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

260 NA 321 H8129 01C
NH-260-B(216)T
12/31/2013
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ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

230 Calendar Days

The proposed pavement preservation and shoulder widening work is located in Apache County on SR 264 within Navajo Nation, approximately 20 miles east of Ganado. The project begins at MP 459 and ends at MP 465.80. The work includes overlaying the existing pavement with asphaltic concrete, shoulder widening with asphaltic concrete over aggregate base, and placing AR-ACFC. The work also includes construction of guardrail, extension of the existing pipes for the widened roadway, installation of barbed wire fence and cattle guards, pavement markings, and other related work.

Bid Opening Date : 02/21/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
264 AP 459 H786301C 264-A-(214)T	TUBA CITY - WINDOW ROCK HIGHWAY (SR 264)	CROSS CANYON- SUMMIT Holbrook District	19614

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$7,429,045.04	DEPARTMENT	
1	\$7,700,000.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST DRIVE TEMPE, AZ 85282
2	\$7,926,710.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
3	\$8,118,118.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
4	\$8,670,802.60	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 3.6% Over Department Estimate (Difference = \$270,954.96)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 21, 2014 AT 11:00 A.M. (M.S.T.)

TRACS NO 264 AP 459 H786301C
 PROJ NO STP-264-A(214)T
 TERMINI TUBA CITY – WINDOW ROCK HIGHWAY (SR 264)
 LOCATION CROSS CANYON-SUMMIT

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 264	459.00 to 465.80	HOLBROOK	19614

The amount programmed for this contract is \$9,885,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement preservation and shoulder widening work is located in Apache County on SR 264 within Navajo Nation, approximately 20 miles east of Ganado. The project begins at MP 459 and ends at MP 465.80. The work includes overlaying the existing pavement with asphaltic concrete, shoulder widening with asphaltic concrete over aggregate base, and placing AR-ACFC. The work also includes construction of guardrail, extension of the existing pipes for the widened roadway, installation of barbed wire fence and cattle guards, pavement markings, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Clearing and Grubbing	ACRE	67
Removal of Asphaltic Concrete Pavement	SQ.YD.	12,191
Remove Bituminous Pavement (Milling 3")	SQ.YD.	1,042
Remove (Signs, Posts, and foundation)	EACH	88
Saw Cutting	L.FT.	71,840
Roadway Excavation	CU.YD.	22,754
Construct Berm	CU.YD.	634
Borrow	CU.YD.	22,889
Aggregate Base, Class 2	CU.YD.	22,430
Asphalt Binder (PG 64-28)	TON	1,391
Asphalt Concrete (Miscellaneous Structure)	TON	880
Asphaltic Concrete Friction Course (Asphaltic-Rubber)	TON	4,417
Asphaltic Concrete (3/4" MIX)(End Product)	TON	27,817
Pipe, Corrugated(24", 36", 28" x 20")	L.FT.	692
Sign Post (Perforated)(2S, 2 1/2 S)	L.FT.	964
Permanent Pavement Marking (Painted White and Yellow)	L.FT.	101,800
Dual Component Pavement Marker (white and Yellow Epoxy)	L.FT.	152,700
Erosion Control(Sediment Wattles 9" and 20")	L.FT.	57,861
Reconstruct Barbed Wire Fence, Type 2	L.FT.	71,624
Cattle Guard, 2 Unit and 4 Unit	EACH	3
Miscellaneous Work(Control of Noxious Plants)	SQ.YD.	300,078
Construction Surveying and Layout	L.SUM	1
Ground-In Rumble Strip (6")	L.FT.	35,400

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo 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 Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 230 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.72.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$84.00 payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

One CD containing the geotechnical investigation report is available for sale at Contract and Specifications Section. The cost of each CD is \$5.00, payable at time of order by cash, check or money order.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Supervisor:	Carl Ericksen	(928) 524-5421

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

220 Calendar Days

The proposed Ehrenberg Rest Area work is located in La Paz County along I-10 at milepost 4.7, approximately 4 miles east of Ehrenberg. Work will include rehabilitation of existing site features at the eastbound and westbound Ehrenberg Rest Areas including restroom building renovations, vending building renovations, ramada renovations, pavement marking and signage, site concrete, and limited rehabilitation of the existing water and wastewater systems.

The proposed Burnt Well Rest Area is located in Maricopa County along I-10 at milepost 86.1, approximately 8 miles west of Tonopah. Work will include rehabilitation of existing site features at the eastbound and westbound Burnt Well Rest Areas including restroom building renovations, vending building renovations, ramada renovations, pavement marking and signage, site concrete, and limited rehabilitation of the existing water and wastewater systems.

Bid Opening Date : 02/21/2014, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
999 SW H821701C 999-A-(351)T	EHREMBERG - PHONEIX HIGHWAY (I-10)	BURNT WELL & EHREMBERG REST AR Yuma District	18814

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,758,343.10	DEPARTMENT	
1	\$2,778,461.05	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
2	\$2,969,726.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	2020 S. MCCLINTOCK DRIVE SUITE #100 TEMPE, AZ 85282
3	\$4,080,374.30	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 0.7% Over Department Estimate (Difference = \$20,117.95)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 21, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 999 SW 000 H821701C
PROJ NO STP-999-A(351)T
TERMINI EHRENBURG – PHOENIX HIGHWAY (I-10)
LOCATION BURNT WELL AND EHRENBURG REST AREAS

ROUTE NO.	MILEPOSTS	DISTRICT	ITEM NO.
I-10	4.7 & 86	YUMA	18814

The amount programmed for this contract is \$3,700,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Ehrenberg Rest Area work is located in La Paz County along I-10 at milepost 4.7, approximately 4 miles east of Ehrenberg. Work will include rehabilitation of existing site features at the eastbound and westbound Ehrenberg Rest Areas including restroom building renovations, vending building renovations, ramada renovations, pavement marking and signage, site concrete, and limited rehabilitation of the existing water and wastewater systems.

The proposed Burnt Well Rest Area is located in Maricopa County along I-10 at milepost 86.1, approximately 8 miles west of Tonopah. Work will include rehabilitation of existing site features at the eastbound and westbound Burnt Well Rest Areas including restroom building renovations, vending building renovations, ramada renovations, pavement marking and signage, site concrete, and limited rehabilitation of the existing water and wastewater systems.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Pavement Marking	L.Ft.	23,000
Pump House Renovation	L.SUM	1
Remove (Et Beds)(Ehrenberg Rest Area-Westbound)	L.SUM	1
Electrical System	L.SUM	1
Restroom Buildings Renovation	L.SUM	1
Vending Buildings Renovation	L.SUM	1
Renovation of Ramadas	L.SUM	1
Caretaker Residence Renovations	L.SUM	1
Septic Tank System Renovations	L.SUM	1
Percolation Disposal Pit Renovations	L.SUM	1
Leach Field System Renovations	L.SUM	1
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be 220 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.11%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week

following the advertisement for bids. The cost is \$78.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	William Nanni	(602) 712-6899
Construction Supervisor:	Jaime Hernandez	(928) 317-2158

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

W.N. 999 SW 000 H821701C
January 14, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

195 Calendar Days

The proposed bridge deck replacement work is located in Coconino County on eastbound Interstate 40, 23 miles east of Flagstaff at MP 218.73 over Canyon Padre Wash. The work begins at MP 218.64 and extends easterly to MP 218.87. The work consists of removing and replacing the existing concrete bridge deck, constructing concrete barriers, constructing approach slabs, applying pavement markings, and performing other related work.

Bid Opening Date : 02/14/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
040 CN 218 H789001C 040-D-(217)T	FLAGSTAFF - HOLBROOK HIGHWAY (I 40)	CANYON PADRE EB BRIDGE Flagstaff District	14414

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,763,770.05	DEPARTMENT	
1	\$2,008,476.65	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027
2	\$2,131,627.65	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
3	\$2,146,511.97	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$2,348,263.11	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 13.9% Over Department Estimate (Difference = \$244,706.60)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 14, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 CN 218 H7890 01C
PROJ NO NHHP-IM-040-D(217)T
TERMINI FLAGSTAFF – HOLBROOK HWY (I-40)
LOCATION CANYON PADRE EB BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	218.64-218.87	Flagstaff	14414

The amount programmed for this contract is \$2,700,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed bridge deck replacement work is located in Coconino County on eastbound Interstate 40, 23 miles east of Flagstaff at MP 218.73 over Canyon Padre Wash. The work begins at MP 218.64 and extends easterly to MP 218.87. The work consists of removing and replacing the existing concrete bridge deck, constructing concrete barriers, constructing approach slabs, applying pavement markings, and performing other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Structural Concrete	Cu. Yd.	448
Remove Bituminous Pavement (3")	Sq. Yd.	1,039
Roadway Excavation	Cu. Yd.	1,746
Aggregate Base, Class 2	Cu. Yd.	1,170
Asphaltic Concrete t (Misc. Structural) (Special Mix)	Ton	2,782
Structural Concrete (Class S) (F'C=4500)	Cu. Yd	440
Bridge Deck Texturing (Sawed Grooves)	Sq. Yd.	1,690
F-Shape Bridge Concrete Barrier & Transition	L. Ft.	724
Temporary Concrete Barrier	L. Ft.	4,020
Pavement Marking (Paint)	L. Ft.	24,500
Pavement Marking (Epoxy)	L. Ft.	36,750
Seeding	Acre	5
Construct Guard Rail from Salvage	L. Ft.	1,263
Force Account (Removal and Disposal of Asbestos Material)	L. Sum	1
Contractor Quality Control	L. Sum	1
Ground-in Rumble Strip (12")	L. Ft.	10,898
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 195 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.04.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$35.00, payable at time of order by cash, check or money order. Please

indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Stephen Monroe	(928) 714-2290

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

040 CN 218 H7890 01C
NHHP-IM-040-D(217)T
1/10/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Calendar Days

The project is located in Maricopa County within the City of Glendale, on the New River alignment, beginning at Bethany Home Outfall Channel and extends north to Northern Avenue. The work consists of constructing approximately 2.5 miles of new concrete multi-use pathway. The work also includes a bridge over the ADOT Outfall Channel, soil cement bank protection, pipe culvert extensions, lighting, landscaping and other related work.

Bid Opening Date : 02/21/2014, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
00000 MA GLN SS84601C GLN-0-(222)T	CITY OF GLENDALE	NEW RIVER BETWEEN NORTHERN TO Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,490,144.00	DEPARTMENT	
1	\$2,921,442.75	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	2020 S. MCCLINTOCK DRIVE SUITE #100 TEMPE, AZ 85282
2	\$2,998,636.20	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323
3	\$3,136,631.71	HUNTER CONTRACTING COMPANY	701 N COOPER ROAD GILBERT, AZ 85233
4	\$3,143,413.25	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE #190 PHOENIX, AZ 85027
5	\$3,176,840.35	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
6	\$3,222,919.80	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$3,305,081.85	ACHEN-GARDNER CONSTRUCTION, LLC	550 S. 79TH STREET CHANDLER, AZ 85226
8	\$3,621,222.00	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082

Apparent Low Bidder is 17.3% Over Department Estimate (Difference = \$431,298.75)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 06, 2013 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SS84601C
 PROJ NO CM-GLN-0(222)T
 TERMINI CITY OF GLENDALE
 LOCATION NEW RIVER BETWEEN NORTHERN TO BETHANY HOME

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	LOCAL

The amount programmed for this contract is \$3,124,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The project is located in Maricopa County within the City of Glendale, on the New River alignment, beginning at Bethany Home Outfall Channel and extends north to Northern Avenue. The work consists of constructing approximately 2.5 miles of new concrete multi-use pathway. The work also includes a bridge over the ADOT Outfall Channel, soil cement bank protection, pipe culvert extensions, lighting, landscaping and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of portland cement concrete pavement	SQ.YD.	210
Roadway excavation	CU.YD.	1,480
Borrow (in place)	CU.YD.	3,390
Aggregate base, class 2	CU.YD.	1,577
Asphaltic concrete (misc. structural) (special mix)	TON	118
Reinforced concrete pipe(various sizes & types)	L.FT.	145
Structural Concrete	CU.YD.	151
Reinforcing Steel	LB.	7,510
Prefabricated structure (steel bridge)	EACH	1
Metal Hand Rail (new and modified)	L.FT.	13,047
Pole (type G)(standard base)	EACH	7
Electrical conduit (2")(pvc)	L.FT.	780
Conductors (various sizes and types)	L.FT.	3,542
Decomposed Granite	SQ.YD.	37,666
Irrigation controller (automatic)(48 Station)(AC powered)	EACH	1
Irrigation controller (automatic)(12 Station)(DC powered)	EACH	1
Trees (various types and sizes)	EACH	1,107
Landscape establishment	L.SUM.	1
Emitter (multi outlet)	EACH	699
Pipe for irrigation (various sizes & types)	L.FT.	24,559
Chain link fence, type 1(72")	L.FT.	2,982
Concrete sidewalk (C-5.20, 6" thick)	SQ.FT.	130,010
Soil cement bank protection	CU.YD.	15,030
Contractor quality control	L.SUM	1
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be 180 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.49.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$77.00 payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mahfuz Anwar	(602) 712-7663
Construction Supervisor:	Kole Dea	(602) 708-8992

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

0000 MA GLN SS84601C
CM-GLN-0(222)T

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Fixed Completion Date:

11/30/2014

The proposed roadway reconstruction work is located in Yuma County on the south frontage road along Interstate-8 (I-8). The project begins at Avenue 8-1/2E and extends east for a distance of approximately 2.3 miles to its intersection with Fortuna Road. The proposed work consists of reconstructing I-8 South Frontage Road (SFR) with paving and storm drain improvements. Roadway paving and storm drain improvements extend along I-8 SFR from approximately 1,500 feet west of Avenue 10E along Fortuna Road. The improvements will also include modifying the curb return at the northwest corner of I-8 SFR and Fortuna Road and an associated modification of the signal pole at this location. This project also includes replacing damaged median curb, PCCP spall repair at Fortuna Road and I-8 SFR intersection and other related work.

Bid Opening Date : 02/21/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
0000 YU YYU SS86101C YYU-0-(202)T	YUMA COUNTY	I-8S FRN RD,AVE 8-1/2E-FORTUNA	Yuma District LOCAL-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,970,710.00	DPE CONSTRUCTION, INC.	1636-A E. 20TH STREET YUMA, AZ 85365
2	\$3,189,163.59	CEMEX CONSTRUCTION MATERIALS SOUTH, LLC.	2088 E. 20TH STREET YUMA, AZ 85365-2507
3	\$3,374,575.50	GREY MOUNTAIN CONSTRUCTION, LLC	3190 SOUTH GILBERT ROAD SUITE #5 CHANDLER, AZ 85286
	\$3,543,378.84	DEPARTMENT	
4	\$3,639,741.77	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040

Apparent Low Bidder is 16.2% Under Department Estimate (Difference = (\$572,668.84))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 07, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU YYU SS86101C
 PROJ NO STP-YYU-0(202)T
 TERMINI YUMA COUNTY
 LOCATION I-8 SOUTH FRONTAGE ROAD, AVENUE 8-1/2E TO FORTUNA ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	YUMA	LOCAL-FA

The amount programmed for this contract is \$4,374,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed roadway reconstruction work is located in Yuma County on the south frontage road along Interstate-8 (I-8). The project begins at Avenue 8-1/2E and extends east for a distance of approximately 2.3 miles to its intersection with Fortuna Road. The proposed work consists of reconstructing I-8 South Frontage Road (SFR) with paving and storm drain improvements. Roadway paving and storm drain improvements extend along I-8 SFR from approximately 1,500 feet west of Avenue 10E along Fortuna Road. The improvements will also include modifying the curb return at the northwest corner of I-8 SFR and Fortuna Road and an associated modification of the signal pole at this location. This project also includes replacing damaged median curb, PCCP spall repair at Fortuna Road and I-8 SFR intersection and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Curb	L. Ft.	2,692
Removal of Concrete Sidewalks, Driveways & Slabs	Sq. Ft.	2,921
Removal of Asphaltic Concrete Pavement	Sq. Yd.	506
Grading Roadway for Pavement	Sq. Yd.	35,021
Aggregate Base, Class 2	Cu. Yd.	7,984
Portland Cement Concrete Pavement (10")	Sq. Yd.	187
Asphalt Binder (PG 76-16)	Ton	466
Asphaltic Concrete Pavement (3/4 Mix) (EP) (Special Mix)	Ton	9,310
Pipe, Reinforced Concrete (Class IV, 18" & 24")	L. Ft.	4,403
Catch Basin (Various Types)	Each	24
Manhole (MAG Detail 520 & 522)	Each	17
Pavement Marking (Paint)	L. Ft.	36,505
Pavement Marking (Thermoplastic)	L. Ft.	49,800
Pole (Various Types)	Each	3
Chain Link Fence, Type 1 (72')	L. Ft.	12,116
Concrete Curb & Gutter (Various Types)	L. Ft.	13,000
Concrete Sidewalk & Driveway (Various Types)	Sq. Ft.	48,000
Wall (CMU Screen Wall & Retaining wall)	L. Ft.	1,177
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1

The work included in this project shall be completed by 11/30/2014.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.80.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$80.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Jaime Hernandez	(928) 317-2158

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

0000 YU YYU SS86101C
STP-YYU-0(202)T
12/31/2013

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

670 Calendar Days

The proposed Widen Roadway work is located in Pima County (With transitions crossing into Pinal County), on State Route 77, beginning in the Town of Oro Valley just north of Tangerine Road and extending north to Eagle Crest Ranch Blvd. (Pinal County Line) (MP 81.88 to 88.18). The work consists of widening the existing roadway by adding one lane in each direction. The improvements will include two wildlife crossings (one over and one under the roadway), pedestrian pathway improvements, new raised medians, drainage, box culvert extension, retaining walls, asphaltic concrete, noise walls, traffic signal modifications, the addition of right-turn lanes, new and modified to left-turn lanes, pavement markings, signing and other related work.

Bid Opening Date : 02/14/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
077 PM 081 H669401C STP-077-A(204)T	TUCSON-ORACLE JCT-GLOBE HWY, SR77	TANGERINE RD TO PINAL COUNTY L Tucson District	11413

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$33,867,768.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
2	\$33,956,528.25	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$34,464,439.30	DEPARTMENT	
3	\$34,825,572.97	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
4	\$34,847,142.90	ACHEN-GARDNER CONSTRUCTION, LLC	550 S. 79TH STREET CHANDLER, AZ 85226
5	\$35,267,715.48	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
6	\$37,925,735.56	HUNTER CONTRACTING COMPANY	701 N. COOPER RD GILBERT, AZ 85233

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$38,778,957.05	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
8	\$39,777,430.46	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255

Apparent Low Bidder is 1.7% Under Department Estimate (Difference = (\$596,671.30))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 20, 2013 AT 11:00 A.M. (M.S.T.)

TRACS NO 077 PM 081 H669401C
 PROJ NO STP-077-A(204)T
 TERMINI TUCSON - ORACLE JCT. – GLOBE HIGHWAY, SR77
 LOCATION TANGERINE ROAD TO PINAL COUNTY LINE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 77	81.88 to 88.18	TUCSON	11413

The amount programmed for this contract is \$46,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Widen Roadway work is located in Pima County (With transitions crossing into Pinal County), on State Route 77, beginning in the Town of Oro Valley just north of Tangerine Road and extending north to Eagle Crest Ranch Blvd. (Pinal County Line) (MP 81.88 to 88.18). The work consists of widening the existing roadway by adding one lane in each direction. The improvements will include two wildlife crossings (one over and one under the roadway), pedestrian pathway improvements, new raised medians, drainage, box culvert extension, retaining walls, asphaltic concrete, noise walls, traffic signal modifications, the addition of right-turn lanes, new and modified to left-turn lanes, pavement markings, signing and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Asphaltic Concrete Pavement	SQ.YD.	88,953
Removal of Pipe	L.FT	10,442
Remove Bituminous Pavement (Milling)	SQ.YD.	224,029
Roadway Excavation	CU.YD.	124,603
Structural Excavation	CU.YD.	9,693
Structure Backfill	CU.YD.	5,465
Borrow	CU.YD.	42,888
Aggregate Base, Class 2	CU.YD.	71,339
Asphalt Binder (PG 76-22 TR+)	TON	2,654
Asphalt Binder (PG 70-10)	TON	2,795
Asphaltic Concrete (Miscellaneous Structural)	TON	7,490
Asphaltic Concrete (3/4" Mix)(End Product)	TON	108,941
Pipe, Corrugated Metal, Various Sizes	L.FT	4,253
Pipe, Reinforced Concrete, Various Sizes	L.FT	18,314
Structural Concrete (Class S)(F'C = 3,000/3,500/4,500)	CU.YD.	3,078
Precast Bridge (Arch Structure)	EACH	1
Precast, P/S Member (AASHTO Type 5 Mod. Gr.)	L.FT	2,832
Reinforcing Steel	LB.	382,343
Drilled Shaft Foundation (66")	L.FT	480
Pavement Marking (Extruded Thermoplastic)(0.090")	L.FT	356,700
Pole, Various Type	EACH	51
Seeding (Class II)	ACRE	60
Cactus (Various Type)	EACH	222
Landscaping Establishment	MONTH	48
Erosion Control (Wattles)(9" and 20")	L.FT.	67,319
Game Fence (Wildlife Fence, Detail W3)	L.FT.	24,881
Concrete Curb and Gutter (C-05.10)(Type G)	L.FT.	27,836
Retaining Wall (Reinforced Concrete)	SQ.YD.	61,881
Sound Barrier Wall (Masonry)	SQ.YD.	60,189
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be 670 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 Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.57.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$350, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$10 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

One CD containing the geotechnical investigation report is available for sale at Contracts and Specifications. The cost of each CD is \$5.00, payable at time of order by cash, check or money order.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Supervisor:	Mindy Teague	(520) 549-8808

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed project is located in Coconino County, on US 89 MP 523.89 to 524.28, at the intersection of US 89 and US 89A in Bitter Springs, Arizona, within the Navajo Indian Reservation. The work consists of installing lighting poles, mast arms and luminaries, electrical conduit with conductors, foundations, breakaway bases, Type IV Load Center Cabinet, establishing a power source for the street lights and other related items.

Bid Opening Date : 02/14/2014, Prequalification Required, Engineer Specialist : Gutierrez Adrian

Project No.	Highway Termini	Location	Item
089 CN 523 H803801C 089-D-(206)T	CAMERON - BITTERSPRINGS HIGHWAY, US 89	US 89 AT US 89A Flagstaff District	16714

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$193,885.00	DEPARTMENT	
1	\$250,499.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
2	\$260,607.50	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303
3	\$260,938.20	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
4	\$281,500.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

Rank	Bid Amount	Contractor Name	Address of Contractor
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NON RESPONSIVE

TLL ELECTRIC, INC.

107 W. WADE LANE 35 PAYSON, AZ 85541

**BID OF \$228,279.05 WAS READ AND
DECLARED NON-RESPONSIVE DUE TO
SUBMISSION OF UNSIGNED
PROPOSAL.**

Apparent Low Bidder is 29.2% Over Department Estimate (Difference = \$56,614.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 14, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 089 CN 523 H803801C
PROJ NO NH-STP-089-D(206)T
TERMINI CAMERON – BITTER SPRINGS HIGHWAY, US 89
LOCATION US 89 AT US 89A

ROUTE NO. MILEPOST DISTRICT ITEM NO.
US 89 MP 523.89 to 524.28 FLAGSTAFF 16714

The amount programmed for this contract is \$200,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Coconino County, on US 89 MP 523.89 to 524.28, at the intersection of US 89 and US 89A in Bitter Springs, Arizona, within the Navajo Indian Reservation. The work consists of installing lighting poles, mast arms and luminaries, electrical conduit with conductors, foundations, breakaway bases, Type IV Load Center Cabinet, establishing a power source for the street lights and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Pole Type G (Std Base)	EA	14
Pole Foundation Type G (Standard Base)	EA	14
Mast Arm (20 FT)(Tapered)	EA	14
Electrical Conduit (2")(PVC)	LF	4435
Electrical Conduit (2")(PVC)(Directional)	LF	225
Pull Box (No 5)	EA	18
Conductors	LSUM	1
Luminaire (Horizontal Mount)(HPS 250 Watt)	EA	14
Load Center Cabinet (Type IV) (120/240 Volt)	EA	1
Electrical System (NTUA Power Pole)	EA	1
Force Account Work (Provide Electrical Service)	LSUM	1

This project is located on a Native American Reservation, in the Navajo Indian Reservation area, which may subject the contractor to the laws and regulations of the Navajo 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 Navajo Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be **80** working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **2.58**.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$8.00, payable at time of order by cash, check

or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Adrian C Gutierrez	(602) 712-8257
Construction Supervisor:	Steve Monroe	(928) 714-2290

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

089 CN 523 H803801C
NH-STP-089-D(206)T
Advertised: January 9, 2013
SH:ACG:U/ADV4BID

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

210 Working Days

The proposed work for this project is located in Coconino County and within the city limits of Flagstaff on SR89A/Beulah Boulevard from milepost 398.24 to milepost 399.41. The project consists of the realignment and widening of SR89A, Beulah Boulevard and J.W. Powell Boulevard along with the reconstruction of the southbound I-17 entrance and exit ramps at the J.W. Powell Boulevard T.I. (Airport Road). The work includes the construction of two roundabouts, roadway excavation, asphaltic concrete pavement sections with asphaltic concrete friction course, and milling and replacement of the I-17 shoulder pavement. Also included is concrete curb and gutter, sidewalk, and sidewalk ramps associated with the roundabouts, new turnouts, pipe culverts, water line relocation, stone masonry park fence, lighting, signing, pavement marking, fencing, seeding and other related work.

Bid Opening Date : 02/21/2014, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
089A CN 398 H413401C STP A89-B(002)	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)	SR 89A /J.W. POWELL BLVD TI Flagstaff District	10810

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$5,289,230.40	DEPARTMENT	
1	\$6,250,000.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
2	\$6,264,551.77	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
3	\$6,643,289.55	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$6,653,484.62	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
5	\$7,077,077.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283

Rank	Bid Amount	Contractor Name	Address of Contractor
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NON RESPONSIVE

RUMMEL CONSTRUCTION, INC

7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255

**BID OF \$5,713,350.30 WAS READ AND
DECLARED NON-RESPONSIVE DUE TO
OMISSION OF UNIT PRICE**

Apparent Low Bidder is 18.2% Over Department Estimate (Difference = \$960,769.60)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 06, 2013, AT 11:00 A.M. (M.S.T.)

TRACS NO 089A CN 398 H4134 01C
 PROJ NO STP-A89-B(002)T
 TERMINI PRESCOTT – FLAGSTAFF HIGHWAY
 LOCATION SR 89A / J.W. POWELL BLVD TRAFFIC INTERCHANGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 89A	398.24 to 399.41	Flagstaff	10810

The amount programmed for this contract is \$7,285,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work for this project is located in Coconino County and within the city limits of Flagstaff on SR89A/Beulah Boulevard from milepost 398.24 to milepost 399.41. The project consists of the realignment and widening of SR89A, Beulah Boulevard and J.W. Powell Boulevard along with the reconstruction of the southbound I-17 entrance and exit ramps at the J.W. Powell Boulevard T.I. (Airport Road). The work includes the construction of two roundabouts, roadway excavation, asphaltic concrete pavement sections with asphaltic concrete friction course, and milling and replacement of the I-17 shoulder pavement. Also included is concrete curb and gutter, sidewalk, and sidewalk ramps associated with the roundabouts, new turnouts, pipe culverts, water line relocation, stone masonry park fence, lighting, signing, pavement marking, fencing, seeding and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Clearing and Grubbing	Acre	26
Removal of Asphaltic Concrete Pavement	Sq. Yd.	27,652
Roadway Excavation	Cu. Yd.	90,578
Aggregate Base	Cu. Yd.	15,264
Asphaltic Concrete Friction Course (With PG 70-22TR+)	Ton	1,394
Asphaltic Concrete Pavement (3/4 Mix) (End Product)	Ton	13,038
Pipe (Various Types & Sizes)	L. Ft.	2,489
Metal Safety End Section (Various Sizes)	Each	34
Catch Basin (Various Types)	Each	4
Headwall (Various Types)	Each	4
Breakaway Sign Post (Various Types)	L. Ft.	602
Sign Post (Various Types)	L. Ft.	1,396
Sign Panel (Various Types)	Sq. Ft.	2,185
Temporary Concrete Barrier	L. Ft.	7,553
Pavement Marking, Preformed White Stripe	L. Ft.	7,310
Pavement Marking (Paint)	L. Ft.	67,700
Pavement Marking (Epoxy)	L. Ft.	46,770
Pole (Various Types)	Each	22
Electrical Conduit (2") (PVC) (Directional Drill)	L. Ft.	691
Seeding	Acre	24
Guard Rail	L. Ft.	2,575
Fence (Various Types)	L. Ft.	11,961
Concrete Curb & Gutter (Various Types)	L. Ft.	3,747
Concrete Sidewalk	Sq. Ft.	18,177
Force Account (Removal of Lead-based Paint Material)	L. Sum	1
Truck Apron for Roundabout	Sq. Ft.	6,220
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 210 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response

to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.42.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$100.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

One CD containing the geotechnical investigation report is available for sale at Contract and Specifications Section. The cost of each CD is \$5.00, payable at time of order by cash, check or money order.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Adam C. Umholtz	(928) 200-5462

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

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ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed pavement preservation work is located in Apache County on US 191 beginning at milepost 481.90 and extending northerly to milepost 510.34. The project is within the Navajo Nation. The work consists of overlaying the roadway with Asphaltic Concrete Friction Course, placing Fog Coat and Blotter Material on the paved turnouts, installing loop detector, placing pavement marking, and performing other related work.

Bid Opening Date : 02/14/2014, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
191 AP 481 H813201C 191-E-(209)T	CHAMBERS-MEXICAN WATER HWY, (US 191)	ROUND ROCK - JCT US 160 Holbrook District	17814

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,417,557.22	DEPARTMENT	
1	\$2,790,603.50	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST ROAD TEMPE, AZ 85282
2	\$3,141,141.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
3	\$3,184,800.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
4	\$3,233,233.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
5	\$3,268,743.60	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$3,460,634.27	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 15.4% Over Department Estimate (Difference = \$373,046.28)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 14, 2014 AT 11:00 A.M. (M.S.T.)

TRACS NO 191 AP 481 H813201C
 PROJ NO STP-191-E(209)T
 TERMINI CHAMBERS – MEXICAN WATER HIGHWAY (US 191)
 LOCATION ROUND ROCK – JCT. US 160

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 191	481.90 to 510.34	HOLBROOK	17814

The amount programmed for this contract is \$3,670,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement preservation work is located in Apache County on US 191 beginning at milepost 481.90 and extending northerly to milepost 510.34. The project is within the Navajo Nation. The work consists of overlaying the roadway with Asphaltic Concrete Friction Course, placing Fog Coat and Blotter Material on the paved turnouts, installing loop detector, placing pavement marking, and performing other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove and Salvage (GET)	Each	16
Remove and Salvage Guardrail	L.Ft.	2,250
Roadway Excavation	Cu.Yd.	281
Borrow	Cu.Yd.	325
Aggregate Base, Class 2	Cu.Yd.	160
Bituminous Tack Coat	Ton	147
Fog Coat	Ton	3
Blotter Material	Ton	10
Asphalt Binder (PG 70-22TR+)	Ton	1,092
Mineral Admixture (For ACFC)	Ton	168
Asphaltic Concrete Friction Course (Special with PG 70-22TR+)	Ton	16,798
Asphaltic Concrete (Miscellaneous Paving)	Ton	504
Foundation for Sign Post (Concrete)	Each	66
Loop Detector Traffic Counter System (Type C)	Each	2
Pilot Vehicle with Driver	Hour	136
Flagging Services (Civilian)	Hour	272
Flagging Services (DPS)	Hour	272
Delineator Assembly(Flexible)(Driven Foundation)	Each	268
Temporary Pavement Markers (Chip Seal)	Each	4,955
Guardrail, W-Beam, Single Face	L.Ft.	3,353
Guardrail Terminal (Tangent Type)	Each	16
Permanent Pavement Marking (Painted)(White and Yellow)	L. Ft.	388,848
Dual component Pavement Marking (White and Yellow)	L. Ft	583,272
Dual component Pavement Marking (Symbol and Legend)	Each	5

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo 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 Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 80 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.16%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$15.00 payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

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Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Carl Ericksen	(928) 524-5421

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section