

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Kelly Anderson, Chair
Vacant, Member
Joseph E. La Rue, Vice Chair
Deanna Beaver, Member
William Cuthbertson, Member
Jack W. Sellers, Member
Stephen W. Christy, Member

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

BOARD AUTHORITY

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

CITIZEN INPUT

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

MEETINGS

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

BOARD MEETING PROCEDURE

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

BOARD CONTACT

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

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

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a public hearing and Board meeting open to the public on Friday, March 20, 2015, at 9:00 a.m. at the Pima County Administration Building, Board of Supervisors Hearing Room, 130 W. Congress, 1st Floor, Tucson, AZ 85701. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, March 20, 2015, 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) 712-8946 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) 712-8946 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 13th day of March, 2015

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 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, March 20, 2015
Pima County Administration Building
Board of Supervisors Hearing Room
130 W. Congress, 1st Floor
Tucson, AZ 85701**

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EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, March 20, 2015. 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 Chairman Kelly Anderson

CALL TO THE AUDIENCE for Public Hearing on the FY 2016-2020 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 2016-2020 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations <http://azdot.gov/planning/transportation-programming/tentative-program>

(ADOT website link will be live on Thursday, March 19, 2015 at 9:00 a.m.)

- ITEM A: Overview of the Tentative FY 2016 - 2020 Five-Year Transportation Facilities Construction Program**
Staff will present an overview of the tentative FY 2016 - 2020 Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming))
- ITEM B: FY 2016 - 2020 Statewide Highway Construction Program**
Staff will present an overview of the FY 2016-2020 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming))
- ITEM C: FY 2016 - 2020 PAG Regional Highway Construction Program**
Staff will present an overview of the FY 2016-2020 PAG Regional Highway Construction Program.
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming))
- ITEM D: FY 2016 - 2020 MAG Regional Highway Construction Program**
Staff will present an overview of the FY 2016-2020 MAG Regional Highway Construction Program.
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming))
- ITEM E: FY 2016 - 2020 Airport Development Program**
Staff will present an overview of the FY 2016-2020 Airport Development Program
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming))

***Adjournment**

BOARD MEETING

CALL TO THE AUDIENCE (Information and discussion)

An opportunity for citizens to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board. 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 — Rod Lane, Tucson 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)

A) 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: PAG Resolution No. 2015-1 sent to the Director on January 23, 2015**

Board members and staff will discuss the PAG Resolution supporting the designation of the Sonoran Corridor as a state route and their support to remove the designation of Tangerine Road, from State Route 77 to Interstate 10, as State Route 989 retaining the existing limits that are under ADOT jurisdiction. The discussion will include a recommendation from staff regarding these two issues for possible Board action and may include a presentation by the PAG Executive Director.

(For discussion and possible action — Floyd P. Roehrich, Jr., Deputy Director for Policy and Farhad Moghimi, PAG Executive Director)

ITEM 4: Discussion of Proposed Improvement Plans for US 93 Carrow-Stephens Project

Staff will present information on proposed improvement plans for the US 93 Carrow-Stephens project.

(For information and discussion only — Mike Kondelis, Kingman District Engineer)

ITEM 5: Consent Agenda*Page 14**

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
- 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.

ITEM 6: Legislative Report

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

(For information and discussion only — Kevin Biesty, Assistant Director of Government Relations and Communications)

ITEM 7: 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 8: Multimodal Planning Division Report

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506.
(For information and discussion only — Dallas Hammit, Deputy Director for Transportation/State Engineer)

***ITEM 9: Priority Planning Advisory Committee (PPAC)**

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2015 - 2019 Statewide Transportation Facilities Construction Program.
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming))

ITEM 10: State Engineer's Report

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Staff will present a report showing the status of highway projects under construction, including total number and dollar value.
(For information and discussion only — Dallas Hammit, Deputy Director for Transportation/State Engineer)

***ITEM 11: 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 — Dallas Hammit, Deputy Director for Transportation/State Engineer)

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 which may require Board Action



January 23, 2015

Mr. John Halikowski, Director
Arizona Department of Transportation (ADOT)
206 S. 17th Ave.
Phoenix, AZ 85007
jhalikowski@azdot.gov

Dear Mr. Halikowski,

Yesterday, the Pima Association of Governments (PAG) Regional Council unanimously approved the attached resolution, which serves as a unified request for changes to the State Highway System planning routes in the PAG region.

The resolution supports the addition of the proposed Sonoran Corridor, from I-10 to I-19, to the State Highway System as a planning route. Benefits the Sonoran Corridor would bring to the region include:

- Connectivity that would provide for expansion of the aerospace and defense cluster around Tucson International Airport
- Creation of a logistics corridor that includes access to rail, the interstate system, air freight, the University of Arizona Tech Parks and the intermodal center at the Port of Tucson
- Improved competitive advantages for export-based industries to bring new wealth to the region
- Enhanced cross-town mobility

The two interstate highways that the Sonoran Corridor would connect convey the vast majority of the freight that travels in and out of Pima County. Both facilities include segments of the CANAMEX Corridor, which is a federally designated High Priority Corridor of the National Highway System connecting Mexico, Canada and the United States.

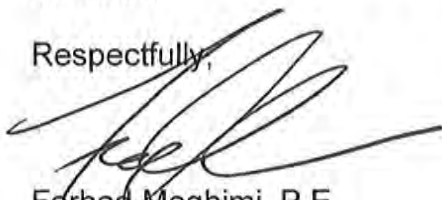
In conjunction with the addition of the Sonoran Corridor, the resolution supports declassifying the state planning route segment of Tangerine Road between SR 77 and Interstate 10, removing its designation as SR 989. To be clear, the resolution does not recommend a stand-alone declassification of Tangerine Road nor a route transfer for the

ADOT owned and maintained segment of SR 989 between 1st Avenue and SR 77. Instead, these recommendations only address planning routes and are consistent with the recommendations of the 2014 PAG Regionally Significant Corridors Study.

For illustrative purposes, also attached is a Regionally Significant Corridors Study map tracing a conceptual route for the proposed Sonoran Corridor in the area south and east of Tucson International Airport. The legend labels this as a "Future State Highway (Possible Alignments to be Studied)." It also labels Tangerine Road, from Interstate 10 to 1st Avenue, as a "Future Regional Arterial on Existing Roadway Alignment."

Thank you in advance for your consideration. If PAG can provide any additional information or assistance to ADOT in implementing these recommendations, please let me know.

Respectfully,



Farhad Moghimi, P.E.
Executive Director
Pima Association of Governments

Enclosures

Cc: Mr. Kelly Anderson, Chairman, Arizona State Transportation Board
Mr. Stephen Christy, Member, Arizona State Transportation Board
PAG Regional Council
PAG Management Committee
Mr. Floyd Roehrich Jr., Deputy Director for Policy, ADOT

RESOLUTION NO. 2015-1

Pima Association of Governments resolution of support for the Sonoran Corridor, connecting I-10 and I-19 south of the Tucson International Airport, as an addition to the State Highway System and to help meet the region's future mobility and economic development goals

Recitals

Whereas:

- A. Pima Association of Governments (PAG) serves as the federally designated Metropolitan Planning Organization for Pima County. Requirements for metropolitan planning include considering projects and strategies that enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. Consideration must also be given to projects and strategies that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- B. The Tucson metropolitan region population has reached nearly one million people according to the 2010 U.S. Census. With population growth in Arizona projected to continue to outpace the national average, a well planned transportation network will be necessary in the coming decades to efficiently move people and goods within and outside of the region and to prevent traffic congestion and lack of mobility from hindering economic growth.
- C. The two interstate highways that pass through Pima County – Interstate 19 (I-19) and Interstate 10 (I-10) – convey the vast majority of freight that travels into, out of, and through, the region. Both of these facilities include segments of the CANAMEX Corridor, which is a federally designated high priority corridor of the National Highway System, serving as a vital international trade corridor connecting Mexico, the United States, and Canada. Enhancing trade and supply chain opportunities with manufacturers in Sonora, Mexico is projected to increase travel demand on our region's interstate highway network for the bi-national movement of raw materials, components, and finished goods.
- D. Compared with similar sized communities in the U.S., the Tucson metropolitan region has fewer high speed, limited access roadway facilities than nearly all others. The Texas Transportation Institute's 2012 Urban Mobility Report ranked the PAG region as 6th of 33 similar sized metro areas for total vehicle miles, but near the bottom (30th) for the number of freeway lane miles per capita. This highlights the limitations of the region's interstate highway network and the corresponding burden on the remaining roadway network for moving people and goods.
- E. A roadway corridor connecting I-19 and I-10 south of the Tucson International Airport has been identified as a priority in plans dating back to the mid-1980s, including the 1986 PAG long-range transportation plan. Reaffirming this almost two decades later, on August 8, 2003, PAG jurisdiction leaders, including those from Pima County, the City of Tucson, the

City of South Tucson, the Town of Marana, the Town of Oro Valley and the Town of Sahuarita, requested state action on 1986 Arizona State Transportation Board (ASTB) Right-of-Way resolutions for three state routes in Pima County, including a corridor connection between I-19 and I-10 south of Tucson International Airport (SR-982).

- F. Recent PAG Regional Council action confirms the importance of this interstate connectivity corridor, currently referred to as the "Sonoran Corridor." Since 2012, the PAG Regional Council has programmed \$12.7 million of regional funds for the design and construction of the Hughes Access Road Relocation, which would directly connect to the Sonoran Corridor. On January 23, 2014, the PAG Regional Council unanimously accepted the PAG Regionally Significant Corridors Study, which includes the proposed Sonoran Corridor.
- G. To respond to evolving circumstances, including current and planned roadway functionality, the PAG Regionally Significant Corridors Study recommended changes to the network of state routes and highways in Pima County. This included the recommendation to add the Sonoran Corridor as a "Proposed New State Highway" and reclassify some state route segments as regional arterials.
- H. Tangerine Road, which is a portion of State Route 989 connecting State Route 77 and I-10, is no longer needed to function as a high speed, limited access freeway. Therefore, the PAG Regionally Significant Corridors Study recommended reclassifying it from a state route to a regional arterial, reflecting the balance of access to and from developments with efficient mobility.
- I. The proposed Sonoran Corridor would connect two interstate highways, provide increased access to the region's international airport, facilitate industrial development appropriate near this transportation nexus of interstate highways, railroad lines, and air cargo facilities, increase cross-town mobility in the southern portion of the region, and facilitate travel between campuses for the region's largest private employer. For these reasons, this corridor was included as a key infrastructure component in the region's economic development strategic plan update of 2014 – the TREO Economic Blueprint.
- J. The proposed Sonoran Corridor would be consistent with ASTB adopted policies related to the State Highway System. In implementing Arizona's vision for an integrated statewide transportation system, the policies include prioritizing state highways that "connect major population centers and through routes within urban areas with key trade and commerce corridors that increase mobility of people and freight."

Resolution

Therefore, be it resolved that:

1. The PAG Regional Council supports a comprehensive, regional approach that considers mobility needs of regional, state, and national economic significance, including exploration of feasible and appropriate state route additions and deletions within the region.
2. The PAG Regional Council recognizes that a corridor connection between I-10 and I-19 has been, and continues to be, identified as a critical transportation infrastructure asset since the mid-1980s, through adopted long-range transportation plans, ASTB action, and regionally adopted transportation funding programs.
3. The PAG Regional Council understands that the proposed Sonoran Corridor is an important surface transportation facility for intra- and interregional mobility, trade, economic development, and economic expansion.
4. The PAG Regional Council supports the addition of the Sonoran Corridor to the State Highway System and the necessary efforts to incorporate this corridor into ADOT plans and funding programs.
5. In an effort to maintain a balanced highway network within the PAG region, the PAG Regional Council supports declassifying Tangerine Road, from State Route 77 to I-10, as a state route in exchange for the addition of the Sonoran Corridor, from I-10 to I-19, to the State Highway System.

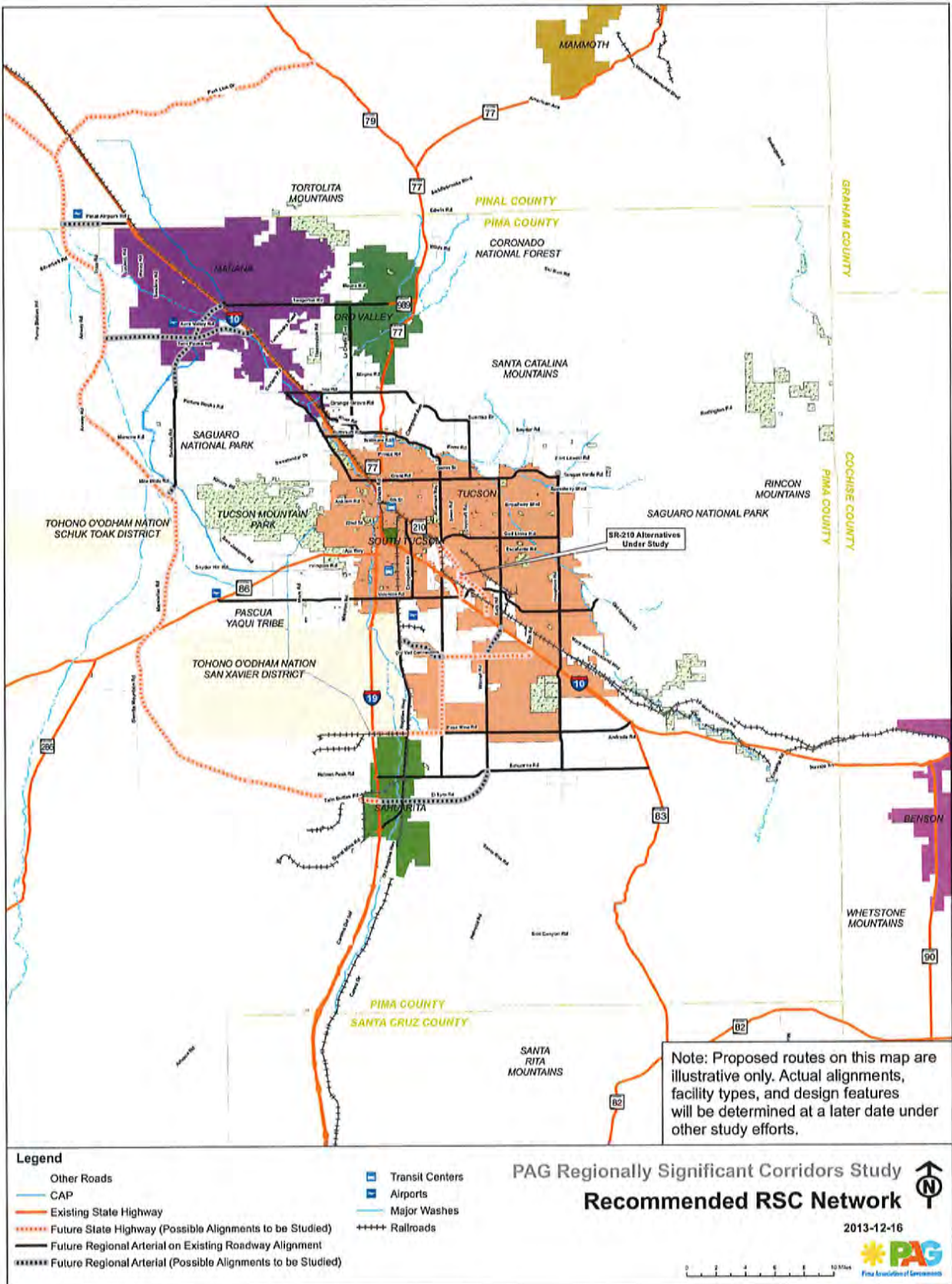


Figure 8 - Recommended RSC Network

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- 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

- Board Special Meeting Minutes, January 27, 2015
- Board Study Session Minutes, January 27, 2015

RIGHT OF WAY RESOLUTIONS (action as noted)

ITEM 5a:	RES. NO.	2015-03-A-015
	PROJECT:	019 PM PPM H8286 / TEA-019-A(214)T
	HIGHWAY:	NOGALES – TUCSON HIGHWAY
	SECTION:	Esperanza Boulevard, La Canada Drive to Abrego Drive
	ROUTE NO.:	Interstate Route 19
	ENG. DIST.:	Tucson
	COUNTY:	Pima
	RECOMMENDATION:	Establish new right of way as a state route and state highway to facilitate the imminent construction phase of the Esperanza Boulevard, La Canada Drive to Abrego Drive Project for pedestrian and bicycle facility improvements necessary to enhance convenience and safety for the traveling public.
ITEM 5b:	RES. NO.	2015-03-A-016
	PROJECT:	010 CH 331 H8534 / 010-F(222)S
	HIGHWAY:	BENSON – STEINS PASS HIGHWAY
	SECTION:	Cochise T. I. WB
	ROUTE NO.:	Interstate Route 10
	ENG. DIST.:	Safford
	COUNTY:	Cochise
	RECOMMENDATION:	Establish new right of way as a state route for reconfiguration of the Cochise Traffic Interchange for added capacity necessary to enhance convenience and safety for the traveling public.
ITEM 5c:	RES. NO.	2015-03-A-017
	PROJECT:	999 SC 000 H8822
	HIGHWAY:	STATEWIDE FACILITY SITE
	SECTION:	Nogales Maintenance Camp No. M. C. 2-11-B
	ENG. DIST.:	Tucson
	COUNTY:	Santa Cruz
	RECOMMENDATION:	Establish and acquire additional property necessary for expansion of the existing Arizona Department of Transportation Nogales Maintenance Yard No. M. C. 2-11-B to enhance service, convenience and safety of the traveling public.

ITEM 5d: RES. NO. 2015-03-A-018
 PROJECTS: 202L MA 000 H5439; and
 202L MA 054 H5764 / NH-202-D (ADY)
 HIGHWAY: SOUTH MOUNTAIN FREEWAY
 SECTION: Jct. I-10 Maricopa Freeway – Jct. I-10 Papago Freeway
 ROUTE NO.: State Route 202 Loop
 ENG. DIST.: Phoenix
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a redefined corridor for the South Mountain Freeway, and a controlled access state route, 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 5e: BOARD DISTRICT NO.: 6

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BIDS OPENED: February 06, 2015
 HIGHWAY: EHRENBURG-PHOENIX HIGHWAY (I-10)
 SECTION: I-10 (NORTH SIDE), MP 0.01-0.124
 COUNTY: LA PAZ
 ROUTE NO.: I-10
 PROJECT : TRACS: TEA 010-A(206)T : 010 LA 000 H798701C
 FUNDING: 94% FEDS 6% STATE
 LOW BIDDER: FNF CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 258,666.00
 STATE ESTIMATE: \$ 243,755.00
 \$ OVER ESTIMATE: \$ 14,911.00
 % OVER ESTIMATE: 6.1%
 PROJECT DBE GOAL: 5.92%
 BIDDER DBE PLEDGE: 6.11%
 NO. BIDDERS: 2
 RECOMMENDATION: AWARD



*ITEM 5f: BOARD DISTRICT NO.: 3

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BIDS OPENED: February 13, 2015

HIGHWAY: BENSON-DOUGLAS HIGHWAY (SR 80)

SECTION: JCT. SR 90 TO MULE PASS TUNNEL

COUNTY: COCHISE

ROUTE NO.: SR 80

PROJECT : TRACS: NH-080-A(209)T : 080 CH 332 H815501C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: FISHER SAND & GRAVEL CO. DBA
SOUTHWEST ASPHALT PAVING

LOW BID AMOUNT: \$ 4,144,144.00

STATE ESTIMATE: \$ 4,113,826.00

\$ OVER ESTIMATE: \$ 30,318.00

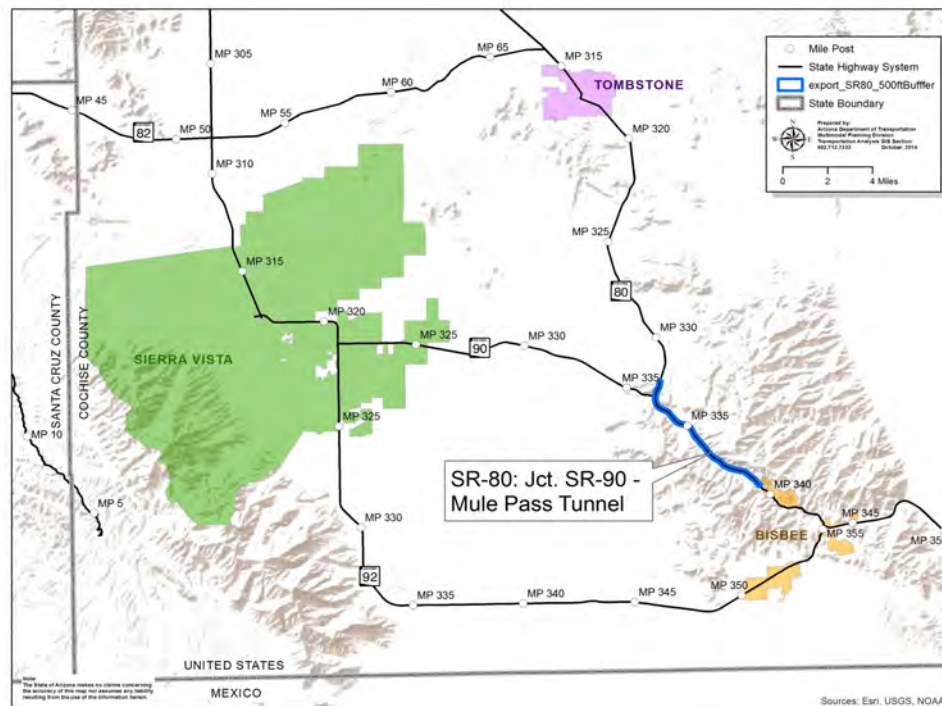
% OVER ESTIMATE: 0.7%

PROJECT DBE GOAL: 10.20%

BIDDER DBE PLEDGE: 11.91%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 5g : BOARD DISTRICT NO.: 5

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BIDS OPENED: February 27, 2015

HIGHWAY: CAMERON-BITTER SPRINGS HIGHWAY (US 89)

SECTION: WASH BRIDGE (STR #696)

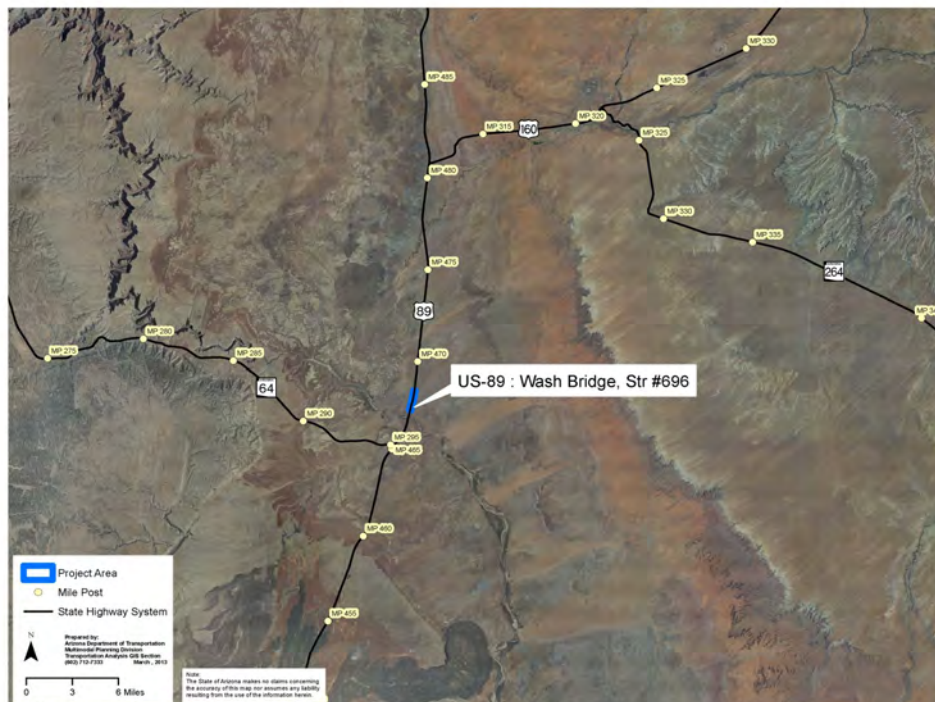
COUNTY: COCONINO

ROUTE NO.: US 89

PROJECT : TRACS: NH-089-D(204)T : 089 CN 467 H862801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER:	VASTCO, INC.
LOW BID AMOUNT:	\$ 148,200.75
STATE ESTIMATE:	\$ 137,691.10
\$ OVER ESTIMATE:	\$ 10,509.65
% OVER ESTIMATE:	7.6%
PROJECT DBE GOAL:	10.18%
BIDDER DBE PLEDGE:	16.46%
NO. BIDDERS:	4
RECOMMENDATION:	AWARD



*ITEM 5h: BOARD DISTRICT NO.: 6

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BIDS OPENED: February 27, 2015

HIGHWAY: PRESCOTT-ASH FORK HIGHWAY (SR 89)

SECTION: HELL CANYON BRIDGE

COUNTY: YAVAPAI

ROUTE NO.: SR - 89

PROJECT : TRACS: AC-EB-BR-STP-089-B(211)T : 089 YV 345 H851401C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: AMES CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 14,357,136.80

STATE ESTIMATE: \$ 13,416,981.30

\$ OVER ESTIMATE: \$ 940,155.50

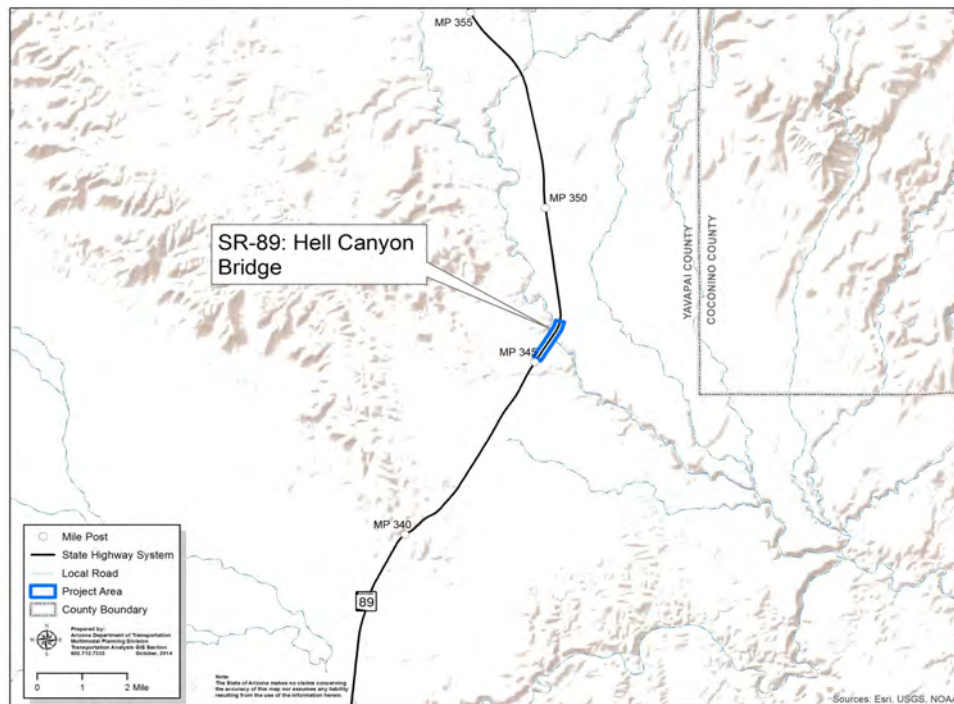
% OVER ESTIMATE: 7.0%

PROJECT DBE GOAL: 9.35%

BIDDER DBE PLEDGE: 9.99%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 5i: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 06, 2015

HIGHWAY: HOLBROOK-SPRINGERVILLE HIGHWAY (US 180)

SECTION: BEAVER DAM-RANCH (EB & WB)

COUNTY: APACHE

ROUTE NO.: US - 180

PROJECT : TRACS: STP-180-B(204)T : 180 AP 338 H752001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SUNLAND, INC. ASPHALT & SEAL
COATING

LOW BID AMOUNT: \$ 3,668,000.00

STATE ESTIMATE: \$ 3,804,277.00

\$ UNDER ESTIMATE: (\$ 136,277.00)

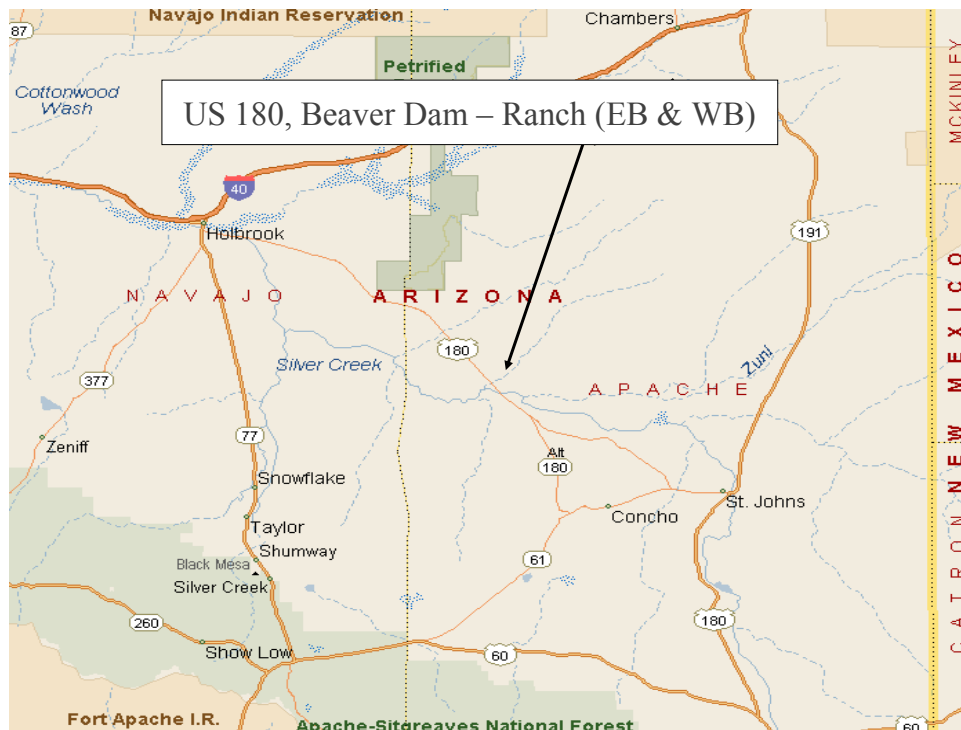
% UNDER ESTIMATE: (3.6%)

PROJECT DBE GOAL: 3.36%

BIDDER DBE PLEDGE: 9.86%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 5j: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 27, 2015

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

SECTION: FISH WASH-CROSS CANYON

COUNTY: APACHE

ROUTE NO.: SR 264

PROJECT : TRACS: HSIP-STP-264-A(217)T : 264 AP 450 H813301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 12,308,985.14

STATE ESTIMATE: \$ 12,408,011.24

\$ UNDER ESTIMATE: (\$ 99,026.10)

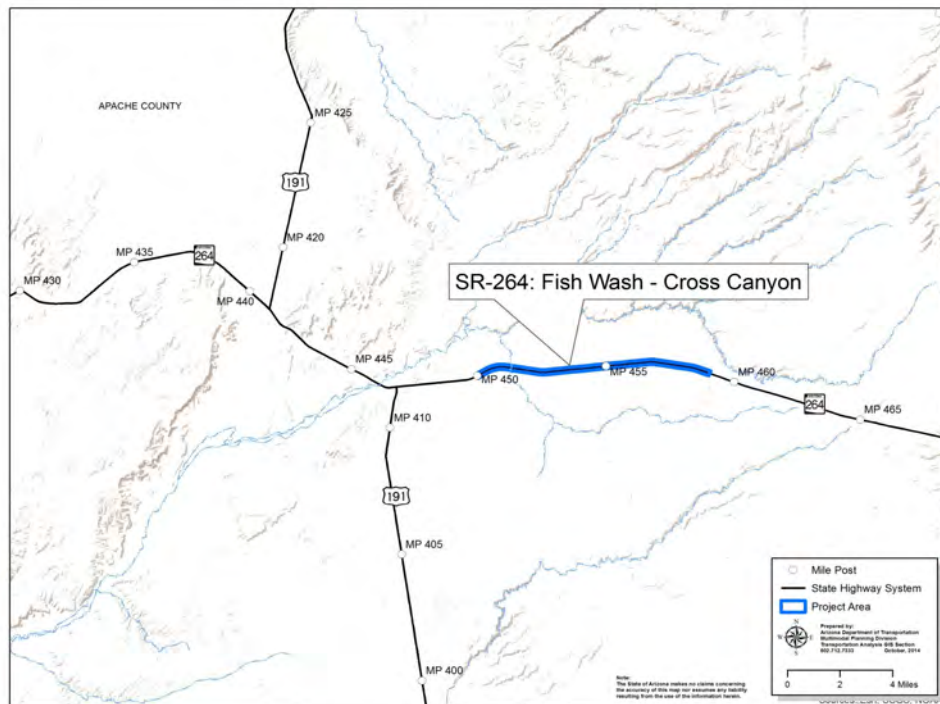
% UNDER ESTIMATE: (0.8%)

PROJECT DBE GOAL: 8.45%

BIDDER DBE PLEDGE: 8.50%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



MINUTES
STATE TRANSPORTATION BOARD SPECIAL MEETING
9:00 a.m., Tuesday, January 27, 2015
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, Arizona 85009

Pledge

The Pledge of Allegiance was led by Board Secretary Mary Beckley

Roll Call by Board Secretary Mary Beckley

In attendance: Kelly Anderson, Joe La Rue, Deanna Beaver, Bill Cuthbertson, Jack Sellers and Steve Christy (telephonically).

Absent: None

Opening Remarks - None

Call to the Audience - None

***ITEM 1: Construction Contract – Dallas Hammit**

*ITEM 1.	BOARD DISTRICT NO.:	4	
	BIDS OPENED:	December 12, 2014	
	HIGHWAY:	PHOENIX GLOBE HWY	
	SECTION:	US 60 OAK FLAT TO MIAMI EAST OF SUPERIOR	
	COUNTY:	PINAL	
	ROUTE NO.:	US 60	
	PROJECT : TRACS:	HSIP-STP-060-D(211)T : 060 PN 229 H581801C	
	FUNDING:	94% FEDS 6% STATE	
	LOW BID & SECOND BID:	FANN CONTRACTING, INC.	HUNTER CONTRACTING COMPANY
	BID AMOUNT:	\$ 7,392,601.10	\$ 9,560,069.11
	STATE ESTIMATE:	\$ 8,064,786.75	\$ 8,064,786.75
	\$ UNDER/OVER ESTIMATE:	(\$ 672,185.65)	\$ 1,495,282.36
	% UNDER/OVER ESTIMATE:	(8.3%)	18.5%
	NO. BIDDERS:	6	
	RECOMMENDATION:	REJECT ALL BIDS	

A motion to approve Staff's recommendation to reject all bids for Item No. 1 was made by Joe La Rue and seconded by Deanna Beaver. In a voice vote, the motion carries.

A motion to adjourn was made by Joe La Rue and seconded by Jack Sellers. In a voice vote, the motion carries.

Meeting adjourned at 9:03 a.m. MST

Kelly Anderson, Chairman
State Transportation Board

Floyd P. Roehrich, Jr., Deputy Director for Policy
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD STUDY SESSION
IMMEDIATELY FOLLOWING THE SPECIAL MEETING
9:00 a.m., Tuesday, January 27, 2015
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Ave.
Phoenix, Arizona 85009**

Pledge

The Pledge of Allegiance was led by Board Secretary Mary Beckley.

Roll call by Board Secretary Mary Beckley

In attendance: Kelly Anderson, Joe La Rue, Deanna Beaver, William Cuthbertson, Jack Sellers and Steve Christy (telephonically).

Absent: None

Opening Remarks - None

Call to the Audience - None

STATE TRANSPORTATION BOARD STUDY SESSION – JANUARY 27, 2015

I N D E X

PAGE

ITEM 1: DPS TRAFFIC INCIDENT MANAGEMENT (DPS Captain Mike Prochto).....3

**ITEM 2: 2016-2020 TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION
PROGRAM REVIEW (Kristine Ward and Scott Omer).....36**

1 (Beginning of excerpt.)

2 CHAIRMAN ANDERSON: Now we'll move into our
3 special work session. We've had the pledge. We've got a
4 quorum. Call to the audience?

5 UNIDENTIFIED SPEAKER: Mr. Chairman, I don't
6 believe we received any requests to speak for the study session
7 either.

8 CHAIRMAN ANDERSON: Okay. Good.

9 I do want to make one comment. Mary brought to
10 my attention that for the purposes of the agenda -- or the
11 minutes from the meetings, we need to talk as loud as we can.
12 If we need to pass the mic around for questions, we can do that
13 as well, right?

14 MS. BECKLEY: And identify yourself if you can
15 before you speak so that the tape knows which person is
16 speaking.

17 CHAIRMAN ANDERSON: I think sometimes it's hard
18 to identify who is speaking, so we'll make that clear.

19 At this time, I'd like to introduce Captain Mike
20 Prochko from the Department of Public Safety. I think,
21 Ms. Beaver, you had a question several months ago about
22 incidences on our highways, and Mike has had a very busy and
23 interesting evening, as well as morning as well, so maybe he can
24 go over that.

25 So Mike, I'm going to turn that over to you, and

1 the floor is yours.

2 CAPTAIN PROCHKO: Good morning. My name is
3 Captain Mike Prochko, with Arizona Department of Public Safety.
4 My normal job every day is I'm the Metro East commander. So I
5 command one of the largest districts in the State of Arizona;
6 also the busiest district in the State of Arizona, where in my
7 district alone, we'll take over 9,000 crashes, and we will take
8 about 32 percent of all the crashes in the State of Arizona will
9 happen in my district. So when we get an opportunity to talk
10 about traffic incident management, this is something that we
11 practice every day because we have to. We don't have enough
12 manpower not to practice traffic incident management. So I
13 appreciate the opportunity to come talk to you about this, and I
14 have a short presentation, and then following the presentation,
15 I'll be more than happy to answer any questions that you might
16 have.

17 The Department of Public Safety has, you know,
18 investigated traffic collisions, obviously, since our inception.
19 I came on 20 years ago, and the way we investigated crashes 20
20 years ago is completely different than the way we investigate
21 crashes now. When I came on, we would investigate crashes. We
22 would leave them in the middle of the highways. We would shut
23 highways down, and we wouldn't think twice about it. We didn't
24 think about congestion. We didn't think about the backup. The
25 only thing that we really thought about was the investigation,

1 because that's what we were there for. We took care of the
2 people involved in the collisions. We investigated them, and
3 then we moved on. We really didn't think about what else we
4 were causing because of what we were doing.

5 Two incidents kind of really pushed us in
6 different directions. In 1992, we were sued because we failed
7 to investigate a collision adequately. We try to clear the
8 highway as quickly as we can. We didn't collect all the
9 evidence that we needed to in a criminal investigation. We lost
10 the case and we got sued. So that kind of swung the pendulum
11 the other way going, hey, you know what, slow down. Do an
12 investigation. Do a thorough investigation.

13 A few years later, in 1998, we got sued again.
14 If you remember, it was an I-17 crash where we had the highway
15 shut down for hours. We had a 60-mile backup because of the
16 amount of time that we had the highway shut down. Obviously the
17 governor at the time didn't like that, because some of her staff
18 was caught up in that backup, and so we got the mandate back
19 down again going, pick up the pace a little bit. Let's go. And
20 so, you know, that pendulum kind of swung back and forth. So
21 we're really trying to, as a department, really to find where do
22 we clear the highways quickly, but still do the thorough
23 investigation that we need to do as we move through these
24 crashes.

25 It became a bigger issue for us when we started

1 looking at us getting hurt out there on the highway. First
2 responders are obviously in a hazard every time we go out on the
3 highway, but it also strikes home to us when our department's
4 lost 29 officers in the line of duty. Of those 29, 16 were
5 traffic related, and 12 of those were involved in secondary
6 crashes. So they were out at a scene. Something else, whether
7 it was a minor crash, whether it was a fatality, whether we were
8 doing a DUI investigation, and someone has come into their scene
9 and caused a secondary crash and we lost an officer's life.

10 The latest one was two years ago in May, where
11 outside of Wellton we had some officers that were investigating
12 the collision. They needed to block off the number two lane out
13 there, and a commercial vehicle came into their scene, flipped
14 one of the patrol cars, and then drove over one of our patrol
15 cars while an officer was inside of it doing the paperwork for
16 the collision. As you know, out there in that area in
17 Interstate 8 at Wellton, it's as straight as can be. There's
18 very little traffic, and it was one of those things where we
19 talk about, you know, the different types of drivers that are
20 out there. The driver just wasn't paying attention. He didn't
21 expect to see anything out there, and he went right over one of
22 our officers and killed him.

23 So we take it very personal when it comes to
24 dealing with traffic investigation. And it's not just us. It's
25 all first responders that go out there. You know, we look at

1 injury crashes where we take about nine people or first
 2 responders out to every injury crash, whether it's law
 3 enforcement, four people on a fire truck, two people on the
 4 ambulance, a tow truck driver. It's about nine people that go
 5 out. Across the country, there are three collisions every
 6 minute that are injury collisions, so we look at 27 people going
 7 out every minute. You times that by 60, you times it by 24, and
 8 you very quickly get up into the 10,000 responders are going out
 9 to these collision scenes all the time.

10 You start looking at the number of people that
 11 are affected by it and get struck and killed: 278 law
 12 enforcement officers in 24 years that were struck and killed.
 13 In 2010, five firefighters were struck and killed. You know,
 14 last year we just lost two more out on the east coast where
 15 somebody came into their scene, and they struck and killed them.
 16 Twenty-three highway workers were killed in 2010, as compared to
 17 22 more in 2009.

18 One of the biggest things that you don't see on
 19 this slide is the tow industry. The tow industry gets struck
 20 and killed more than any other first responder that's out there.
 21 People just don't pay attention to them. They don't move over
 22 for their lights. So when we started looking at our traffic
 23 incident management, we incorporated them into it as well,
 24 because they were getting hurt out on our highways, and we
 25 wanted to make sure we insured their safety as well.

1 Outside of the first responders getting hurt,
 2 obviously there's a financial aspect to it. When we talk about
 3 -- oops. Okay. Sorry about that.

4 UNIDENTIFIED SPEAKER: (Inaudible).

5 CAPTAIN PROCHKO: Back up one.

6 Obviously there's a financial aspect to people
 7 sitting in congestion. Again, I didn't think about it 20 years
 8 ago, but as a district commander, I think a lot about it now.
 9 And so when we look at the amount of money that is lost just by
 10 people sitting in congestion, we really take that serious, and
 11 we want to keep that stuff rolling along as much as we can as
 12 well.

13 These are the two types of congestion, as you're
 14 well aware. There's re-occurring congestion and non-reoccurring
 15 congestion. When we talk to our officers, we talk to them about
 16 the non-reoccurring congestion. That's us. If you look at this
 17 pie chart, 25 percent of all congestion is traffic incidents.
 18 That's us. That's what we do every day. That's us making
 19 traffic stops. That's us going out there and helping people
 20 that are broken down on the side of the highway. That's us
 21 going out there and investigating these collisions. So when we
 22 look at how we affect congestion, we have the biggest part, just
 23 by based on how we do our jobs. We can have the biggest effect
 24 on congestion, and we're already out there. So that's what we
 25 really wanted to address.

1 When we talk about secondary crashes, a secondary
 2 crash is a crash that is the result of some primary incident,
 3 whether it was someone broken down, whether it was a crash --
 4 another crash that happened prior to that crash, whether it's a
 5 traffic stop that's being made, people slow down, and then
 6 someone runs into the back of someone else. We consider that a
 7 secondary crash.

8 Nationally, 20 percent of all crashes are
 9 secondary in nature. Okay? That is a lot of crashes that are
 10 happening because of that primary incident. When we look at
 11 fatal crashes, 18 percent of all fatal crashes are secondary in
 12 nature. And so when -- we sit there and think about, you know,
 13 how can we move traffic along and why should we move traffic
 14 along, 15 percent of our fatal collisions are -- or 18 percent
 15 of our secondary crashes are fatalities. That's a huge number
 16 that we can go out there and address right away.

17 There's been some studies done on, you know,
 18 traffic congestion based on these different incidents. A
 19 vehicle sitting on the side of the roadway, for every minute
 20 that it sits out there, there is a 2.8 percent chance of a
 21 secondary crash based on that vehicle being out there, based on
 22 us being out there on the side of the roadway. You do the math
 23 real quick, and you start looking at if we're out there for 30
 24 minutes, 33 minutes, we're pretty much guaranteed a secondary
 25 crash. The problem that we have is that we don't know when that

1 secondary crash is coming. Is it the first minute or is it the
 2 34th minute? So time is of the essence for us on trying to get
 3 stuff moved off the highway as quickly as we can.

4 The other step that's up there, for every minute
 5 a roadway's blocked, it takes four minutes to clear the queue.
 6 Again, stuff I never thought about when I was first, you know,
 7 coming on the roadway. As I leave, I go to lunch because we've
 8 been out there for so long, and that's -- that traffic is still
 9 sitting out there trying to go through. You know, it happens
 10 all the time. You drive here in the metropolitan Phoenix area,
 11 and traffic just comes to a stop for some reason. You have no
 12 idea why, because at a certain point it opens back up. You get
 13 there, and it's like, there was nothing here. Well, how long
 14 ago was that incident there that had caused it to kind of back
 15 up? And where was the original?

16 There's been studies shown in Seattle where they
 17 watch the traffic cameras and how traffic is flowing, and
 18 there's one where they actually watch a crash scene and how it
 19 backed up all the other traffic. They get the crash completely
 20 moved out of there, and the backup or the queue is two miles
 21 back from where the original crash was. It's just the flow of
 22 traffic. So we really pay a lot more attention to that to see
 23 what we could do to make it better.

24 So what do we do from a traffic incident
 25 management side? We pretty much have a three-step approach

1 that's kind of -- it narrows it down into the *Reader's Digest*
2 version. Education is huge for us, performance measures and our
3 personnel. How do we deploy them?

4 The first thing with the education, under SHRP 2,
5 the Strategic Highway Research Plan, they developed -- they
6 brought a team together called the Traffic Incident Management
7 Coalition back in 2004. What they brought is they brought first
8 responders together, and they said, how do we address the
9 congestion problem that we're having? You know, they really
10 looked at the four aspects of traffic, and they said
11 reliability. That's the one we really want to focus on, and
12 what can we do?

13 They came up with the national unified goal,
14 which is responder safety, safe, quick clearance of the
15 highways, and the prompt, reliable (inaudible) communication.
16 We want to make sure our first responders are safe. We want to
17 get it off the highway as quickly as we can so we can reduce the
18 congestion, we can provide for the safety, and just being able
19 to have everyone on the same page.

20 So what did they do? They came up with a
21 four-hour training class that is a multi-disciplinary class. It
22 is the first time in my career that I've had the police
23 departments or law enforcement, fire, DOT personnel and the
24 towing industry all come together and sit in one classroom and
25 talk about how we investigate crashes and what's everybody's

1 responsibility.

2 We've all heard about the incidents between fire
3 and law enforcement where fire will block our lanes. We'll say,
4 hey, move the fire truck. They won't move the fire truck. We
5 say, badge and gun, we're in charge, and we put handcuffs on
6 them, and we arrest the fire captains. Obviously when that
7 happens, it doesn't go well for anybody. We've had it here in
8 Phoenix. We've seen it in California. We've seen it across the
9 country. And so we really need to kind of get everybody
10 together and go, fire, why do you do what you do? And they sit
11 down and they go, hey, we do it for safety. This is why. And
12 in law enforcement, we say, huh, that makes a lot of sense.
13 Okay? And so it was just that kind of bringing the minds
14 together to talk about why everyone does it.

15 The towing industry, you know, where do we want
16 them to park so that they come in in a safe location and go
17 exactly where we want them to go? Never has happened before in
18 my career. I've never heard of it, because they're a private
19 industry. They're making money on these collisions, and
20 everyone else are public sector employees. So it was a huge
21 difference, a huge shift in the paradigm, so to say, to have
22 those guys come into our things.

23 So right now in Arizona, we've trained over 3,000
24 of our first responders in the traffic incident management
25 class. Our agency as well as ADOT has mandated it for all of

1 highway patrol personnel, as well as the ADOT people that
 2 respond out there on the streets, have mandated it for them as
 3 well. It is a huge team effort to get this out to everybody.
 4 Our next stint is really trying to get it out more to the fire
 5 department personnel and the city agencies, so when they come
 6 out, even on the city streets, they are kind of doing things the
 7 same way we are so that we can all do it as safely as we can.

8 The handout that I provided for you was just a --
 9 the first lesson in the four-hour class. You can kind of see
 10 how we break down the (inaudible) time line on page 2. But it
 11 also, on that first page, we talk about the D drivers, and we
 12 talk about the five Ds on driving: The drunk, the drowsy, the
 13 distracted, the drugged, and believe it or not in Arizona, we
 14 don't have some of the smartest drivers once in awhile, and so
 15 we call them just our plain dumb drivers.

16 And it's not just here in Arizona. It's across
 17 the country. This is a class that's being taught across the
 18 country, because we have to make sure every -- all the first
 19 responders pay attention and say, you know what, just because we
 20 shut the highway down and we have a fire truck blocking the
 21 lanes doesn't mean that we're all safe. These are the people
 22 that are hurting us. So we really want to bring that to
 23 everyone's attention so that they understand what's going on.

24 So is it really making a difference? We're
 25 reducing the amount of secondary crashes that we're having.

1 Like I said before, the national average for secondary crashes
 2 is 20 percent. Our agency, for our secondary crash rate, is
 3 about 7 percent. In my district, we're at about 10 percent for
 4 secondary crashes. So we've made a huge effort. You know, we
 5 travel across the country talking about what we do in traffic
 6 incident management, because other states want to copy what we
 7 do. We've had such an impact on reducing our secondary crashes
 8 that it's phenomenal.

9 We are probably number three or four in the
 10 nation for teaching the traffic incident management class across
 11 the country, and so we're continuously out talking about what we
 12 do, and it makes it really great. You look at some of the
 13 crashes that we've taken, you know, 26,000 crashes that we took,
 14 247 were fatal, 7 -- almost 7,500 were injury. When you look at
 15 how many crashes we take and take a look at it and go, okay,
 16 26,000 crashes, because you're 10 percent below the national
 17 average, we reduced 2,600 crashes that we didn't take because of
 18 our traffic incident management. So that is absolutely huge for
 19 us.

20 And this kind of talks about it a little bit
 21 more. 6 percent secondary crash rate, 540 of them -- these are
 22 officers that are involved in. 54 of the crashes involved first
 23 responders. So we have a 3.3 rate of all secondary crashes for
 24 first responders. We look at that as well. You know, how are
 25 we getting it? How often are we struck in -- involved in these?

1 The numbers that I showed before, those were the
2 first responders that were killed. We don't even touch upon the
3 number of officers, first responders that are hit at these
4 different scenes that survive their injuries, but maybe, maybe
5 not, they come back to work. So that's another factor that we
6 take a look at.

7 So the second thing that we do is we talk about
8 performance measures. We have the theory of if we don't measure
9 it, it doesn't get any better. So we look at four different
10 things -- or three different things about performance measures.
11 How long does it take us to clear the roadway? How long does it
12 take us to clear the entire incident? And was there any
13 secondary collisions? If there was a secondary collision, did
14 it involve a first responder?

15 I like to joke to my guys. I sit in my office
16 and come up with some great ideas on how we can improve traffic
17 incident management. They kind of snicker and go, yeah, okay
18 boss. But when we come up with these different ideas on how to
19 do it, without these performance measures, we have now idea if
20 we've made a difference. So we really rely on these performance
21 measures to go, okay, this is our baseline. This is the change
22 that we made and when we made it. Now, is it making things any
23 better? And so that's what we really look back to.

24 We're now in the process of having my sergeants
25 in my district use this data to go, okay, where are the crashes

1 at? Where are the secondary crashes at? Deploy your people to
2 them. And it's a different way for us to do business. You
3 know, we -- in the past, we just let guys go. You know, they
4 were -- within the district, as long as you were within your
5 district, you went. And now we really concentrate on, hey, you
6 know what, this is our crash picture. Go into our crash picture
7 and go make a difference in there. And we're starting to see
8 the numbers really come down through it.

9 When we talk about -- when we're dealing with
10 this as well, one of the things that our agency does is we have
11 a push, pull, drive mentality, where if there's a crash that's
12 blocking and it's a minor crash, we'll push the cars out of the
13 way, we'll pull them out of the way or we'll drag them out of
14 the way. Again, it's all geared towards these numbers of going,
15 get the stuff out of the highway.

16 Now, when we get into the crashes like this
17 morning on I-17, you have a wrong way crash where there's a
18 potential death, criminal charges are going to be involved, it's
19 a whole other ball game. You know, we still have to slow things
20 down and have the criminal prosecutions take place. Okay?

21 Where we make our biggest difference is these
22 minor property crashes. Not injury, two cars crash, they're
23 sitting in the middle of the roadway, get those off. Minor
24 injuries, get those off. Major injuries, get them out -- get
25 them taken care of, get the patients transported. Now get it

1 off the highway. So we're really looking towards, you know,
 2 getting everything progressing, doing more than one thing at a
 3 time to get this stuff moved off the highway, and it's based on
 4 having these performance measures as our guide.

5 The last thing that we have done and -- or the
 6 most current thing that we've done is we've started putting
 7 department personnel into the Traffic Operations Center. This
 8 has been a huge help. This is one of those things where, you
 9 know, we now have eyes that can see the entire valley here in
 10 Phoenix, and this is a tremendous help to us. It started in
 11 July of this year, this past year, when we promoted a new
 12 sergeant into the TOC, and we're now in the process of assigning
 13 officers into there as well. And one of the biggest things that
 14 these guys do for us is they give us the eyes that can see the
 15 crash before we get there.

16 In my district, it takes me 20 minutes from the
 17 time I call the tow truck to the time the tow truck gets there
 18 on average. If I could have someone sitting in the TOC and go,
 19 you need a tow truck, you need two of them, based on my
 20 experience of investigating crashes and being able to see it out
 21 there, they can start that tow truck five, ten minutes faster
 22 before my officers even get there, and it's going. So we've
 23 started that 20-minute clock. That is a huge asset for us,

24 Or if they can say, hey, you know what, the crash
 25 is over here. The crash is off right. They're moving the crash

1 off. We know exactly where it is. And so it becomes a team
 2 effort of dealing -- participating with the Department of
 3 Transportation people, sitting in there with them, seeing what
 4 they have and really being able to move that along. And it
 5 makes them a tremendous asset to have that as an officer,
 6 because they can look right into our cab, into our
 7 computer-aided dispatch and see the exact call. They can see
 8 all the information.

9 So if they say, hey, you know what, this looks
 10 like we're going to have to shut this down for awhile, they're
 11 sitting in the TOC, and we can have that direct communication
 12 with ADOT to say, hey, can you bring alert out? You're going to
 13 have some damage to the highway. Start thinking about how we're
 14 going to fix this. And it makes it a tremendous asset that we
 15 all work together. We're all in the same room.

16 The PIOS, we can give the direct information to
 17 the PIOS that's sitting in the TOC, and they can put out the
 18 information that's accurate, and it's exactly what we need to
 19 have out as far as when's the highway going to reopen, you know,
 20 what's going on out there? And it really makes it a team effort
 21 to kind of get it together.

22 This is kind of, again, the same thing. Timely
 23 updates. The biggest thing -- like I said --- serve as that
 24 point of contact. We're sitting in there with them. You know,
 25 we have our radio systems. We're talking back and forth. We're

1 sending it to the dispatch center, but if you can't see our cab
2 and we restrict it down, obviously there's law enforcement
3 sensitive material that's inside our cab, so without having that
4 officer being able to look directly at it, it really reduces the
5 amount of information that's there.

6 So is it working? It is. You know, we talk
7 about the number of secondary crashes. You know, it's really
8 working. We have a 6 to 7 percent crash -- secondary crash rate
9 as compared to the national average. Again, it's tremendous.
10 Would we like to reduce all the primary crashes? Absolutely.
11 But being able to control those secondary crashes are huge for
12 us. It increases first responders, you know, being able to go
13 do other things. If I'm not investigating a crash, I can go
14 concentrate on those hazardous violations and get people to stop
15 before they're involved in that primary crash. And just, again,
16 reducing that non-reoccurring congestion. That's that 25
17 percent that we participate in, and if we can reduce that,
18 that's great. You know, we kind of get that reliability factor
19 back and going.

20 Quality of life of the motorist. Everyone hates
21 sitting in traffic. I hate sitting in traffic every morning.
22 So if we could reduce that, great. Harmful environmental
23 impacts, when we talk about, you know, our air quality, stuff
24 like that, keeping traffic moving, obviously a benefit.

25 And the stakeholders, availability of training,

1 better responders in natural disasters, you know, we talk about
2 the floods that happened, you know, a few months back. Luckily
3 I was out of town for those, but having, you know, the ability
4 to see where things were at and be able to send that stuff out
5 to our officers, again, that's a tremendous asset having our
6 officers in the TOC and, you know, it just shows the great
7 cooperation that we have with ADOT and our department to do
8 that.

9 That is what I presented. I hope that answers
10 the questions that you are guys were looking for, but I'm more
11 than happy to answer any questions that you might have.

12 CHAIRMAN ANDERSON: Questions or comments of
13 Captain Prochko?

14 MS. BEAVER: Deanna Beaver.

15 I'm not sure that it answers what precipitated us
16 inviting you to come. It had to do more with, there were
17 several last summer, incidents on I-17, but I think it gives us
18 perspective. Somehow it seems when there's a backup, the
19 general public thinks it's ADOT's problem, and we have to turn
20 it over to you all, the first responders, as opposed to ADOT
21 handling it. And so this -- for public benefit, it kind of
22 allows them to see that there is a process. I think some -- and
23 I don't know that there's a fix immediately for the I-17
24 problem, if there was maybe more frontage roads or something,
25 but they seem to be in that stretch between about --

1 UNIDENTIFIED SPEAKER: Sunset Point.

2 MS. BEAVER: -- Sunset Point area where, you
3 know, they're either going to have to go around through Prescott
4 and down or -- you know, or sit it out.

5 CAPTAIN PROCHKO: That's one of the things that
6 we still talk about. You know, I talk a lot about what we do
7 here in the valley, but this is a statewide initiative with the
8 training now. So when the officers are responding to those
9 crashes that happen up on I-17, they're doing the exact same
10 things that we do down here in Phoenix. They're trying to drag
11 it out of the lanes. They're trying to take them off the
12 highway if they can, and they're trying to reopen the highway as
13 quickly as possible. That is their goal, as long -- in addition
14 to investigating the collision.

15 So when backups happen, you know, there are times
16 where it just takes us time. You know, if a commercial vehicle
17 rolls over and blocks all lanes, we can't drag that off the
18 highway. But what we do is we can drag it off to the side once
19 we get the, you know, heavy-duty tow trucks there, and we will
20 start opening up lanes as quickly as we can. One of the things
21 that we talk about in the four-hour class is only keeping the
22 amount of lanes closed that you need to keep closed, and
23 incrementally opening those lanes back up as quickly as you can.

24 So before where we would just roll over a
25 commercial vehicle, continuing to let them block all the lanes,

1 now we're to a point of where we're starting to try to drag it
2 off in two lanes so that we can start opening up at least one
3 lane, try to get the traffic flowing. If we can roll it back up
4 onto the shoulder and open the second lane up, we will do that.
5 So our goal is to try to open up the highway as quickly as we
6 can.

7 So we are doing things now -- before where we
8 would do one thing at a time, the way we investigate our
9 collisions now is we're doing multiple things at the same time
10 with the idea of we've got to get these lanes open. I will tell
11 you, we pressure our officers as much as we can with that
12 mindset of what can we do to open these lanes of travel. In
13 some places, you know, here in Phoenix it's easy to drive people
14 around, get them off at the next exit. You know, it's a mile
15 down the roadway. Come right back on or use the frontage road.
16 There's some places in the mountains, you know, going up in that
17 stretch that there's just really nowhere to take them.

18 So that's where we really rely on our officers to
19 go, you know what, open it up as quickly as you can, and they
20 know what they're supposed to be doing. They are trying to open
21 it up as quickly as we can. Is there still going to be backups?
22 There are. You know, like I said, if something completely
23 blocks it, we can't do anything about that. It's going to take
24 us time.

25 If it's a fatality where there's going to be

1 criminal charges involved, it's going to take longer. You know,
 2 it just really is, because we have a responsibility to go out
 3 there and investigate those crashes and prosecute people that
 4 cause those crashes, just like if anyone's family member was
 5 struck by someone going the wrong way who was intoxicated, they
 6 would want us to do as much as we can to investigate that crash
 7 and prosecute those people. We handle that every time, and a
 8 lot of times those are the ones that slow us down. We make up
 9 the time as quickly as we can on the smaller ones, but on the
 10 bigger ones, it happens. You know, we just don't have any
 11 alternatives. We try to open it up as quickly as we can, but if
 12 there's criminal charges or if it's a commercial vehicle that's
 13 -- one that's (inaudible), it does take us more time.

14 MR. CHRISTY: Mr. Chairman.

15 CHAIRMAN ANDERSON: Mr. Christy.

16 MR. CHRISTY: Good morning, Captain. This is
 17 Steve Christy down in Pima County. First of all, thank you for
 18 your presentation and being here this morning. Second of all,
 19 thank you for your service to our state.

20 A couple of observations or -- a question related
 21 as well. Sometime ago I was over in California going on a --
 22 one of the major interstates there, and it was quite congested.
 23 You know, all the four or five lanes were pretty full with
 24 traffic, and out of nowhere a California highway patrol car, an
 25 officer appeared before us, and he began moving across the lanes

1 in a fishtailing, fanning motion, very gently, but assertively
 2 at the same time, gently slowing down all the traffic in all the
 3 lanes.

4 And, you know, your first reaction to that is,
 5 you know, what's this guy doing? And within a couple of miles,
 6 if that at all, we all -- all of us in that traffic pattern came
 7 upon a pretty significant traffic accident. And I thought it
 8 was remarkable that there was that kind of communication that
 9 they were able to bring onto the oncoming traffic approaching
 10 this accident an officer who could effectively slow down the
 11 oncoming traffic in a method that prevented any additional
 12 accidents upon that scene. So I'm wondering if that type of
 13 communication is utilized in our own state under those same sets
 14 of circumstances.

15 And my second question is, we now have a law that
 16 if there is a first responder vehicle on the berm or the
 17 shoulder, that the law states that you must move into the far
 18 lane away from it or at least slow down. My question regarding
 19 that is how much enforcement do we do as far as making sure that
 20 that happens? Do -- are people being ticketed if they don't get
 21 over to the passing lane from the shoulder lane if there's a
 22 first responder in the shoulder?

23 CAPTAIN PROCHKO: Okay. I'll take the first one
 24 dealing with traffic breaks. What you're describing is what we
 25 call a "traffic break" here in Arizona. A lot of times what

1 happens is we'll get phone calls saying we have a drunk officer
2 out on the side -- down the highway, because he's traveling
3 across all the lanes and swerving all over the place.

4 We do traffic breaks all the time, and we do them
5 in different circumstances where if there's debris out there in
6 the middle of the highway and we have to send someone out into
7 the highway to go remove that debris, we will try to get another
8 officer out there to do the traffic break so that the officer
9 can run out to the middle of the highway, grab the debris and
10 take it off.

11 We will also use that if we have people that are
12 off left on a highway, whether they have a flat tire, whether
13 they're -- whatever it is, and we will push, pull, drag them off
14 and try to get them off the highway as well, really trying to
15 reduce that 2.8 percent per minute that they're out there on the
16 side of the highway, trying to prevent that secondary crash. So
17 we do do that a lot.

18 One of the biggest times that we do it in the --
19 really trying to affect traffic is in Tempe when they have the
20 4th of July celebrations where traffic wants to stop and watch
21 the fireworks. And we will do those traffic breaks to make sure
22 that we slow traffic down and just kind of keep them flowing,
23 because they're following law enforcement. And it kind of tends
24 to keep them going, as well as we'll have other personnel making
25 sure that no one stops on the highways.

1 So we do utilize those for different scenarios.
2 A lot of times it's a manpower issue. If we can get more people
3 back there or how many people we have to investigate the
4 collisions, but we do utilize those in the same ways. If
5 something's in a bad area, we'll do that as well, try to get
6 people to slow down. If it's coming around a blind curve and
7 we're blocking, or if it's over a hill, something like that, we
8 will do the exact same thing.

9 As far as the next one, for the move over law,
10 the move over law is tough. A lot of times when we're sitting
11 on the side of the roadway, whether it is a traffic stop or
12 we're investigating a collision, and someone violates the move
13 over law, it makes it hard because we're already tied up. We
14 can't go then run down that person for not moving over. So we
15 look at the move over law more as an educational standpoint for
16 the motoring public to get them to understand the hazards that
17 we face out there and get that voluntary compliance to move
18 over.

19 Do we do details? We do. And we will set it up
20 where we're be on a traffic stop, and then we will have other
21 officers watch or sit further down in the roadway where they can
22 call people out. We put them in a two-man unit going, hey, so
23 and so, this is the type of vehicle that didn't move over. But
24 for the most part, it's a hard one to enforce because of the way
25 that the law is written, that it's a move over or slow down, and

1 the slow down portion makes it tough for us. You know, how do
 2 you enforce slowing down? So if I take my foot off the gas and
 3 I slow down two miles an hour, am I in compliance with the law?
 4 That one's hard. So it's more of an education and getting the
 5 compliance, the voluntary compliance of people to move over.
 6 But that's another one that we talk about all the time.

7 MR. CHRISTY: Yeah, I do see pretty significant
 8 compliance. But, of course, compliance is only gone through or
 9 followed if there's that threat of some sort of fine or traffic
 10 ticket accompanied with it. But yeah, I do -- I can see it
 11 would be really, really difficult to try to enforce that.

12 CAPTAIN PROCHKO: It is. And it's one of those
 13 that we will take the enforcement on it. And like I said, we'll
 14 do different details and, you know, you'll see different times
 15 where in cooperation, again, with the TOC where they will post
 16 up onto the DMS boards the move over law, again, just really
 17 trying to educate the public on, you know, the hazards and why
 18 we're asking them to move over or slow down.

19 MR. CHRISTY: Thank you, Captain.

20 CHAIRMAN ANDERSON: You know, I -- first I want
 21 to say this is excellent information, and as I reflect back on
 22 many times that I've been on I-17 and I think stuck in some of
 23 those incidences -- and I think I was in that 1998 one, because
 24 it was, like, six fatalities up there, and there was helicopters
 25 circling, and the highway was closed down just for hours, and we

1 were all camped out there.

2 And then this past summer, I was stuck on I-17
 3 again, and as I listened to your information and I thought --
 4 reflected back on the observations, I could now tie together the
 5 changes. Because, you know, there was a message board alerting
 6 us to the crash, and I knew to call on, you know, the cell phone
 7 to get information, and we knew that it was at a certain
 8 milepost. And, you know, based on, you know, how the traffic
 9 was flowing, we said, well, it's easier just to slug it out
 10 through versus find an alternative. And as we got closer, you
 11 know, the commercial vehicle had all the lanes blocked. It was
 12 out at Camp Verde, going up the grade. But a small tow trucked
 13 had pulled the back of it. So there was one lane. We were all
 14 crouched to one lane, and you know, ADOT was deployed there, you
 15 know, DPS was deployed there, and it was kind of interesting.
 16 And so thank you for all of that and all the work you're doing.

17 I guess the question that I had is you started
 18 off saying that in 1992, DPS was sued because it didn't do a
 19 thorough enough investigation. Then later DPS was sued because
 20 we spent too long. You've got great performance measures. Do
 21 we now have kind of standards that are codified that says, okay,
 22 this is what needs to happen so there's no more suits going to
 23 happen? I mean, where does that stand?

24 CAPTAIN PROCHKO: Well, you know, we really --
 25 obviously, you know, we can get sued for, you know, whatever,

1 you know. No matter which direction we go, we're going to get
 2 sued. You know, it's kind of like our pursuits. We get sued if
 3 we chase people. We get sued if we don't chase people. And
 4 that's just kind of the nature of the business, and we
 5 understand that.

6 What we have to rely on is being able to go into
 7 court and go, this is why we do what we do. These are what's
 8 happening across the nation, and these are the results based on
 9 what we do. And I think now that we are one of the leaders in
 10 the nation for traffic incident management, it really makes it
 11 nice that we can go into court and go, look, this is why we do
 12 it, and the rest of the country is following us, and it gives us
 13 a defense on why we're doing what we do.

14 Is there more that we could do? Absolutely. You
 15 know, we're always trying to progress as much as we can. You
 16 look at Georgia and you look at Florida, and they have incentive
 17 programs for removing commercial vehicles out of the highways
 18 and out of the travel lanes and getting them off the side of the
 19 roadway, where they have an incentive, where they'll pay their
 20 tow companies X amount of dollars if within two hours of the
 21 time called, they can get it out of the highway. There's an
 22 incentive going, we'll pay you this money, and if you don't do
 23 it, there's a threat of a fine. They've never fined anybody,
 24 because the tow companies want that money.

25 And so, you know, that's one of the other things

1 that we were looking at, because that's really our biggest --
 2 you know, biggest factor that we need to deal with is commercial
 3 vehicles. We can't pull it with our car. You know, if it rolls
 4 over, it's just going to take us time to get there. If we can
 5 work towards doing something like that that we can say, hey, you
 6 know what, you have two hours, get it out of the highway. I'll
 7 take two hours over eight hours every day.

8 And it's just that incentive to go -- you know
 9 what, they laugh at us going, why do you pay people by the hour?
 10 We pay them by the job. So it kind of gives them the incentive
 11 to hurry up and get this thing going. So we're looking at. You
 12 know, there's some legislative changes we have to make to do
 13 something like that, you know, because of the, you know,
 14 potential for additional damage done to the commercial vehicles
 15 when we have people dragging them off the highways instead of
 16 just rolling them back over. So we have to look at that side of
 17 it still, but that is one of the things that we want to look at,
 18 I mean, down the road, because that's probably our next step on
 19 how we can make it even better. So we're continuously looking.

20 CHAIRMAN ANDERSON: Follow-up, Ms. Beaver.

21 MS. BEAVER: Chairman Anderson, I would just like
 22 to know with regard to the training that you're talking about
 23 you're doing, how much outreach do you do beyond the
 24 metropolitan area? Fifteen counties, is there that first
 25 responder coordination throughout this state, or where are we at

1 on that?

2 CAPTAIN PROCHKO: Absolutely. The 3,000, over
3 3,000 first responders that we've trained are statewide. We
4 were just in -- down in Nogales, Yuma and Douglas -- one other
5 place down south where we were doing train the trainer classes.
6 We have classes that are going up on the indian reservations.
7 We take it to -- you know, across the state. We have trainers
8 across the state, and it's the great teamwork of DPS, ADOT and
9 the fire departments that will go out together. Because we
10 don't want it just to be law enforcement going out, going, hey,
11 this is the way you need to do it. We don't want to be the
12 state, jamming it down people's throats going, hey, this is how
13 you have to do it.

14 We need the buy-in. So if I go in front of fire
15 departments, law enforcement and ADOT personnel or DOT
16 personnel, whether it's the state or county, I want
17 representatives from them as well teaching so that I can give my
18 perspective, we investigate it, but then I have a fire captain
19 or a fire chief standing right next to me going, this is how I
20 want my fire guys to do it across the state. And it really
21 gives us that buy-in from different perspectives going, we need
22 you guys to do this. It is beneficial for us to do it this way.

23 So we're having tremendous success going across
24 the state. We actually have better success in the smaller
25 towns, because they don't get as much training, so when they

1 have the ability to have that type of training, they eat it up,
2 and they're having tremendous success out there.

3 Here in the valley, we have some fire departments
4 that we're getting on and, you know, a lot of it though the DOT
5 personnel and the DPS personnel. We're really trying to look at
6 and bring in the fire personnel and really get into the cities
7 to get them to understand on when they come to our scenes, what
8 we're looking for them to do as far as -- and as well as getting
9 their perspective on, hey, this is why we do what we do.

10 So it is a -- it's a team effort. It's not DPS.
11 It's not ADOT, but it's all the first responders working
12 together for this training now, but it is statewide, and it's
13 actually international. When you go to Mexico, they are
14 practicing traffic incident management down there based on the
15 training that we have provided for them. They just asked me to
16 go three hours into Mexico. I'm not sure if I'm going to do
17 that yet, but they want that same type of training, because they
18 see the benefit of it and it's tremendous.

19 MS. BEAVER: Thank you.

20 MR. SELLERS: Mr. Chairman.

21 CHAIRMAN ANDERSON: Mr. Sellers.

22 MR. SELLERS: Yeah. First of all, Captain, thank
23 you. That was very, very good information for us to have on the
24 way you manage that. But I just want to comment on the --
25 putting the officer in the Traffic Operations Center. When that

1 came to our MAG Transportation Policy Committee, the big
2 question seemed to be how are we going to pay for this? And
3 obviously it's so cost effective that we felt we need to move
4 forward with this, and we'll work out how it's going to be paid
5 for as we go. So congratulations on that.

6 CAPTAIN PROCHKO: Well, thank you.

7 Like I said, as a district commander, I love it.
8 You know, I love having an officer that can sit there and see
9 what's going on and start directing resources before we get
10 there, because it is increasing our time, you know. Five --
11 five minutes, ten minutes are huge to us. So if we can start
12 that tow truck five, ten minutes before we even get there
13 because we know something's going to have to be towed, that's
14 huge for us.

15 We're looking for more ways that utilize that.
16 We just had the President here, and on the route, we had a
17 crash. And either the people that were scheduling the
18 Presidential visit or, you know, working that Presidential
19 visit, I asked them, I'm like, hey, did you have -- just let the
20 TOC know, to let them know so that they could be watching the
21 route. And the captain's like, wow, I never even thought about
22 using them for that.

23 So we're -- you know, it's new to us as well, so
24 we're continuously looking at different ways, because he can see
25 the entire route on the highway, and that's a tremendous asset

1 to have when we talk about security or we talk about, hey,
2 something just happened on the highway. If we have to change
3 routes, by knowing that ahead of time, it's tremendous. So it's
4 going to be a great asset and, you know, based on my opinion,
5 definitely worth the time, the expenditure to have that done.

6 CHAIRMAN ANDERSON: You know, maybe I can wrap
7 this up, Captain Prochko. As chairman of this prestigious
8 board, I've never been pulled over for speeding or any other
9 infraction, but I've seen those people who have been pulled
10 over.

11 (Speaking simultaneously.)

12 CHAIRMAN ANDERSON: You can be his first.

13 UNIDENTIFIED SPEAKER: (Inaudible.)

14 CAPTAIN PROCHKO: Maricopa, correct.

15 CHAIRMAN ANDERSON: Yeah. But I've thought to
16 myself, if the lights appeared behind me, do I immediately pull
17 over, or if there is a pull off or a safer place to pull off
18 maybe a quarter of a mile ahead, maybe it's a -- you know, a gas
19 station, whatever, do I take that initiative to do that, or I
20 mean, what do you suggest, and what do most public safety
21 personnel suggest?

22 CAPTAIN PROCHKO: That's another -- that's
23 another step that we're trying to get with our officers. We
24 would like them to make the initial stop, if someone pulls off
25 right onto the shoulder, we would like for them to make contact,

1 receive the paperwork, their driver's license, registration and
2 insurance, and then take them off to the next exit so that they
3 conduct the traffic stop. Again, the 2.8 percent per minute for
4 that secondary crash. We're not there yet.

5 You know, we're trying to break officers who've
6 been doing this for 10, 15, 20 years where they make their
7 traffic stops. Those habits are hard to break, and so we
8 continuously stress to them to take them off. We train our new
9 officers that way to take those off. So if we can get them off
10 the highway, we will do that. One of the things that we
11 obviously still have to look for is if they're impaired, we're
12 not going to let them drive off. We're going to have to deal
13 with them right there.

14 As far as the public itself, if they take the
15 next exit, we will, you know, understand what they're doing. If
16 they pull into the first parking lot and stop for us, we don't
17 have any problem with that at all, and we would encourage that.
18 There's a lot of times where people will stop in a bad place,
19 and we'll get on our outside speaker and tell them, hey, pull
20 forward and take the next exit. The issues that we run into
21 sometimes, people will do that, and they'll miss the first
22 driveway, they'll miss the second driveway, they'll miss the
23 third driveway. Then we're like, hey, okay, somewhere we have
24 to pull over.

25 UNIDENTIFIED SPEAKER: Then they start speeding.

1 CAPTAIN PROCHKO: And then they speed off. So
2 yeah. We do encourage people to do that. You know, whenever we
3 talk to people, you know, if they don't feel safe stopping on a
4 highway, turn on your turn signal, take the next exit, pull into
5 the first driveway and you'll have no issues with what you're
6 doing. We get that.

7 You know, for awhile we had some issues with
8 there were some people out there that were impersonating
9 officers, and we had, you know, females saying, hey, I'm scared
10 to stop. It's dark out. Lights, you know, I don't feel
11 comfortable here. I don't want to pull off the road.
12 Absolutely. You know, like I said, we don't have any problem
13 with that. Just make sure that you're not passing four or five
14 streets and still going.

15 CHAIRMAN ANDERSON: Captain Prochko, we thank you
16 very much for the presentation, and you know, hopefully there's
17 something that the department can do in terms of driver habits,
18 driver awareness, things like that that we can discuss, you
19 know, throughout the year. So again, thank you very much.

20 CAPTAIN PROCHKO: Thank you, sir.

21 CHAIRMAN ANDERSON: Next up, we've got Kristine
22 and Scott, overview of the five-year Transportation Facilities
23 Construction Program. Ms. Ward.

24 MS. WARD: Good morning.

25 CHAIRMAN ANDERSON: Money first, right?

1 MS. WARD: That's right. Actually, you took my
2 very first line this morning.

3 CHAIRMAN ANDERSON: I'm sorry about that.

4 MS. WARD: No, no, no. Let's go straight to the
5 budget. Everything when we start construction or the
6 development of the tentative program, it all starts with money
7 and how much is available that can support the program.

8 So today, I'd like start with we're going to go
9 over the financial foundation that actually supports the
10 program, what are the revenue sources that are available and
11 then one of the financing mechanisms that are available to
12 accelerate projects. Then we'll move on to what we have in
13 terms of operating cash, our current balances as well as the
14 guidelines that we follow, our revenue forecasts for HURF, RARF
15 and federal aid, and then move into the debt program, and
16 ultimately the estimated funding available for the program.

17 So, you know, the funding for the program is very
18 complex, and it's very difficult to provide a comprehensive
19 picture because there's so many -- many elements that flow into
20 and support the program. Some of those things that flow in are
21 things that the department oversees and has control over. Other
22 times they're dollars that the local entities, local governments
23 have decided to contribute into the program, maybe for something
24 in their particular regions. So some funds available on an
25 ongoing, and some of them are one time in nature.

1 So often there's a mix-up between what we have in
2 terms of cash, actual dollars that we can expend, versus what we
3 have in terms of debt, which we have to pay back. So what these
4 green blocks represent are cash. These -- this is -- these are
5 actual sources that can be used to support the program. You'll
6 see at the very bottom, those are the ones I report to you on a
7 regular basis, HURF, State Highway Fund dollars, federal funds,
8 as well as regional area road funds.

9 On top of that, there are additional funds that
10 go into the program that are dictated or developed with NPD and
11 the locals to potentially facilitate a facility in their region
12 that they want to contribute dollars to. So sometimes local
13 funds like 12.62.6 moneys, these are dollars that flow from HURF
14 into the State Highway Fund and out to MAG and PAG. Sometimes
15 MAG or PAG will designate some of those funds to go into and
16 support the state program. They also have -- locals also have
17 their own federal funds as well as their regional
18 transportation, the RTA funds.

19 Sometimes we get private dollars. I know that I
20 believe 347, I believe there's some discussion over the local
21 government working with entities to try to perhaps bring dollars
22 into the mix. And then we've got grants. We've got, like,
23 TIGER grants. But these are intermittent, whereas those ones on
24 the bottom are ongoing funds that are available to support the
25 program.

1 The last item is STAMP (phonetic), State
 2 Transportation Acceleration. It was a program where GF --
 3 sorry -- the state provided general funding to support
 4 transportation and accelerates the projects.

5 So after you add the cash that's at the base,
 6 then you have the loans. You have the debt, and these are the
 7 various financing mechanisms that are available to further
 8 support -- to accelerate projects. And so you've got HURF
 9 bonds, which I talk to you about pretty regularly, GANs, grant
 10 anticipation notes, those are leveraging future federal funds,
 11 and then RARF bonds, Regional Area Road Fund bonds that pay for
 12 the regional system.

13 There are a whole host on top of that of little
 14 items, (inaudible) public private partnerships where the private
 15 partners will put in equity, HELP loans, the Highway Expansion
 16 Loan Project. I -- sometimes I give you the numbers on that.
 17 There's about \$78 million in that program. EFOs, (inaudible)
 18 obligations.

19 Each one of these are debt that can -- that
 20 either the local can bring to the table or are available to the
 21 department, but mainly we're not utilizing either, because it
 22 just doesn't -- we can't support it financially. But I want you
 23 to know that these are all of the elements that fold in.

24 Now, the ones that we are going to focus on today
 25 are those -- because the MAG and PAG funding hasn't fully been

1 ironed out for the tentative, that fund sourcing, what we're
 2 going to focus on today is the HURF, State Highway Fund, fed
 3 funds and regional area road funds, as well as our HURF bonds
 4 and RARF bonds that are folding in to support the program.

5 As we have future presentations on the tentative,
 6 I will provide you a full and comprehensive picture of every
 7 fund source and every debt instrument that is supporting this
 8 program, and you will know that in detail.

9 CHAIRMAN ANDERSON: Oh, boy.

10 MS. WARD: The items that have the little magic
 11 eight ball are the ones that we actually provide forecast, FMS,
 12 Financial Management Services, does the forecasting for. We
 13 handle those at ADOT. And then a last little attribute is those
 14 ones with little crosses there, actually little directional
 15 arrows, those are what sources are included in the RAAC
 16 allocation, Resource and Allocation Advisory Committee, which is
 17 the 50/37/13 breakdown. Is everybody familiar with...

18 All right. So let's start with cash. State
 19 Operating Highway Fund, our operating cash balance. I wanted to
 20 let you know, and I've spoken to you briefly about these before,
 21 but the department seeks to establish a \$150 million operating
 22 cash balance in the State Highway Fund, and we have been
 23 consciously moving towards that for the last few years. We need
 24 to have this cash balance, and last summer was a perfect example
 25 of it. We we need to have that cash balance in order to ensure

1 that we can tighten the payments out to our contractors, we have
2 adequate funds to go do the -- max the federal funds we receive,
3 timely pay the debts or just, you know, pesky little things like
4 payroll and so forth.

5 And the reason we have to keep that buffer is we
6 actually have had recent incidents that where had we not had
7 that buffer, it would have been a problem. But I think it was
8 so -- it was just last -- in the last two months, we had three
9 consecutive weeks where our federal funding reimbursement was
10 delayed, because it went from FHLBA, and it went around the
11 corner, and the treasury offset program snagged it and said,
12 hold on, don't give that to them yet. There's this little
13 \$2,000 payment that the state hasn't made from another agency.

14 So they delayed our reimbursement because of a --
15 I probably shouldn't say pathetic on the public record -- a
16 dinky, little payment was due to another -- that was due from
17 another entity in the state, but our payment got held up. But
18 we still have to make the payments to the contractors.

19 The other things, they -- we had a problem with
20 -- they shorted one of our GAN debt service, when our GAN debt
21 service was due. Our federal reimbursement was diminished.

22 So these type of incidences -- and oh, let me
23 point out this last one. Remember, the highway trust fund and
24 insolvency issue we dealt with last summer when we were facing
25 their cash management measures which would have delayed

1 reimbursements to the state, all of those types of factors are
2 what dictate that we need to maintain a balance, an adequate
3 operating cash balance in the highway -- in the State Highway
4 Fund.

5 So what you see here is a -- an actual
6 performance measure that we use in FFS. These are the balance
7 that we are going for. This chart reflects FY '15. Our target
8 is 87. -- by the end of FY '15 to have an \$87.8 million balance,
9 operating cash balance in the State Highway Fund. You can see
10 that we're very close to target. And in subsequent years, in FY
11 '16, by the end of '16, we're aiming for 120 million, and then
12 from '17 through '20, we should achieve that 150 and we will
13 maintain there.

14 So revenue forecasts. In terms of HURF and RARF,
15 the federal aid, after we assess the cash position, we then go
16 into what we expect in those -- from those major revenue sources
17 I discussed with you. What you see, the blue bars represent the
18 actual revenues we received, and those brown bars represent the
19 forecasts that we have for '15 and going into the five-year
20 program.

21 The department went through its normal risk
22 analysis process. It's our forecasting process where we gather
23 economists together, and those panelists then give us their
24 estimates for major variables. Overall, the panel members were
25 not particularly optimistic. They were not happy. They were

1 concerned about employment growth, population growth and
2 personal income growth, and that -- those concerns impact both
3 the HURF forecast as well as the RARF forecast.

4 That red line depicts the actual growth rates.
5 We anticipate growth rates will be 2-and-a-half and 3-and-a-half
6 percent over the life of the program in HURF revenues.

7 CHAIRMAN ANDERSON: Kristine, one second.

8 Mr. Christy, are you still there? Hopefully he
9 calls back in. Looks like we may have lost Mr. Christy. Sorry.

10 MS. WARD: Yeah, he cuts out during the financial
11 (inaudible).

12 (Speaking simultaneously.)

13 MR. ROEHRICH: Hold on. I think he's --
14 Mr. Christy, are you back?

15 MR. CHRISTY: Yeah, I am. I'm sorry. The phone
16 went dead.

17 MR. ROEHRICH: That's okay. When your phone went
18 dead, that was where Kristine said that she's cutting all the
19 funds to Pima County.

20 MS. WARD: That would be an inaccurate
21 representation by Mr. Roehrich.

22 MR. ROEHRICH: My mistake. I guess I wasn't
23 paying attention.

24 MR. CHRISTY: Some things never change.

25 MS. WARD: What did he --

1 CHAIRMAN ANDERSON: Some things never change.

2 MR. ROEHRICH: Some things never change.

3 MS. WARD: That is just -- that's just --

4 MR. ROEHRICH: No, about my --

5 (Speaking simultaneously.)

6 CHAIRMAN ANDERSON: Order, order, order.

7 MS. WARD: Okay. In terms of what these
8 forecasts mean to the overall program and the impact, this is
9 the net change to the HURF revenue forecast between our last
10 forecast and the current forecast. So it's a difference of
11 about -- it increases the revenues flowing in estimates by about
12 \$74 million. Of that, about 30 million of that, 31 million of
13 that will flow into the State Highway Fund and be available for
14 the program of meeting those cash balance requirements.

15 In terms of RARF, the same picture. Again, as I
16 said, panelists were not real excited. And the general -- their
17 general feeling on this was that we are just not going to
18 achieve for some time the growth rates that we experienced pre
19 the Great Recession, and subsequently, we are just -- their
20 growth rates they projected are very, very low.

21 In terms of the impact to the program, RARF last
22 year, compared to this year's forecast, it's a reduction of \$29
23 million to -- flowing into the program, estimated to flow into
24 the program. In the scheme of the RTP program, \$29 million is
25 small potatoes, so -- but nonetheless, we are not seeing the

1 growth, we're not benefiting from the growth (inaudible).

2 Now, I think I showed you this wonderfully
3 discouraging slide at the last board meeting. This is the
4 projections for the highway trust fund. The insolvency issue
5 that was originally scheduled for August of 2014 has now been
6 moved to August of 2015. Unless Congress acts, we're going to
7 have difficulties, and in order to not impact payments of
8 contractors, this is one of the reasons we have to keep that
9 State Highway Fund balance adequate. So the assumptions that we
10 have made going into the development of the tentative program is
11 that federal aid will remain flat. Some might say (inaudible).

12 In terms of financing mechanisms that are built
13 into the tentative program, we are at this point only
14 forecasting -- or planning the use of HURF bonds and RARF bonds.
15 We have not yet employed the use of grant anticipation notes.
16 We will look at that on a case-by-case basis. We might swap
17 things out as we get closer to the necessity to issue debt.

18 But as it stands, we estimate issuing \$1.1
19 billion in debt over the '16 to '20 program. I don't know if
20 you'll recall, but this is a substantially higher number than I
21 have provided to you before, and the reason for that is because
22 of South Mountain. South Mountain is scheduled, under the
23 current hopes for acceleration there, we need to -- we will be
24 financing more this period.

25 The blue bar represents the RARF bond issues.

1 The tan represents the HURF issues, totaling about 300 million
2 there. And then that tan with texture kind of issue, that --
3 those are HURF bonds that will be issued on behalf of the RTP
4 program. So the MAG program will take those dollars, pay the
5 debt service associated with that HURF bond issue. Those --
6 that 200 million for the MAG RTP program, those will be paid for
7 with the MAG's (inaudible).

8 So what funding is available for the program
9 itself? Just look at the big blue lines. They're kind of the
10 summation. The next State Highway Fund, 190 million will flow
11 into the '16 to '20 program. You'll note that there's operating
12 -- that operating cash requirements just up above the net State
13 Highway blue line. That is where we anticipate achieving the
14 \$150 million balance, and it's from that point on that the
15 dollars are flowing into and supporting the program. Net
16 federal aid, the financing mechanisms, all combined for your
17 total sources for the statewide program, not the MAG RTP, and
18 PAG, 2.9, almost \$3 billion in support of the program, available
19 (inaudible).

20 In terms of usage, what this reflects, when I
21 showed you those new revenue forecasts and so forth, plus the
22 additional changes, overall, there's an additional \$96 million
23 flowing into the program greater than originally estimated.
24 What you see here are that we are modifying what was originally
25 passed '15 to '19 program, and adding \$25 million to '16, 25

1 million to '17, '18 and '19, and then we have a new sixth year
2 number, funding available for the new sixth year -- for the new
3 fifth year, excuse me, of \$600 million dollars.

4 So then (inaudible) you got to be scared.

5 Let's keep in mind that the state has got -- has
6 a minor budgetary issue. So right now one of our major risks is
7 legislative action that will -- due to the state budget
8 shortfalls that will hit us, whether they might be fund sweeps
9 or something, but we just -- we don't know what they'll -- how
10 they'll be dealing with the issue.

11 The executive budget right now holds HURF, the
12 State Highway Fund, harmless. The legislative proposal is not
13 yet known, and the fund transfers and diversions right now,
14 there's about 20 million that the executive has built in to take
15 out of the HELP program, and 15 million out of the aviation
16 program in terms of funds used.

17 Other risks to the program, Congressional action.
18 We don't know what's going to happen with MAP-21
19 re-authorization as well as the highway trust fund insolvency
20 issue. We also have -- you know, and then there's the standard.

21 We have economic conditions. Keep in mind that
22 the recessionary cycle tends to run at about five to seven
23 years, a recession (inaudible) recession every five to seven
24 years. Well, guess what? We're in that a year -- this program
25 is within that period. So if history held true, we would

1 potentially be experiencing another recession in this program's
2 period.

3 And then we've got South Mountain. South
4 Mountain is the largest project that the State has ever
5 undertaken, and to the tune of \$1.7 to \$1.9 billion. And so how
6 that project rolls out and how -- what costs we actually
7 experience, it's a concern. (Inaudible.)

8 With that, I would gladly take any questions.

9 CHAIRMAN ANDERSON: Any questions on money for
10 Ms. Ward? I'm sure we will be hearing more as we go along
11 through the hearing process and...

12 MS. WARD: (Inaudible.)

13 MR. LA RUE: So Kristine, I can't help to think
14 about the 150 million cash balance that we're trying to achieve,
15 which is prudent. And that's -- you know, looks like 30-some
16 million this year, and then 30-some million the next two fiscal
17 years to make sure we get there. How much of that 150, to keep
18 that prudence, is because of the -- what's going on in
19 Washington and the fear of this -- you know, they're only --
20 they're only extending out a few months at a time, versus if
21 they came and really put out there on a long-term trajectory,
22 funded it satisfactorily, would we re-look at the cash balance
23 number and say, maybe 80 million is the correct number? I mean,
24 what sensitivity is on that number?

25 MS. WARD: The highway trust fund insolvency

1 issue is largely -- is a large consideration in this. But the
 2 issues -- some of the issues and incidences that we have
 3 encountered have nothing to do with the insolvency. They have
 4 system issues where -- (inaudible) but, I mean, the systems,
 5 literally, we will -- there will be another entity within the
 6 federal government that will snag our reimbursement before it
 7 gets to us. That has nothing to do with insolvency.

8 There will be changes in the two systems as they
 9 -- the federal system, FEMAS (phonetic), and the state system,
 10 Advantage, and there -- take, for instance, the \$62 million
 11 issue was because of security patches. Our two systems could
 12 not talk to one another because some security patches had been
 13 implemented. So some of these are just natural, just natural
 14 preparation for instances like that that had nothing to do with
 15 long-term authorizations.

16 CHAIRMAN ANDERSON: So what I'm hearing is then
 17 that 150 is a standard that's pretty well set no matter what
 18 happens on the --

19 MS. WARD: Yeah.

20 CHAIRMAN ANDERSON: -- insolvency issue.

21 MS. WARD: We look at the 150 every year, and we
 22 look at it in terms of, okay, what's my maximum exposure in
 23 terms of contractor payments? We do not want to delay payments
 24 to our contractors. We do not want to miss a payroll. So as
 25 the program shrinks or grows, that 150 will change. If our

1 contractor -- if our program grows and the payments due to
 2 contractors grow, then I'm likely going to be looking at that
 3 150 to say, what's our risk to contractors? So it will increase
 4 with that or shrink.

5 CHAIRMAN ANDERSON: Okay.

6 MS. WARD: Does that answer your question?

7 CHAIRMAN ANDERSON: Yeah, yeah.

8 MR. CHRISTY: Mr. Chairman.

9 CHAIRMAN ANDERSON: Mr. Christy.

10 MR. CHRISTY: We haven't really touched upon it,
 11 though it has arisen in the past couple years, but what is the
 12 contingency plan for road emergencies, like we saw with the
 13 washout up north -- northern Arizona and then the I-15 bridge
 14 issues? What happens if there's a major issue with some roadway
 15 or a bridge that either collapses or washes out or has some sort
 16 of calamity? How do we adjust to that? Because if it's an
 17 emergency situation, we have to come up with funds right away to
 18 deal with it. How do you deal with that in your budget, I
 19 guess, or views?

20 MS. WARD: There are a few different ways,
 21 Mr. Christy. Some of those are -- one of those is the feds --
 22 FHWA gives us a mechanism to request emergency funds. The other
 23 is -- there are a couple. The other is the state highway
 24 operating cash balance. That gives us a tool in our toolbox.
 25 Next, we look at what ability do we have to issue debt and issue

1 it quickly. So if we max out, completely max out our capacity
2 to issue debt, we will not -- that is another tool in the
3 toolbox. Make sure that we keep -- we maximize the amount of
4 dollars flowing into the program, but we keep a prudent back
5 pocket amount of bonding capacity to handle emergency projects.

6 Does that answer your question, sir?

7 MR. CHRISTY: Yeah, it does. I just recall, you
8 know, the last couple of years, a couple of those incidents, and
9 there's a lot of scrambling, and you don't have any money to
10 begin with. How are you going to come up with money for an
11 emergency?

12 MS. WARD: Understood. Any further questions?

13 CHAIRMAN ANDERSON: Questions?

14 MS. WARD: Oh, Scott Omer just came up here and
15 whispered in my ear, do recall that we throw certain projects --
16 we move certain projects out of the program and other projects
17 into the program to deal with those situations. That actually
18 is -- I apologize. That's actually what happened with 89.

19 MR. ROEHRICH: Mr. Chair, Mr. Christy, this is
20 Floyd.

21 I do want to remind everybody that that came to
22 the board. We worked out that at the staff level. Then the
23 analysis came to the board and assessed how we're going to deal
24 with this emerging situation. A lot of times if it's of a
25 smaller incident, as Kristine said, we'll look for the

1 flexibility within the program. But if -- given the magnitude,
2 again, you don't know the magnitude, but given the magnitude, it
3 could end up that we have to come in and reprioritize and shift
4 some things around to deal with the emergency situation and move
5 off some of these other things a little bit longer, and that's
6 exactly how the agency and the board addressed 89 in the long
7 run.

8 MR. CHRISTY: Yeah. Okay. Thank you.

9 CHAIRMAN ANDERSON: Further questions?

10 MS. WARD: Thank you very much.

11 CHAIRMAN ANDERSON: Thank you.

12 Before we move on to Scott, is there a need for a
13 break, a short break?

14 Scott, how long do you think we'll take? An
15 hour? Hour-and-a-half? Couple hours?

16 MR. OMER: Let me just get the sundial out.
17 Well, my presentation's probably 30 minutes, and then all the
18 interaction, so it's...

19 CHAIRMAN ANDERSON: Okay.

20 MR. OMER: (Inaudible.)

21 CHAIRMAN ANDERSON: Don't see any requests, so
22 we'll move forward.

23 MR. OMER: Okay. (Inaudible.) Thank you.
24 (Inaudible.)

25 Mr. Chair, as Lynn gets me on the right page. As

1 usual, it's pretty hard to keep me in line and on the right
2 page.

3 But so thanks for letting us do this study
4 session. I thought it was very helpful last year to have this
5 conversation, you know, with the board at one time. So we
6 thought we'd try the same process again.

7 So what we're going to talk about is really very
8 brief over -- well, before I do that, let me tell you what's in
9 your packet. So in your packets, you'll have -- the beginning
10 of the packet is the presentation that we're going to do here
11 today. Behind -- oh, I'm teasing Bret now. Behind first blank
12 tab number one, you will see the entire draft tentative program.
13 It's just basically the Excel files that we printed out for you.
14 So all the projects themselves are there, including in the MAG
15 and PAG regions, but I don't think their major projects are in
16 there, just like the preservation stuff that would be inside of
17 there. And the airport projects are there as well.

18 And then behind the last -- the second blank tab
19 is just some background information about some previous years,
20 some extra information, you know, you can look at at your
21 leisure.

22 I won't be going through the stuff behind those
23 tabs unless you have specific questions about those. Okay?

24 What I will talk about is our process, that's the
25 P to P process. We'll go over the asset condition, so basically

1 our performance of the system itself. We'll go through the
2 tentative five-year program -- sorry, the draft of the five-year
3 program, the development program, PAG and MAG's programs and the
4 airport program. Okay?

5 So every year we do the same thing. We come to
6 the State Transportation Board, in coordination with the board,
7 with the -- basically the three major divisions and areas inside
8 of ADOT that work on the program is ITD, which Dallas, you know,
9 is a deputy director and state engineer, oversees Finance, which
10 our CFO, Kristine Ward, oversees, and then the Planning
11 Division, which I oversee. In addition with our regional
12 partners, we develop our program in coordination, collaboration
13 with all those.

14 We talked about how the state and federal tax
15 dollars are going to be obligated over the next five years and
16 then planned over the following five years. Last year was the
17 first time we went into a ten-year program. We ask the board to
18 approve it every year. Our fiscal year starts on July 1st.

19 Minor things like our five-year program up front
20 has to be fiscally constrained, not to the federal definition of
21 "fiscal constraint," which Kristine tells you before you adopt
22 the final program every year that this program is fiscally
23 constrained, and she has to -- she does have to sign off to
24 that. And then our development program, the second five years
25 is financially constrained, which is realistically about the

1 same thing. It's just not quite as detailed, but we don't plan
2 more than we reasonably expect to have money for in that second
3 ten years -- second five years. Sorry.

4 MAP-21 brought up the requirements as it passed
5 in 2012 that we have to live up to. And really, that second
6 part of this is about the National Highway Performance Program.
7 The notice of proposed rule makings are out now, and the overall
8 transportation system performance in these specific areas, like
9 safety and infrastructure condition, congestion (inaudible) all
10 either out are in the process of coming out.

11 Why that's important to us as when we start
12 talking about overall transportation system condition and how
13 the system performs, this is what we're referring back to to
14 make sure that we're not only meeting state targets, but also
15 the federal requirements for system performance as that's
16 released.

17 Then lastly, when we developed our P to P
18 process, it was specifically (inaudible) performance-based
19 system, which they called out for. So we're well ahead of the
20 game when it comes to that.

21 So our process, the P to P process that we follow
22 really incorporates our vision and long-range plan, along with
23 the implementation of a performance-based process. That's how
24 this works. It goes and starts out when we originally started
25 our vision with bqAZ in the 2007 time frame when it first began,

1 it talked about what should the entire transportation system in
2 Arizona look like? We refined that down when we developed our
3 long-range transportation plan to just along the state highway
4 system, and we broke that out into the categories:
5 Modernization, expansion, preservation, and non-highway modes at
6 that time, and that's still today. When we talk to you about
7 what our program looks like, it's in those categories of
8 modernization, expansion and preservation.

9 Now as we move into the individual five-year
10 program and to the development program, we move along further to
11 the performance scoring. That's when we prioritize and look at
12 exactly where we have the transportation needs. So that's the
13 process we follow. When we bring you projects, we've brought it
14 through this whole process.

15 Our goal when we developed P to P -- I actually
16 -- I was telling the team last week -- we meet weekly, and you
17 know, we come up with this program -- is the original goal was
18 to make sure that we could be transparent and defensible
19 (inaudible) and reproducible. You know, knock on wood, unless
20 something very unforeseen happens, this was one of the easier
21 programs for us to put together as staff, because I think we
22 have a very good process in place now. And the coordination
23 that we do, not only with the board, but our regional partners
24 is really probably the best that I've seen in our staff working
25 relationships between NPD and ITD, and even finance is pretty

1 good, so... If they gave us more money, it would be much
2 better, so...

3 MS. WARD: Yeah.

4 MR. OMER: I don't have control over that.

5 But here's graphically what it's all about for
6 us. It's about system performance being the foundation of what
7 we do. It's how we develop our delivery program, keys into
8 system performance and feeds off of that. Our development
9 program feeds into our delivery program. So we're not starting
10 over every fifth year with a brand-new process. It actually
11 comes in that way. And it originally starts with our long-range
12 planning process. So this is kind of, in a nutshell, the entire
13 process.

14 So we want to look -- the first thing we'll look
15 at what our asset conditions look like, see kind of what system
16 performance looks like, at least as far as the asset conditions
17 themselves. We updated the numbers and we have about a \$19.7
18 billion system today is the numbers that we come up with.
19 That's how it's valued. And remember a couple years ago we
20 talked about if we were to replace the system, you know, for
21 every dollar that you spend in preservation, it's probably going
22 to cost you anywhere from, you know, that \$7 to \$14 range to
23 replace it. So if you're replacing a \$20 billion system, it's
24 likely to cost you \$200 dollars to replace the whole system.
25 So, of course, we never expect that to happen, but that's

1 probably what the value would be. And it goes to show that you
2 have to keep your system well maintained and preserved and take
3 care of it (inaudible) replacement cost down the road is
4 something that it's unfathomable for the department to have to
5 do.

6 We know that preservation saves us money. You
7 pay more now -- or you pay now or you pay much more later on for
8 that entire process of system replacement. Public feedback, it
9 also tells us that maintaining our current transportation system
10 is -- in a state of good repair is very important. And this
11 study actually came out of an Arizona study. Plus it's -- you
12 know, it's -- as stewards of the state transportation system,
13 not only as the department, but as the board as well, that's all
14 of our responsibilities. MAP-21 specifically addresses these
15 areas, and I think we're doing a pretty good job of making sure
16 we're preserving the system ourselves.

17 High level look at bridge conditions across the
18 state. I will point out there is a little bit of a Freudian
19 error here.

20 CHAIRMAN ANDERSON: Okay. I hope so, or I'm not
21 driving anywhere.

22 MR. OMER: That should say "fair." Okay?
23 (Inaudible) said "fail," (inaudible). It should say "fair."

24 CHAIRMAN ANDERSON: I'm going to quit driving in
25 the state.

1 MR. OMER: I know. I saw it and I almost --
2 that's why I almost fell out of my chair back there. When I ran
3 across this, I go, oh my Lord, so...

4 About 95 percent of our bridges are in fair to
5 good condition, and so -- which means we've been doing the right
6 thing. Yes, we do have some that are in poor condition, but in
7 general, they're fair to good condition. And I will tell you,
8 we will correct this before the next meeting.

9 UNIDENTIFIED SPEAKER: I would like to correct it
10 before we post it on the --

11 CHAIRMAN ANDERSON: Yeah.

12 MR. LA RUE: Exactly.

13 UNIDENTIFIED SPEAKER: -- board's web site.

14 MR. OMER: It will be. Thank you.

15 UNIDENTIFIED SPEAKER: (Inaudible) say there was
16 a lot of green in Maricopa County, so...

17 MR. OMER: So here's a couple of examples of what
18 we do with our bridge preservation funding and making sure that
19 our bridges are in a state of repair. This is (inaudible) Wash
20 on SR-186 near Willcox. As you can see on the -- the poor
21 conditions on the left, this was a two (inaudible) box culvert
22 which had severe scour, and you can see it was not in the best
23 condition after the bridge was redone. The after condition on
24 the right is in much better condition. Our bridge group is very
25 proud, because the design of this bridge and the development was

1 all done in house using ADOT forces.

2 The SR-77 Dripping Springs Wash Bridge, again,
3 this is what it looked like before. You can see the pavement
4 condition on the top of the bridge, and the old bridge rail
5 versus the new -- newer bridge after it was rehabbed on the
6 other side.

7 The SR-87 Limestone Wash Bridge, the before
8 condition versus the after. We were talking about this
9 yesterday, and one of Kristine's people that work for her,
10 Patrick Stone, found this bridge, and believe it or not, the old
11 bridge was on the ugliest bridges web site. So he looked up
12 SR-87 Limestone Wash Bridge, and that's the site that he came
13 upon. So we thought it, you know, rustic. They called it ugly,
14 so...

15 The I-15 implementation plan, so what this is,
16 you know, we've been talking to the board now since, well, 2010
17 when I came back about I-15. I-15, while we have made the
18 decision -- the board made a decision awhile ago about not going
19 in and completely replacing everything at one time and spending
20 a huge amount of money, we do feel as a department, and the
21 board has invested also, in making sure that we're keeping the
22 I-15 corridor in acceptable conditions. So we actually did go
23 out and do an I-15 study that looked at current existing
24 conditions, the corridor as well as what we need to do to that
25 corridor to keep it to acceptable levels.

1 As part of that, we looked at, you know,
 2 increasing the amount of investment in I-15, and really by
 3 increasing 20 percent over the maintenance costs, so a little
 4 bit more of the entire maintenance cost, we can get an
 5 additional 60 years of added life to the bridges along the
 6 corridor. So we thought it was pretty important.

7 So as we move through the presentation, you'll
 8 see spots where we -- we're not, you know, hiding. We actually
 9 show I-15, bridge number whatever it is, with the cost in there.
 10 Generally, it will show up as -- in the modernization category.
 11 Maybe some are in preservation, but it's -- we're culling it
 12 out. This is the year that we recommend making these
 13 improvements to make sure that we can get to that point of
 14 keeping that corridor in acceptable conditions for us.

15 While we've done a really good job on bridges,
 16 we've done a good job on pavement in certain aspects of it. Our
 17 interstate conditions, you can see, are about 90 percent in the
 18 good, and that's the goal that ADOT established years ago, was
 19 to keep the interstates at 90 percent of the interstate
 20 condition should be classified as good, the way that we classify
 21 in ADOT (inaudible) doing that. That comes at a cost. It does
 22 come at a cost of keeping the non-interstate condition in the
 23 same level. So we have made a choice. So the non-interstates
 24 are not as in good of a condition. Our pleas to you every year
 25 about increasing the amount of funding and preservation, what

1 that will allow us to do is increase the amount of funding in
 2 the non-interstate system.

3 I guess the other part where this really comes
 4 into play is MAP-21 is -- came up with a not -- the national
 5 highway system and expanded the national highway system. And a
 6 lot of the facilities now that are non-interstates are on the
 7 national highway system, and there will be some specific
 8 performance criteria and condition criteria that as a department
 9 we'll have to meet. So as those rules come out and we know what
 10 those -- what the goals are that the federal highway
 11 administration puts out, we set our targets, we'll have to come
 12 back and talk about exactly how much should be invested in
 13 preservation of the national highway system. So especially the
 14 stuff that's the non-interstate part.

15 So as we've done, we've attempted to increase the
 16 amount of funding for preservation in every year. We feel that
 17 the right number is about \$260 million a year in preservation.
 18 Preservation includes not only pavement, but also bridge
 19 preservation, preservation of some of our other ancillary
 20 assets. But when we look at that, that's where we feel we
 21 should be, and we think if we can invest that much money in
 22 preservation of the system, we'll be okay. We're never going to
 23 be great just because as our system continues to age. So we
 24 feel that's where we need to be at. If we were to ask -- when
 25 we complete our asset management plan this year, I'm sure we'll

1 come up with some further recommendations, but for now, this is
 2 where we're at. We'll also be part of developing a long-range
 3 plan, which will start this year, too, and it incorporates the
 4 asset management plan into it. We might have to come back and
 5 re-address our goals for how much we expand in each one of those
 6 categories.

7 Having said that, and when we passed our last
 8 long-range plan, you could see -- you've seen this quite a bit,
 9 that we broke up our categories in expansion, modernization and
 10 preservation of the system. We had set aside some for
 11 non-highway -- for the non-highway modes. We do have the
 12 statutory requirements of (inaudible) invest our highway funds
 13 in the highway itself. So we really don't invest in the
 14 non-highway mode. We've basically invested everything we can in
 15 preservation, modernization and expansion of the system.

16 So from 2016 to '20, the tentative program years
 17 in place, if you look at greater Arizona MAG and PAG, the amount
 18 of funding to expansion is about 59 percent, 29 percent in
 19 preservation and 12 percent in modernization. As I move
 20 forward, you'll see how that kind of plays out.

21 The greater Arizona piece of it, of course, is
 22 primarily preservation. 68 percent of all the funding in
 23 greater Arizona is culled out for preservation of the system.
 24 Again, that's something that we feel very strongly we need to
 25 continue doing, with 24 percent in modernization.

1 Modernization, oftentimes what we'll see, those are safety
 2 projects, and we'll show you some examples of those in a few
 3 minutes. And then lastly would be expansion of the system.

4 So this is our tentative program and we've showed
 5 you this, this specific type of slide in the past. If you would
 6 start from the bottom by color, the orange color is the amount
 7 of funding in -- that runs our planning for the entire
 8 department and also funds all the regional planning across the
 9 state. The project development is in purple. The amount of
 10 funding in preservation is identified in the green. The amount
 11 of funding in modernization is identified in the reddish brick
 12 color, whatever that is. And then lastly, the amount of funding
 13 in expansion is in blue.

14 So in each one of the years, we've identified
 15 what the major projects are, and you can see in FY '16, we still
 16 have the SR-260 Thousand Trails project in, and the current cost
 17 estimates are \$62 million for that specific project.

18 The SR-347 overpass is five-and-a-half million
 19 dollars of right-of-way identified in FY '16.

20 The SR-189 Nogales project at Mariposa -- I'm
 21 sorry, the 189 project itself (inaudible) is about \$2 million
 22 dollars in environmental in FY '16.

23 FY '17 includes the SR-89 Deep Well Ranch Road
 24 project and the SR-347 additional funding for right-of-way that
 25 year as well.

1 FY 2018 has the US-60 Show Low Little Mormon Lake
2 project at \$6 million.

3 FY '19 has the US-93 Cane Springs project. So
4 this is a new one that you haven't seen before. It's called
5 Cane Springs, and the value of that project is \$5 million for
6 the design of the project, which you'll see later on into the
7 development program itself.

8 And then lastly, in FY '20 is the SR-347
9 construction project. Total cost of that -- of the construction
10 of the project is \$36.2 million, and that's broken down with
11 \$28.2 million from the greater Arizona share and \$8 million in
12 local funds. I had talked to the city itself and the mayor and
13 the staff. I said we would show this as (inaudible) funding.
14 And so they were aware this is how it would play out, but the
15 total cost of that is \$36.2 million.

16 So that's the major projects that we recommend
17 for the tentative program itself. We can -- I can pause here,
18 or if you want me to keep on going, if there's a question. This
19 is just the greater Arizona piece.

20 Okay. Hearing nothing, I'd ask for a motion to
21 approve and we could adjourn.

22 So the preservation program, I will say when you
23 see up here, it says (inaudible), it was too late yesterday when
24 we asked staff to throw in some bridge preservation (inaudible),
25 but there's plenty of bridge preservation projects in the

1 front-end part of the tentative program itself. But these are
2 some examples, not every preservation project by any means, but
3 these are some examples in each one of the fiscal years on the
4 facilities on our existing routes what some of these pavement
5 preservation projects would be.

6 As you can see, you know, if you just went for a
7 year, I-10 from US-60 to Milepost 42 in 2016 shows a project
8 that's \$20.3 million. If you went down to FY '17, US-93 will be
9 (inaudible) projects in here, so on and so forth. So these are
10 just examples of the preservation projects that are in our
11 program.

12 The way that we identify the specific projects
13 itself is two-fold. ADOT has a pavement management system,
14 which is the technical side of what's the pavement data look
15 like, and they'll say that these are the projects that they feel
16 have the most immediate need for preservation of the system. We
17 run that through the P to P process then, which looks at, you
18 know, economic development and some of the specific policy goals
19 that we have. We balance those out, and we'll come up with the
20 individual projects, where we think they should land in between
21 the fiscal years.

22 Going on to the modernization program, you can
23 see an example of modernization is on 264, the (inaudible) to
24 Fish Wash project, construct shoulder widening. Now, the reason
25 that this is a modernization project is -- it's a safety type of

1 project. It's one of the specific -- I don't want to lose the
2 term, but it's one of the specific areas of focus in our
3 strategic highway safety plan to stop run-off-the-road types of
4 accidents and so vehicles have room to correct. So this is a
5 modernization project, and it helps the overall safety of the
6 system.

7 As well, on many of our rural highways, as you
8 have driven, you'll notice that we have very little shoulders in
9 many cases, and this is an area that we see that we need
10 improvements on. So some of -- these are some of the types of
11 individual projects. You may see construction of roundabouts
12 and rock fall mitigation and then things like installing
13 variable message signs. These are the types of examples of
14 specific modernization problems that we include and the amounts
15 for the program itself.

16 And then we go on to the expansion projects. So
17 these are the expansion projects that we have identified in the
18 program. We just went through those a second ago, Thousand
19 Trails and the 347 project and 189 and the Junction 89 project,
20 but what this shows you is the specific year, the amount, and if
21 it's -- the type of work. So it's either the construction of
22 the project, if it's right-of-way or environmental or the design
23 of the project. This is all how it shows up. And then you'll
24 see the US-93 to Cane Spring projects. This is in FY '19.

25 So in summary, what we do every year is go

1 through and update our overall project costs, and we do that so
2 that -- we have the most updated information when we're
3 developing our program. We don't want to leave a project either
4 under or overfunded during the process. So we pay specific
5 attention to the first year of the program, but we look at every
6 project in the program. So this -- the activities we've done, I
7 will say if you look down to the US-93 project, that should not
8 say Carrow Stephens (phonetic). It should say Cane Springs.
9 That was a design project in FY '19. The Carrow Stephens
10 project is already designed, and it's currently in the program.

11 Moving on to our development program, again, this
12 is an amount of funding that we (inaudible) we proposed into
13 (inaudible) these categories, preservation, modernization and
14 expansion. The projects that we talked about in the development
15 program, you can see an example in FY '21, the I-15 Bridge
16 Number 7 shows up as a preservation project. This is a
17 (inaudible) preservation project, and it's a \$26.7 million
18 project in FY '21. And then if you go to the very end on FY
19 '25, the I-15 climbing lanes, those are a modernization project,
20 and specifically based on safety that was recommended in the
21 investment study itself.

22 The major projects that we would recommend in the
23 development program, the 189 project last year was in FY '21.
24 It remains in FY '21 this year. We feel comfortable that that's
25 when the project will be ready to be delivered, and that's a \$64

1 million project.

2 The I-10, SR-87 Picacho projects, \$85 million.
3 That was in FY '22 last year. It's the same here, in this year.

4 FY '23, we recommend the I-10 to (inaudible)
5 project. It was the same last fiscal year, and we'd recommend
6 in addition to that the US-93 Carrow Stephens projects, which
7 the current cost estimates are \$31 million in FY '23.

8 We follow that up with the US-93 Cane Spring
9 project at \$45 million in FY '24.

10 Then lastly, the SR-260 Lion Springs project is
11 \$45 million, and that will be in FY '25.

12 So those are the major projects that staff would
13 recommend moving forward with.

14 Just share that's the greater Arizona piece.
15 Next I'll move into the PAG 10 program.

16 MS. BEAVER: I would like to on -- on the greater
17 Arizona.

18 CHAIRMAN ANDERSON: Ms. Beaver.

19 MS. BEAVER: With regard to the US-93 Carrow
20 Stephens, that was originally in the FY '14, '18, and then it
21 was totally moved out, and then in the FY '15, '19, it was put
22 in at the 2022. When it was originally in there, there must
23 have been a reason for it to have that priority, and I realize
24 that -- I believe it was the US-60, Show Low, Little Mormon Lake
25 was when it was kind of swapped. I guess there's only so many

1 dollars to go around. I was just wondering with that piece,
2 because it is more rural, why the significance? And now it
3 looks like we've moved it as prospective back to 2023 -- or out
4 to 2023.

5 MR. OMER: Yes, ma'am. So -- and I'm going to
6 take this off of my remembrance, so it might be a little skewed.
7 But I think we actually moved the Carrow Stephens project out so
8 that the SR-260 --

9 (Speaking simultaneously.)

10 MR. OMER: -- the I-17, Thousand Trails project
11 would be moved in. That was a \$62 million project, and that's
12 when we moved it out. It was to make room for that project.

13 Now, whether it's in FY '22 or FY '23, that's
14 where we have funding available for it. The board would make a
15 decision to move projects around.

16 The department's view on this is that if you look
17 at the I-10 corridor versus the US-93 corridor, if you just look
18 at, you know, the traffic volumes, you know, accidents and the
19 amount of freight and economic development that are on between
20 the two corridors, it really isn't that close. The I-10
21 corridor is a much higher priority, not only to the board, but
22 to the department and the state. So that's why we would have
23 those projects earlier on.

24 We did feel very strongly about bringing that
25 project back in, into the program. We thought we had capacity

1 in FY '23. That's why it wound up in that fiscal year. I would
 2 say, again, this is staff's recommendation. I'm glad we're
 3 having the conversation today, you know, with the board, but we
 4 would -- if we were strictly speaking, you know, the I-10
 5 corridor is much more a higher priority to the department, to
 6 the state, and there was a board priority on it as well in past
 7 years.

8 MS. BEAVER: I just find it interesting. Now
 9 it's at '31 and it was, I believe, '21.

10 MR. OMER: '22.

11 MS. BEAVER: '22.

12 MR. OMER: Yes, ma'am. I can address that.

13 So remember what I did say is we update the
 14 project costs every year. The US-93 Carrow Stevens project is
 15 -- I'm looking (inaudible) still here. I think it's just about
 16 fully designed or it's very close to being fully designed. So
 17 we have a very good handle on the overall cost of the project
 18 itself. Some projects, as they're earlier in the development
 19 phase of the project, you know, we will have an instance where
 20 we're constantly adjusting the cost, you know, during the
 21 development process. But this project is pretty close to being
 22 fully designed, and we're very comfortable with the overall
 23 construction cost estimate, and that cost estimate, I'm
 24 assuming, would also include all the development costs, so the
 25 right-of-way and any of the other environmental clearance fees

1 that would be included. I don't know that specifically, but
 2 that's my understanding. So we did update the cost. That's the
 3 number we come up with.

4 MS. BEAVER: Thank you.

5 CHAIRMAN ANDERSON: Thank you. Further questions
 6 of Scott?

7 MR. LA RUE: This is Joe La Rue.

8 So I don't know if it's a question more than
 9 maybe how you can help us next time with some of the
 10 information. You know, as you know, we're really trying to push
 11 the cross border agenda, and so the way this booklet is
 12 structured, I can pick out pieces that says, okay, I see how
 13 we're promoting that agenda. It might be nice if you could in
 14 some -- some organized format really show how these -- whether
 15 it's a preservation, expansion, modernization project, whether
 16 it's in this proposed five year or in the developmental
 17 five-year after that, how are we -- how are we moving that
 18 agenda forward with these different projects?

19 And I think what you just mentioned was what I'm
 20 trying to key on is, you know, the US-93, if that's all you're
 21 thinking about, you say, well, that's important for, you know,
 22 creating a corridor and making sure it's a safe corridor. But
 23 at the same time, before they get there, they're coming up I-10,
 24 and I-10 needs improvements. So we're really looking to you to
 25 say, you know, here is the series of improvements that you

1 recommend to move that agenda that we're all promoting around
2 the state to say how to grow trade in the state of Arizona.

3 MR. OMER: Mr. Chair, Mr. La Rue, it's a great
4 question. I appreciate the feedback.

5 So in our prioritization process, and I wish I
6 had I had it in front of me to tell you whatever one of those
7 specific priorities are, we do look at those -- the things that
8 you talked about, you know, the overall, you know, general
9 transportation types of information that we need to make a
10 decision. So the amount of traffic that's on the facility, the
11 amount of truck percentages and the total traffic truck volumes,
12 safety of the facility, so the number of accidents, fatalities
13 and the likelihood of accidents and fatalities.

14 And then we also look at other things like
15 economic development potential, and that's specifically where
16 areas like the promotion of trade and moving projects across the
17 border, moving projects along our key commerce corridors, which
18 you know our interstates and US-93 and I-19, for example, those
19 are all included.

20 So while those are not the reason we select a
21 project, it does actually come into our prioritization process
22 to make sure that they're included. The exact reason, you know,
23 that separates US-93 and I-10 is -- really it's math. If you
24 look at the I-10 corridor, it probably carries, as an example,
25 five times the amount of traffic along that section of the

1 corridor, if not more, and the truck percentages would be triple
2 the amount. You know, then you start looking at safety and
3 those things in particular is the reason that I-10 would be a
4 much higher rated priority versus US-93, and that will go along
5 any corridors you look at. So those are just some of the
6 criteria we would view.

7 What we can do is give you a little bit more
8 detailed look and provide some of our backup information for the
9 -- for your information before, you know, the next meeting where
10 you're adopting a draft program or the tentative program that
11 shows some high level look at what some of the specific criteria
12 and prioritization process was. So I look back to Mike Keis,
13 he's in the audience, so we'll pull that together and ask for
14 it, and expect me to send that out to you guys.

15 MR. LA RUE: Yeah, I would greatly appreciate it.
16 Thank you for that.

17 And then as I think about our DPS conversation
18 this morning, how does DPS play into what we're, you know -- how
19 do they have a voice in -- or at least what they see on the
20 highway? I mean, they're -- they're a primary user.

21 MR. OMER: Right. (Inaudible). I thought it was
22 a statement.

23 MR. LA RUE: No.

24 MR. OMER: That was a question.

25 So Mr. Anderson, Mr. La Rue, we -- I guess I

1 would say that we probably don't have a direct conversation with
 2 the DPS, but we do have direct conversations with our operations
 3 side of the house, which include our districts, which are in
 4 constant contact with DPS. They're the people that, you know,
 5 are often out doing traffic control for DPS. They see the exact
 6 same accidents when the roads are closed. So they're very
 7 familiar with the process, and many especially of our rural
 8 districts, and even here in the Phoenix metro area and Tucson,
 9 the working relationships between the district offices are --
 10 you know, emergency response teams and DPS are very, very good.
 11 So there's always an open line of communication

12 While we don't go to DPS and say, can you give us
 13 an example of the project you think we should include in the
 14 program this year, I would say that they're still, you know,
 15 involved in the process from the outside. They would look at
 16 our list of projects as well and identify, yeah, these are
 17 really the facilities that have the highest accident potential.
 18 Again, this is just a very high cross-section look. It's not
 19 all the individual projects. While there may be some individual
 20 corridor with a much higher accident rate or something, as an
 21 example, they probably wouldn't have all the other criteria that
 22 we look to to move it forward to the front.

23 CHAIRMAN ANDERSON: Scott, when we were in
 24 Cottonwood several months ago, there's a lot of appreciation for
 25 the Thousand Trails project moving forward, and you've always

1 talked about that corridor, and specifically the Lion Springs
 2 being a major part of that 260 corridor for transit as well as
 3 economic development. How do we keep that project, not in the
 4 limelight, but in -- you know, kind of on the side burner, and
 5 whatever needs it needs in terms of engineering, feasibility
 6 studies, whatever it might need? How do we keep that from not
 7 -- pushed out even further?

8 MR. OMER: Mr. Chair, the first step is keeping
 9 it in the development program, and that's our recommendation.
 10 That really is our placeholder. That's -- you know, this is our
 11 business plan about the upcoming projects that we're going to be
 12 including. That specific project, I don't recall if we -- I
 13 know, of course, we've done the preliminary engineering on the
 14 project in the past, and we've had DCRs and some preliminary
 15 environmental work. I'm not sure if we've ever started the
 16 design on the project at all. Dallas says we haven't.

17 But if that project is programmed in FY '24 in
 18 the development program, you can realistically look at four to
 19 five years in front of that, we'd probably bring in -- start the
 20 beginning of the final design of it. So it wouldn't show up in
 21 this five-year program. It may show up in -- at the end of next
 22 year's five-year program or the one after that.

23 How do we keep it there? Staff has it in the
 24 front of our mind. It's moving forward in the process, and it's
 25 really transportation board as well. If their priorities don't

1 change, this board -- prior boards (inaudible). We agree that
2 we should get some of these corridors completed, if possible.

3 CHAIRMAN ANDERSON: Thank you. Other questions?

4 MR. OMER: Mr. Chair, so we'll move on down to
5 the PAG and MAG (inaudible). This is very brief compared to
6 what we do for greater Arizona. Really the things that we
7 talked about is -- we have a lot of collaboration with PAG
8 first. PAG, we sat down -- my staff and the district itself
9 sits down with PAG staff and goes through the tentative program
10 and really what PAG regional council feels is appropriate for
11 inclusion into the program. We do that on an annual basis with
12 PAG and MAG both.

13 PAG regional council approved these specific
14 projects and this specific, I guess, tentative program, and
15 there (inaudible) approved by regional council on January 22nd.
16 So it's already been through the regional council.

17 Mr. Christy, I do apologize. I wasn't aware that
18 you didn't get the program up front. So we'll make sure that we
19 e-mail it to you after its over. But you were -- I'm sure you
20 were at the regional council meeting in January, and really what
21 we're doing in FY '16 and '17, through FY '19, is incorporating
22 the projects that were in the previous programs. I don't know
23 if there were any very large changes to what was in the program
24 last year, but what was improved in '16 and '17 was the I-10,
25 Ina Road project, and then the I-10 Houghton Road project in FY

1 '16 through '19.

2 So when they have two years like this, the first
3 year of it will be development of the project, and the last year
4 will be construction of the project. Oftentimes you'll see the
5 project split in half, and it will be phased construction. You
6 know, part of the project will be one year and part the next.
7 But this is -- covers the design and the construction of those
8 projects.

9 FY '17 and '18 is the I-10 Ruthrauff TI. FY '18
10 and '20 is the I-10 Country Club Road TI. I-10, '19 and '20 is
11 the I-10 (inaudible) Road TI of the design and right-of-way, for
12 a total of \$14 million. You go down the list. This is the
13 projects that have the region -- (inaudible) important, the
14 district agrees as well as the staff. So this would be our
15 recommendation as we proceed forward.

16 And like I said, I'll make sure that we get this
17 to Mr. Christy so he has a chance to look at it.

18 We also see --

19 MR. CHRISTY: Mr. Chairman.

20 CHAIRMAN ANDERSON: Mr. Christy.

21 MR. CHRISTY: I appreciate the fact that I'll get
22 all that information. One thing I just want to interject at
23 this point, PAG regional council did send ADOT and the board a
24 resolution regarding the Sonora corridor, and I just want to
25 make a note that I'll be looking for a resolution to be passed

1 by the board, hopefully by the February meeting. I think
 2 everybody should have a copy of the resolution regarding that
 3 project of the Sonoran corridor. So I just want to give the
 4 staff a heads up that I will be looking to hopefully get that
 5 agendized for February.

6 MR. OMER: Yes, sir. And then I want to point
 7 out now if we look at the bottom of the screen, we talked about
 8 preservation, modernization and expansion, and if you look in
 9 the region, you know, about 95 percent of the projects in that
 10 region are in expansion. Yes, we do go through and we have
 11 preservation projects in there. Those generally show up on the
 12 statewide side, greater Arizona.

13 The MAG program, we're not as far along in
 14 coordination with MAG. What -- I guess I shouldn't put it that
 15 way. We're very far along in the coordination with MAG. The
 16 approval process is not as far along. So I believe what
 17 (inaudible) told me is next week will be the first committee
 18 meeting, TRC that will go through these recommendations. MAG
 19 regional council would go to (inaudible) on February 26th, which
 20 is after our meeting; however, that's not uncommon that we've
 21 done that in the past, that we would bring projects into the
 22 tentative program before they have final approval through the
 23 regional council.

24 So we have continuous communication with MAG,
 25 both at -- through the planning division and through the Phoenix

1 district office, but also Ms. Ward has a conversation on a
 2 regular basis with MAG about cash flow and those types of
 3 issues. Those all come into coordination when you talk about
 4 the projects and the program. So, you know, 97 percent of their
 5 program is really about expansion of the system. The SR-202
 6 loop, the South Mountain project is really the lion's share of
 7 that program, with a total of \$1.14 billion.

8 The other projects, the US-60 Thompson Road TI,
 9 the 303 I-10 interchange is -- the next phase of that project
 10 will go south of I-10. The -- in FY '16 through '20, the I-10,
 11 32nd Street, the SR-202 loop, and then last in FY '20, the US-60
 12 Crimson Road to (inaudible) TI. The projects that would be in
 13 the MAG regional program.

14 MR. LA RUE: You know, Scott, and I noticed that
 15 you mentioned Thompson Ranch TI, but I think there's also a Bell
 16 and Grand overpass. And maybe that's in more detail, but that's
 17 something that I know the area is interested in.

18 MR. OMER: Mr. Chair, Mr. La Rue, Mr. Hammit has
 19 pointed out that's in this fiscal year

20 MR. LA RUE: Oh, that's in this year? Okay,
 21 Thank you. Wow. (Inaudible) mouth shut.

22 (Speaking simultaneously.)

23 MR. LA RUE: The chair said I better attend the
 24 meetings.

25 CHAIRMAN ANDERSON: Mr. Cuthbertson.

1 MR. CUTHBERTSON: I just had a question. I guess
 2 I'm trying to understand these graphs, make sure I kind of
 3 appreciate. You said something on the MAG region. So you see
 4 such small preservation percentages in the MAG and the PAG
 5 region. Are part of those preservation dollars what we see in
 6 the graph of the state wide?

7 MR. OMER: Mr. Cuthbertson, I'm pretty sure they
 8 are. They show up in the statewide percentage. The other
 9 reason why a lot of the MAG region, specifically, and some of
 10 the PAG region -- you'll see, like, the preservation number is
 11 much lower -- is the system is much newer, and we haven't gotten
 12 to the point of really the critical necessity for preservation
 13 to the magnitude that we do in greater Arizona. However, that
 14 day is -- it's not sneaking up on us. It's getting here really
 15 quickly that we -- we'll have to make those conscious efforts as
 16 regions and as the State's preserving those systems, or it could
 17 come back later on.

18 I know we've had the conversations with MAG and
 19 PAG as well about -- and they are aware, and they take that into
 20 consideration about preservation is something that's vitally
 21 important. Here in the valley, you know, we talk about
 22 preservation projects, and again, I don't think it's gotten to
 23 the critical mass point yet. Dallas and Floyd might disagree,
 24 but it's really getting to that point. We have -- we're going
 25 to have to take that into consideration.

1 MR. OMER: Moving on to the airport program. So
 2 the FY '16, '20 airport tentative program we recommend does take
 3 into consideration the \$15 million sweep that from the State
 4 Aviation Fund. Mr. Klein had this program put together
 5 completely well in advance of this and then had to go back and
 6 send it back out to re-look at it after the proposed sweeps of
 7 \$15 million in the budget.

8 So those are included in this estimate or this
 9 tentative program. These are the specific statutes that cover
 10 the state aviation program and the board requirements for these
 11 programs. The revenue that comes in in FY '14 was about
 12 \$24-and-a-half million, with about 50 percent of that coming
 13 from flight property taxes, or \$12 million. So this is
 14 specifically where the revenue comes in to support the program
 15 itself. And then the next largest, of course, is the aircraft
 16 registration fees.

17 The expenditures that would go out in FY '14, the
 18 example is 61 percent went out to the Airport Pavement
 19 Management System. So basically preservation of the runways and
 20 preservation to the airports is how we expand the majority of
 21 the funding.

22 The federal, state and local is really about when
 23 we provide the match on -- for the federal grant. So you'll
 24 see -- for example, if you think about PPAC items that you
 25 approve on a regular basis, there will be an FAA portion, a

1 federal share of a loan. I'll use \$10 million as an example.
 2 And then you'll see a state and local share. That's how we're
 3 paying for the state and local share, out of this, and then the
 4 other 14 percent is if there is no federal aviation percentage,
 5 and I hope I got that right. And if I didn't, Mr. Klein will
 6 correct me, so...

7 You'll see in the -- what we're presenting or
 8 proposing for FY '16, we're not presenting any funding for the
 9 Airport Development Loan Program. While that may look harsh, we
 10 really haven't been expanding very much in the loan department
 11 anyway. So we zeroed that out to help with the overall proposed
 12 sweeps in the program.

13 So what we would do next is, again, ask you again
 14 today for comments on what we've done so far, what you want us
 15 to incorporate and include. We would move forward with
 16 finalizing a tentative program to the board and present that to
 17 you in February in Clifton. If the board approves the tentative
 18 program, at that point we would go out to our three rounds of
 19 public meetings in Tucson, Phoenix and Chino Valley in March,
 20 April and May, and then present the final program to the board
 21 in June. And then that's it after the governor signs it.

22 So that's our process. That completes the
 23 presentation part. So Mr. Chair, any questions, I'll be glad to
 24 answer.

25 CHAIRMAN ANDERSON: Scott, are you still planning

1 a work session after the May 15th board meeting like we did last
 2 year?

3 MR. ROEHRICH: Mr. Chair, that is correct. There
 4 is a study session after the May board meeting that month, the
 5 last week of May, and that will be to have the board's
 6 discussion about the comments they've seen in the public
 7 hearing, any adjustments you want to look at before we finalize
 8 it for a June action.

9 MR. OMER: Mr. Chair, I will make sure that we
 10 include that on this slide. You see this every month, so I'm
 11 glad you brought it up. That was a very helpful meeting last
 12 year.

13 CHAIRMAN ANDERSON: Yeah.

14 MR. OMER: As this one, the beginning and -- kind
 15 of starting and ending the process with the study session was
 16 very helpful for us.

17 MR. LA RUE: Mr. Chair, if I may?

18 CHAIRMAN ANDERSON: Mr. La Rue.

19 MR. LA RUE: You know, Scott, I lose track of
 20 this every so often, and I think every time I mention it, you
 21 remind me, but, you know, in Wickenburg, every time we go out to
 22 Wickenburg in there, it seems like we hear from the town about
 23 just north of Wickenburg on US-93, the road narrows, and then it
 24 opens up and there's a gap, and then there's new development
 25 there. Are we actively addressing what the issues are going to

1 be there when that new development comes online and when we fix
2 some of 93 to the north? It seems like there's going -- you
3 know, we keep hearing about there's an issue from Wickenburg,
4 so...

5 MR. OMER: Mr. La Rue, Dallas saw me squirming,
6 so he's going to come up and talk. He knows me. He knows that
7 I was going to struggle. I was going to make something up,
8 so...

9 MR. HAMMIT: Mr. Chairman, Mr. La Rue, on that
10 the district is working with that developer. In each of the
11 years you saw on the modernization, we have a minor projects
12 program, and these are small projects that the district competes
13 for. There's \$20 million total. We used to divide that up, and
14 they found a way to do it -- well, we found out we couldn't
15 build a road project with that small amount of money. So we put
16 it all in one pile, and each district competes for that.

17 The Prescott district, we're -- that project's
18 in -- has been competing working with that developer, leveraging
19 funds to expand. To do the ideal project, we would get a big
20 chunk of money and go from the interim bypass all the way down
21 on 89, but we're doing it in small chunks until we get that big
22 chunk.

23 MR. LA RUE: Okay. Thank you.

24 MR. HAMMIT: So we are focusing on that.

25 MR. LA RUE: Thank you.

1 MR. OMER: And that kind of jogged my memory,
2 Mr. Chair, Mr. La Rue. The District Minor Program is something
3 that's invaluable to the districts. I'm sure that all of you
4 have been approached by your district engineers in the past.
5 They've heard about the District Minor Program.

6 How we address that is if -- Lynn, can you find
7 the development program for me real quick?

8 UNIDENTIFIED SPEAKER: In here?

9 MR. OMER: Yeah.

10 So in the development program itself, we
11 actually, in the modernization category -- back up one -- in the
12 modernization category, you can see, for example, in FY '21
13 through '24, there's \$60 million. For this purpose, we include
14 that District Minor Program there. So there's about \$20 million
15 a year set aside in the modernization pot for the specific
16 District Minor Program. And as Dallas said, that's a
17 competitive process. Not that -- when we say "competitive," we
18 let all the districts put in their idea for what the best
19 projects should be, and then there's a selection panel from the
20 state engineer's office that includes, you know, planning as
21 well. We short list that, and then we bring (inaudible)
22 recommendations back to the board for approval and inclusion in
23 the program. So that's included in the modernization pot.

24 CHAIRMAN ANDERSON: Okay.

25 MR. CHRISTY: Mr. Chairman.

1 CHAIRMAN ANDERSON: Mr. Christy.

2 MR. CHRISTY: Scott, it's probably in your
3 presentation packet. I don't have it before me, obviously, but
4 the EIS event for (inaudible) connectivity from Phoenix to the
5 border that we were able to accrue funds, how does that fit into
6 the five-year plan, or where does it fit into the five-year
7 plan?

8 MR. OMER: Great question, Mr. Anderson --
9 Mr. Chair and Mr. Christy. It's not in this tentative program
10 because it was in last year's actual program. So if you
11 remember, Mr. Christy, when you as a board chair and as this
12 board approved that project in December in Tucson, that
13 effectively put it in the FY '15 to '19 --

14 (Speaking simultaneously.)

15 MR. OMER: -- program. So it won't show up in
16 here. It's in the current program. Does that answer your
17 question?

18 MR. CHRISTY: Okay. So it was programmed out.
19 It's been programmed out then.

20 MR. OMER: Yes, sir. And we're still moving
21 along the path of having the project -- scope of the project out
22 in the spring, in the March time frame, and then award it before
23 the end of this federal -- state fiscal year, sorry, in June.
24 So that's when the project would get underway, but it's been in
25 the FY '15 to '19 program.

1 MR. CHRISTY: Okay. I appreciate that
2 clarification. Thank you.

3 MR. OMER: Yes, sir. That's a good question.

4 CHAIRMAN ANDERSON: And Scott, that's one that
5 came up in PPAC, right?

6 MR. OMER: Yes, sir.

7 CHAIRMAN ANDERSON: EIS.

8 Further questions, comments from the board for
9 Mr. Omer?

10 Scott, are you pretty much --

11 MR. OMER: Thank you, sir.

12 CHAIRMAN ANDERSON: That's it. Thank you.

13 MR. ROEHRICH: Mr. Chair --

14 CHAIRMAN ANDERSON: Mr. -- Floyd.

15 MR. ROEHRICH: Just as a follow-up, as Scott had
16 outlined on the next steps, I did want to remind any -- the
17 board members, as you go back and you start looking through the
18 detail, and if you've got questions, please give myself or Scott
19 a call on that. And individually, we'll try to, again, answer
20 any questions to help you get prepared, so at the February board
21 meeting when we do bring to this board the motion or the action
22 to approve the tentative -- start the process, we can finalize
23 any other comments or discussions you may have to make sure it's
24 clear in your mind exactly what this tentative is that's going
25 to the public, all the public hearings.

1 And then as we've already identified in late May,
2 we'll have another study session to address anything you've
3 heard from the public, as well as any other questions you may
4 have developed over time as you've continued to hear the
5 program. So again, we're going down to the start of the public
6 hearing process, but we will have a chance -- or this board,
7 this board will have a chance to make any final questions,
8 reviews or adjustments prior to approving that in June of this
9 year.

10 CHAIRMAN ANDERSON: Anything else from the board?
11 If not, I'll entertain a motion for adjournment.

12 MS. BEAVER: You know what --

13 CHAIRMAN ANDERSON: Okay.

14 MS. BEAVER: I only want to follow up on
15 Mr. Christy's, Chairman. He was wanting the item on the agenda
16 for --

17 CHAIRMAN ANDERSON: The resolution.

18 UNIDENTIFIED SPEAKER: (Inaudible.)

19 CHAIRMAN ANDERSON: Yeah.

20 MR. ROEHRICH: Mr. Chair, Ms. Beaver, we don't
21 set the agenda in this meeting, but we have an agenda setting
22 meeting with the board chair, and I expect at that time we'll
23 address those issues.

24 (End of excerpt.)
25

A motion to adjourn was made by Joe La Rue and seconded by Jack Sellers. In a voice vote, the motion carries.

Meeting adjourned at 9:03 a.m. MST

Kelly Anderson, Chairman
State Transportation Board

Floyd P. Roehrich, Jr., Deputy Director for Policy
Arizona Department of Transportation

March 20, 2015

RES. NO. 2015-03-A-015
PROJECT: 019 PM PPM H8286 / TEA-019-A(214)T
HIGHWAY: NOGALES - TUCSON HIGHWAY
SECTION: Esperanza Boulevard, La Canada Drive to Abrego Drive
ROUTE NO.: Interstate Route 19
ENG. DIST.: Tucson
COUNTY: Pima

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 the Interstate Route 19 Traffic Interchange at Esperanza Boulevard within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 89 by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. This alignment was recommended for inclusion with the National System of Interstate Highways by the Resolution dated June 08, 1945, entered on Page 70 of the Official Minutes. The Canada to Mexico Highway was realigned by the Resolution dated April 05, 1946, shown on Page 286 of the Official Minutes; and the American Association of State Highway Officials was therein petitioned to designate a uniform number for this route from Sweet Grass, Montana to Nogales, Arizona. In the Resolution dated April 04, 1950, shown on Page 350 of the Official Minutes, additional right of way was established as a state highway for location, relocation, and alteration of the Tucson - Nogales Highway along a relocated centerline, under Federal Interstate Project 86. Thereafter, by Resolution 67-38, dated May 12, 1967, additional right of way was established as a controlled-access state highway, under Project I-19-1(43)38, for the improvement thereof, then as part of Interstate Route 19.

March 20, 2015

RES. NO. 2015-03-A-015
PROJECT: 019 PM PPM H8286 / TEA-019-A(214)T
HIGHWAY: NOGALES - TUCSON HIGHWAY
SECTION: Esperanza Boulevard, La Canada Drive to Abrego Drive
ROUTE NO.: Interstate Route 19
ENG. DIST.: Tucson
COUNTY: Pima

New right of way is now needed to facilitate the imminent construction phase of the Esperanza Boulevard, La Canada Drive to Abrego Drive Project for pedestrian and bicycle facility improvements 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.

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: "95% Design Plans, dated January 21, 2015, NOGALES - TUCSON HIGHWAY, Esperanza Boulevard, La Canada Drive to Abrego Drive, Project 019 PM PPM H8286 / TEA-019-A(214)T".

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

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.

March 20, 2015

RES. NO. 2015-03-A-015
PROJECT: 019 PM PPM H8286 / TEA-019-A(214)T
HIGHWAY: NOGALES - TUCSON HIGHWAY
SECTION: Esperanza Boulevard, La Canada Drive to Abrego Drive
ROUTE NO.: Interstate Route 19
ENG. DIST.: Tucson
COUNTY: Pima

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.

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 20, 2015

RES. NO. 2015-03-A-015
PROJECT: 019 PM PPM H8286 / TEA-019-A(214)T
HIGHWAY: NOGALES - TUCSON HIGHWAY
SECTION: Esperanza Boulevard, La Canada Drive to Abrego Drive
ROUTE NO.: Interstate Route 19
ENG. DIST.: Tucson
COUNTY: Pima

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 20, 2015, 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 the Interstate Route 19 Traffic Interchange at Esperanza Boulevard, as set forth in the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of the Esperanza Boulevard, La Canada Drive to Abrego Drive Project for pedestrian and bicycle facility improvements 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.

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: "95% Design Plans, dated January 21, 2015, NOGALES - TUCSON HIGHWAY, Esperanza Boulevard, La Canada Drive to Abrego Drive, Project 019 PM PPM H8286 / TEA-019-A(214)T".

March 20, 2015

RES. NO. 2015-03-A-015
PROJECT: 019 PM PPM H8286 / TEA-019-A(214)T
HIGHWAY: NOGALES - TUCSON HIGHWAY
SECTION: Esperanza Boulevard, La Canada Drive to Abrego Drive
ROUTE NO.: Interstate Route 19
ENG. DIST.: Tucson
COUNTY: Pima

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

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

March 20, 2015

RES. NO. 2015-03-A-015
PROJECT: 019 PM PPM H8286 / TEA-019-A(214)T
HIGHWAY: NOGALES - TUCSON HIGHWAY
SECTION: Esperanza Boulevard, La Canada Drive to Abrego Drive
ROUTE NO.: Interstate Route 19
ENG. DIST.: Tucson
COUNTY: Pima

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

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. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

March 20, 2015

RES. NO. 2015-03-A-015
PROJECT: 019 PM PPM H8286 / TEA-019-A(214)T
HIGHWAY: NOGALES - TUCSON HIGHWAY
SECTION: Esperanza Boulevard, La Canada Drive to Abrego Drive
ROUTE NO.: Interstate Route 19
ENG. DIST.: Tucson
COUNTY: Pima

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 Arizona State Transportation Board, made in official session on March 20, 2015.

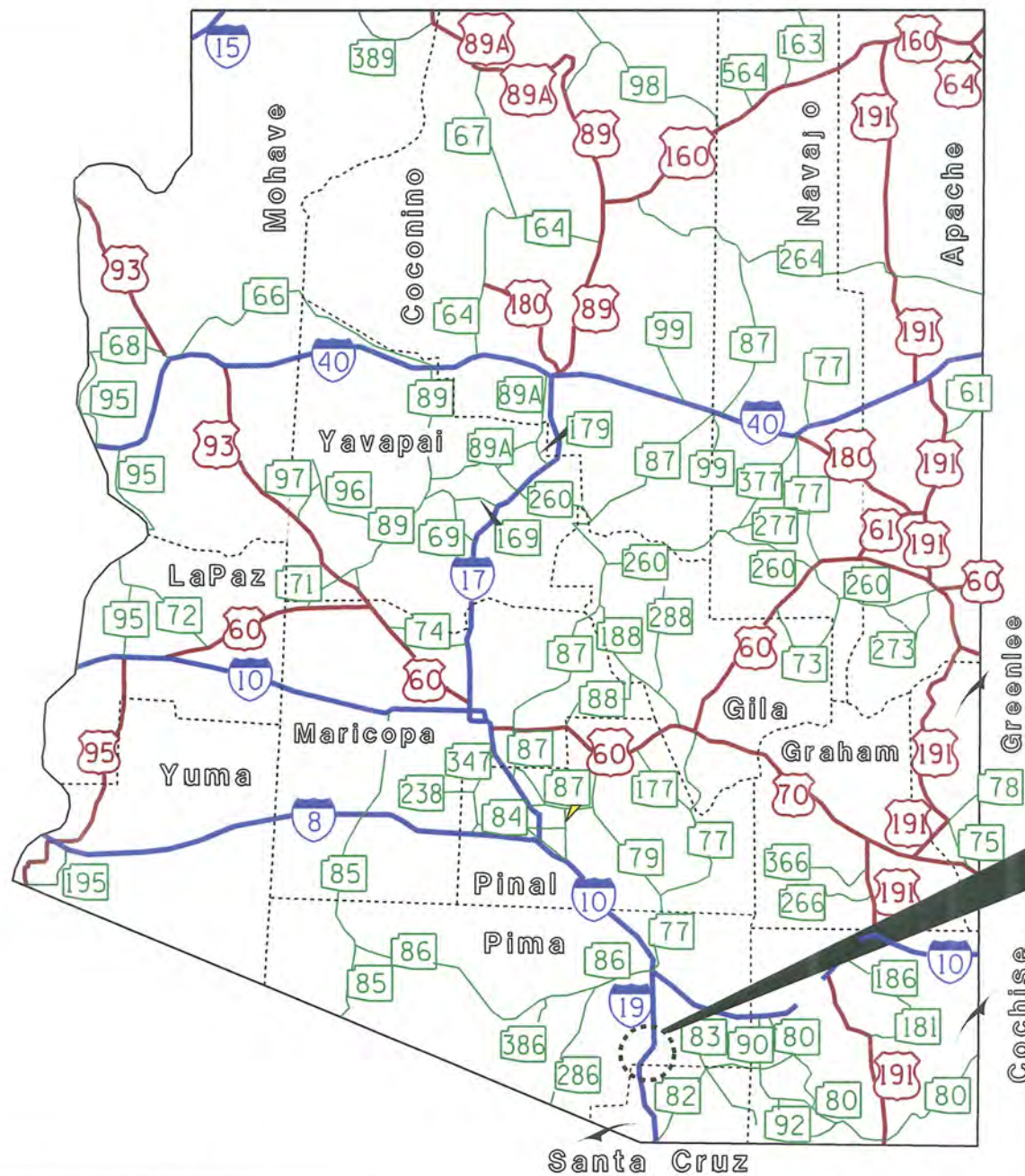
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on March 20, 2015.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED


Assistant Attorney General
Attorney for Department
of Transportation

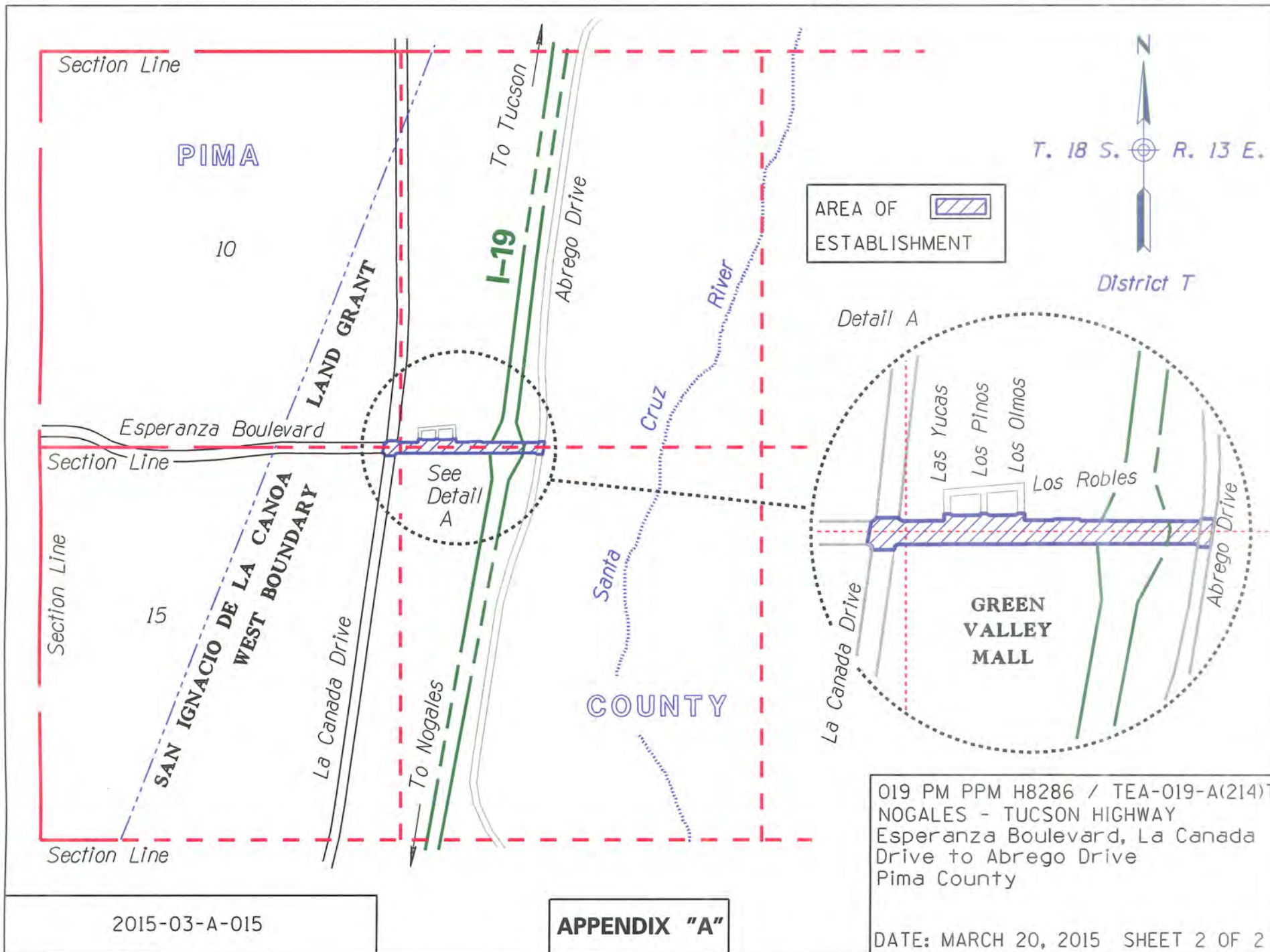
Date 3/3/15



AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

019 PM PPM H8286 / TEA-019-A(214)T
NOGALES - TUCSON HIGHWAY
Esperanza Boulevard, La Canada
Drive to Abrego Drive
Pima County

DATE: MARCH 20, 2015 SHEET 1 OF 2



March 20, 2015

RES. NO. 2015-03-A-016
PROJECT: 010 CH 331 H8534 / 010-F(222)S
HIGHWAY: BENSON - STEINS PASS HIGHWAY
SECTION: Cochise T. I. WB
ROUTE NO.: Interstate Route 10
ENG. DIST.: Safford
COUNTY: Cochise

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of Interstate Route 10 within the above referenced project.

The existing alignment, previously a county road between Benson and the New Mexico State Line, was established as a state route by Resolution of the Arizona State Highway Commission, dated April 24, 1931, entered on Page 190 of its Official Minutes. It was established as a state highway by the Resolution dated August 16, 1940, and shown on Page 22 of the Official Minutes, therein respecting the location and relocation of the Benson - Steins Pass Highway, designating it State Route 86. The Interstate Highway designation came with the Resolutions dated August 10, 1956, shown on Page 311; and dated September 13, 1956, shown on Page 343; and dated April 05, 1957, shown on Page 120; and dated October 26, 1957, shown on Page 432 of the Official Minutes. These Resolutions established as a state highway, additional right of way for the location, relocation, alteration and widening of the Benson - Steins Pass Highway under Federal Interstate Project F-002-5.

New right of way is now needed for reconfiguration of the Cochise Traffic Interchange for added capacity 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 that access be controlled as necessary for this improvement project.

March 20, 2015

RES. NO. 2015-03-A-016
PROJECT: 010 CH 331 H8534 / 010-F(222)S
HIGHWAY: BENSON - STEINS PASS HIGHWAY
SECTION: Cochise T. I. WB
ROUTE NO.: Interstate Route 10
ENG. DIST.: Safford
COUNTY: Cochise

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "60% Design Plans, dated August 22, 2014, BENSON - STEINS PASS HIGHWAY, Cochise T. I. WB, Project 010 CH 331 H8534 / 010-F(222)S".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route and that access be controlled, and that the new right of way shall be established as a state highway prior to construction.

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

March 20, 2015

RES. NO. 2015-03-A-016
PROJECT: 010 CH 331 H8534 / 010-F(222)S
HIGHWAY: BENSON - STEINS PASS HIGHWAY
SECTION: Cochise T. I. WB
ROUTE NO.: Interstate Route 10
ENG. DIST.: Safford
COUNTY: Cochise

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 20, 2015

RES. NO. 2015-03-A-016
PROJECT: 010 CH 331 H8534 / 010-F(222)S
HIGHWAY: BENSON - STEINS PASS HIGHWAY
SECTION: Cochise T. I. WB
ROUTE NO.: Interstate Route 10
ENG. DIST.: Safford
COUNTY: Cochise

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 20, 2015, 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 for the improvement of Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed for reconfiguration of the Cochise Traffic Interchange for added capacity 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 that access be controlled as necessary for this improvement project.

The new right of way to be established and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "60% Design Plans, dated August 22, 2014, BENSON - STEINS PASS HIGHWAY, Cochise T. I. WB, Project 010 CH 331 H8534 / 010-F(222)S".

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

March 20, 2015

RES. NO. 2015-03-A-016
PROJECT: 010 CH 331 H8534 / 010-F(222)S
HIGHWAY: BENSON - STEINS PASS HIGHWAY
SECTION: Cochise T. I. WB
ROUTE NO.: Interstate Route 10
ENG. DIST.: Safford
COUNTY: Cochise

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 needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, and that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

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

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

March 20, 2015

RES. NO. 2015-03-A-016
PROJECT: 010 CH 331 H8534 / 010-F(222)S
HIGHWAY: BENSON - STEINS PASS HIGHWAY
SECTION: Cochise T. I. WB
ROUTE NO.: Interstate Route 10
ENG. DIST.: Safford
COUNTY: Cochise


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 Arizona State Transportation Board, made in official session on March 20, 2015.

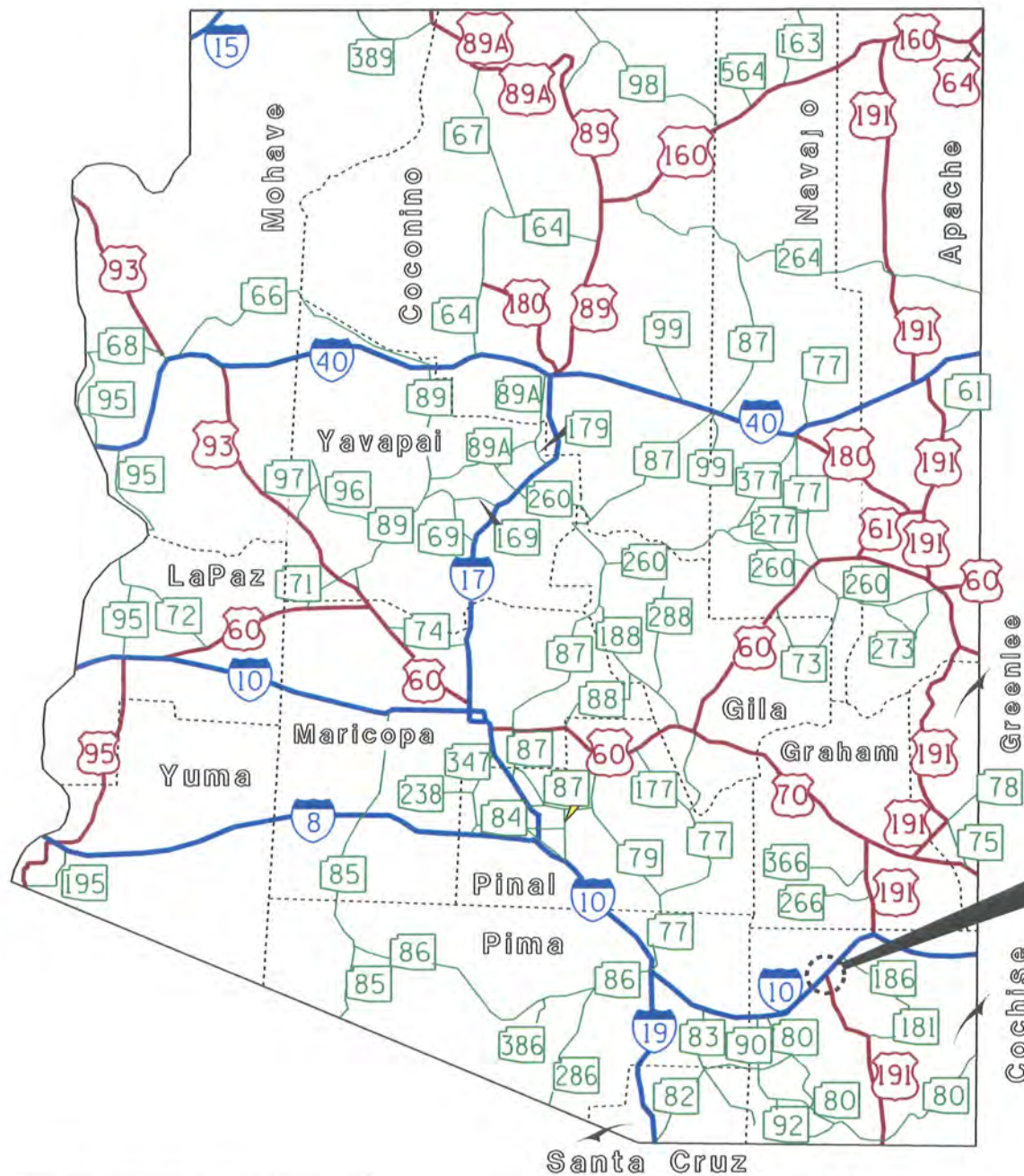
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on March 20, 2015.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation
Date 3/3/15



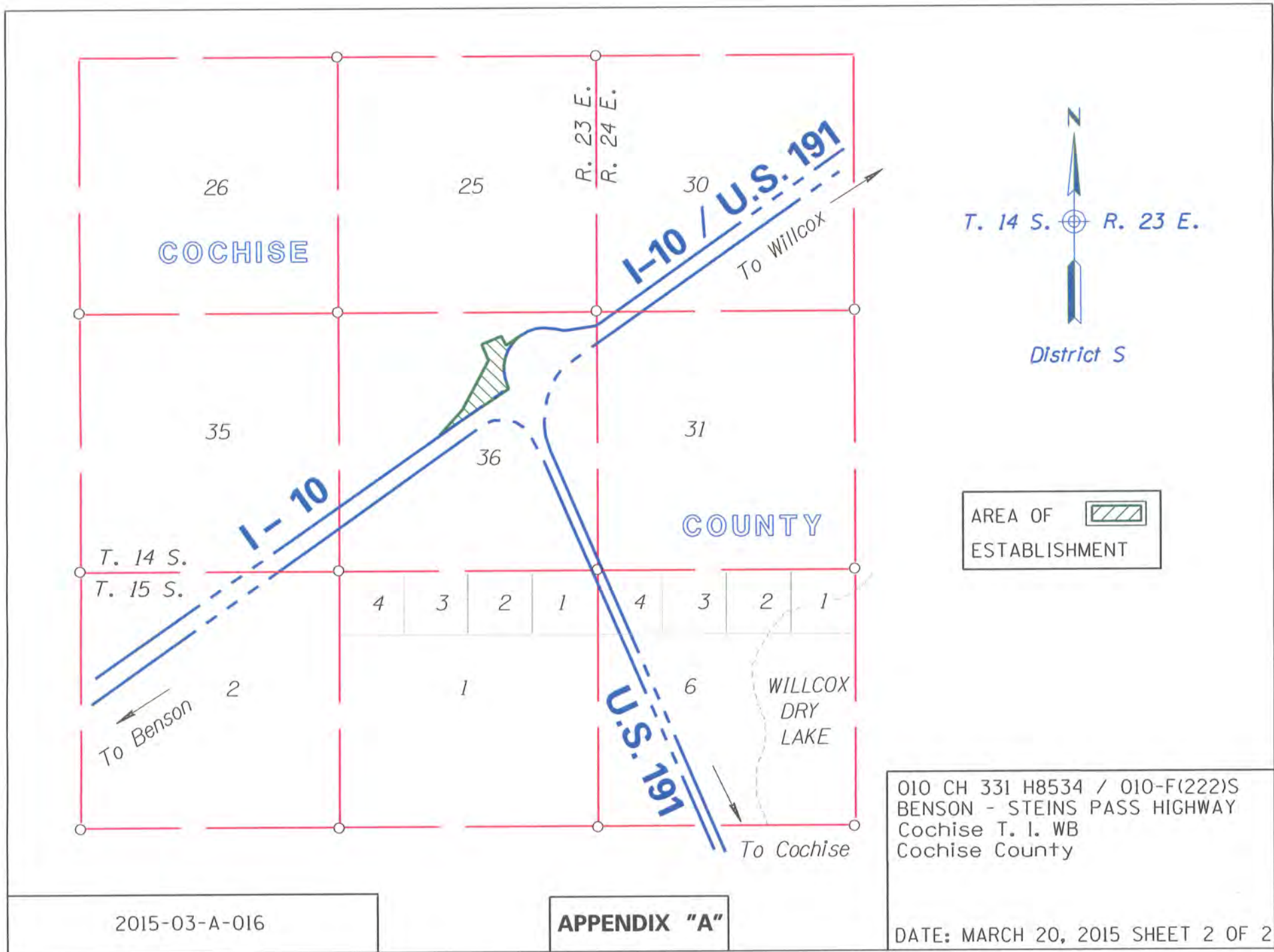
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

010 CH 331 H8534 / 010-F(222)S
BENSON - STEINS PASS HIGHWAY
Cochise T. I. WB
Cochise County

2015-03-A-016

APPENDIX "A"

DATE: MARCH 20, 2015 SHEET 1 OF 2



March 20, 2015

RES. NO. 2015-03-A-017
PROJECT: 999 SC 000 H8822
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Nogales Maintenance Camp No. M. C. 2-11-B
ENG. DIST.: Tucson
COUNTY: Santa Cruz

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and acquisition of additional property for the existing Arizona Department of Transportation Nogales Maintenance Yard No. M. C. 2-11-B.

The establishment and acquisition of the property is necessary due to the need for expansion of the facility site to enhance convenience and safety of the traveling public.

Accordingly, I recommend the acquisition of land and improvements necessary for the operation and expansion of the existing Arizona Department of Transportation Nogales Maintenance Yard No. M. C. 2-11-B.

The area of the facility site 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: "Nogales Maintenance Yard, Parcel 2-11-B".

In the interest of public safety, necessity and convenience, I recommend the establishment of the facility site, acquisition of land, and improvements necessary for the operation of the facility site.

March 20, 2015

RES. NO. 2015-03-A-017
PROJECT: 999 SC 000 H8822
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Nogales Maintenance Camp No. M. C. 2-11-B
ENG. DIST.: Tucson
COUNTY: Santa Cruz

Pursuant to Arizona Revised Statutes Sections 28-304 and 28-7092,
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 20, 2015

RES. NO. 2015-03-A-017
PROJECT: 999 SC 000 H8822
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Nogales Maintenance Camp No. M. C. 2-11-B
ENG. DIST.: Tucson
COUNTY: Santa Cruz

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 20, 2015, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Sections 28-304 and 28-7092, recommending the establishment and acquisition of additional property for the existing Arizona Department of Transportation Nogales Maintenance Yard No. M. C. 2-11-B.

The area of the expanded facility site 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: "Nogales Maintenance Yard, Parcel 2-11-B".

WHEREAS the establishment and acquisition of this property is necessary due to the need for expansion of the existing Arizona Department of Transportation Nogales Maintenance Yard No. M. C. 2-11-B to enhance convenience and safety of the traveling public; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the establishment and acquisition of land for the facility site; and

WHEREAS improvements will be necessary for the operation of the facility site; therefore, be it

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

March 20, 2015

RES. NO. 2015-03-A-017
PROJECT: 999 SC 000 H8822
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Nogales Maintenance Camp No. M. C. 2-11-B
ENG. DIST.: Tucson
COUNTY: Santa Cruz

RESOLVED that the area depicted in Appendix "A" is hereby designated the Nogales Maintenance Camp No. M. C. 2-11-B; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means, an estate in fee, or such other interest as is required, in any property necessary for or incidental to the facility site, and to make improvements necessary for the operation thereof; be it further

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

March 20, 2015

RES. NO. 2015-03-A-017
PROJECT: 999 SC 000 H8822
HIGHWAY: STATEWIDE FACILITY SITES
SECTION: Nogales Maintenance Camp No. M. C. 2-11-B
ENG. DIST.: Tucson
COUNTY: Santa Cruz


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 Arizona State Transportation Board, made in official session on March 20, 2015.

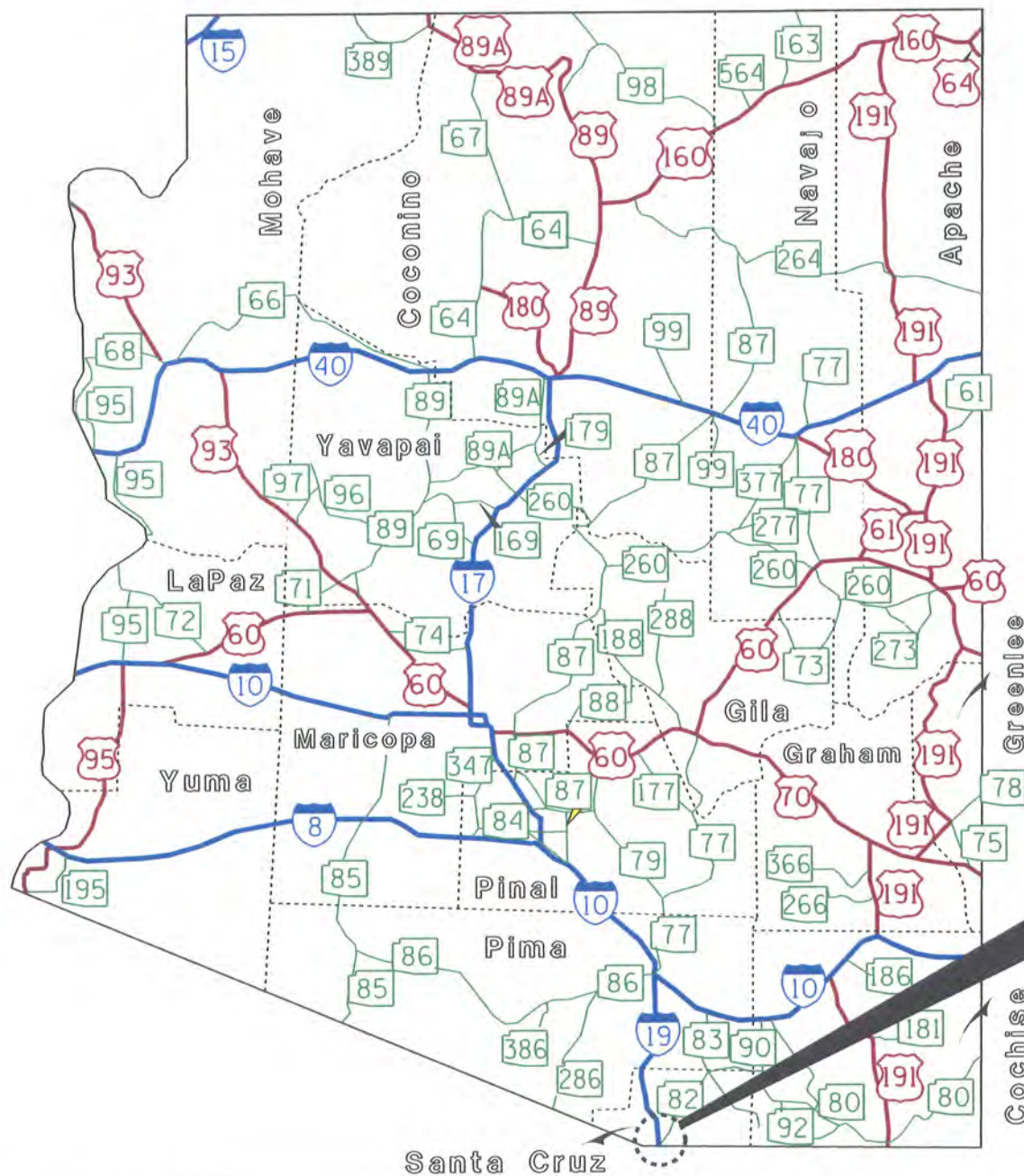
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on March 20, 2015.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED


Assistant Attorney General
Attorney for Department
of Transportation

Date 3/3/15



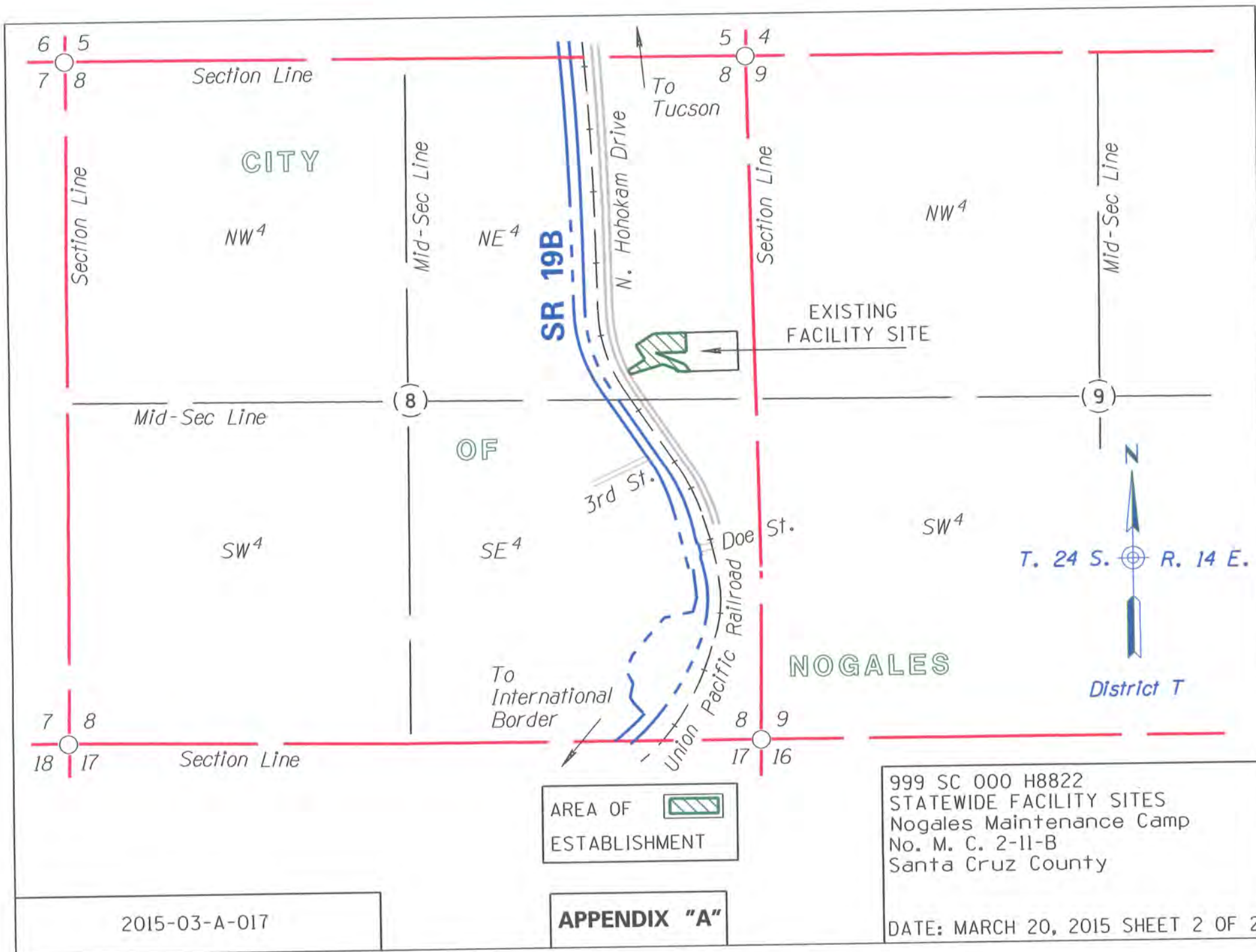
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

999 SC 000 H8822
STATEWIDE FACILITY SITES
Nogales Maintenance Camp
No. M. C. 2-11-B
Santa Cruz County

2015-03-A-017

APPENDIX "A"

DATE: MARCH 20, 2015 SHEET 1 OF 2



2015-03-A-017

APPENDIX "A"

March 20, 2015

RES. NO. 2015-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 054 H5764 / NH-202-D (ADY)
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of State Route 202 Loop within the above referenced project.

The existing alignment was previously established as a State Route Plan and designated State Route 218 by Arizona State Transportation Board Resolution 85-04-A-33, dated April 26, 1985. Advance acquisition was provided for by Resolution 86-05-A-37, dated May 16, 1986; and by Resolution 86-12-A-77, dated November 21, 1986. The State Route Plan was redefined by Resolution 87-08-A-68, dated August 21, 1987; and further redefined by Resolution 87-11-A-98, dated November 20, 1987. This portion was renumbered and redesignated part of State Route 101 Loop in Resolution 87-11-A-105, dated December 18, 1987; and was subsequently renumbered and redesignated part of State Route 202 Loop in Resolution 91-07-A-56, dated July 19, 1991. Thereafter, Resolution 2015-01-A-005, dated January 09, 2015 provided for early acquisition of particular parcels necessary for new right of way.

The State Engineer recommends that the corridor as depicted in Appendix "A" and delineated on the Plans should be adopted and approved as a redefined portion of the State Route Plan for the South Mountain Freeway, and be established as a controlled access state route, designated State Route 202 Loop.

March 20, 2015

RES. NO. 2015-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 054 H5764 / NH-202-D (ADY)
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

New right of way is needed for a redefined corridor of the State Route Plan, and a controlled access state route. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans for the SOUTH MOUNTAIN FREEWAY, Jct. I-10 Maricopa - 17th Avenue; 17th Avenue - 51st Avenue; 51st Avenue - Salt River; and Salt River - Jct. I-10 Papago, Project 202L MA 000 H5439"; and on those entitled: "15% Design Plans, dated August 12, 2014, SR 202L, I-10 (Maricopa) - I-10 (Papago), Project 202L MA 054 H5764 / NH-202-D (ADY)" (the "Plans").

In the interest of public safety, necessity and convenience, I recommend that the redefined corridor alignment and the new right of way depicted in Appendix "A" and delineated on the Plans be adopted, approved, established and improved as a State Route Plan for a controlled access state highway, and designated State Route 202 Loop. The new right of way shall be established as a state highway prior to construction.

March 20, 2015

RES. NO. 2015-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 054 H5764 / NH-202-D (ADY)
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes Sections 28-7092, 28-7094 and 28-7709, an estate in fee, or such other interest as required, including advance, future and early acquisition, access control, exchanges donations, and material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

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 20, 2015

RES. NO. 2015-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 054 H5764 / NH-202-D (ADY)
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 20, 2015, 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 for the improvement of State Route 202 Loop, as set forth in the above referenced project.

New right of way is needed for a redefined corridor of the State Route Plan, and a controlled access state route. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans for the SOUTH MOUNTAIN FREEWAY, Jct. I-10 Maricopa - 17th Avenue; 17th Avenue - 51st Avenue; 51st Avenue - Salt River; and Salt River - Jct. I-10 Papago, Project 202L MA 000 H5439"; and on those entitled: "15% Design Plans, dated August 12, 2014, SR 202L, I-10 (Maricopa) - I-10 (Papago), Project 202L MA 054 H5764 / NH-202-D (ADY)" (the "Plans").

March 20, 2015

RES. NO. 2015-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 054 H5764 / NH-202-D (ADY)
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

WHEREAS the Department has determined that the corridor as depicted in Appendix "A" and delineated on the Plans should be adopted and approved as a redefined portion of the State Route Plan for the South Mountain Freeway, and be established as a controlled access state route, designated State Route 202 Loop; and

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092, 28-7094 and 28-7709, to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

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 needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

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

RESOLVED that the corridor as depicted in Appendix "A" and delineated on the Plans is hereby adopted and approved as a redefined portion of the State Route Plan for the South Mountain Freeway, and as a controlled access state route, designated State Route 202 Loop; be it further

March 20, 2015

RES. NO. 2015-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 054 H5764 / NH-202-D (ADY)
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLVED that the new right of way as depicted in Appendix "A" and delineated on the Plans is hereby designated a redefined state route corridor, and a controlled access state route, and that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092, 28-7094 and 28-7709, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

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

March 20, 2015

RES. NO. 2015-03-A-018
PROJECTS: 202L MA 000 H5439; and
202L MA 054 H5764 / NH-202-D (ADY)
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa

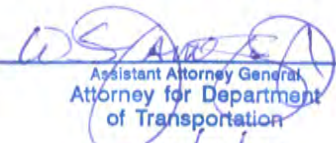
CERTIFICATION

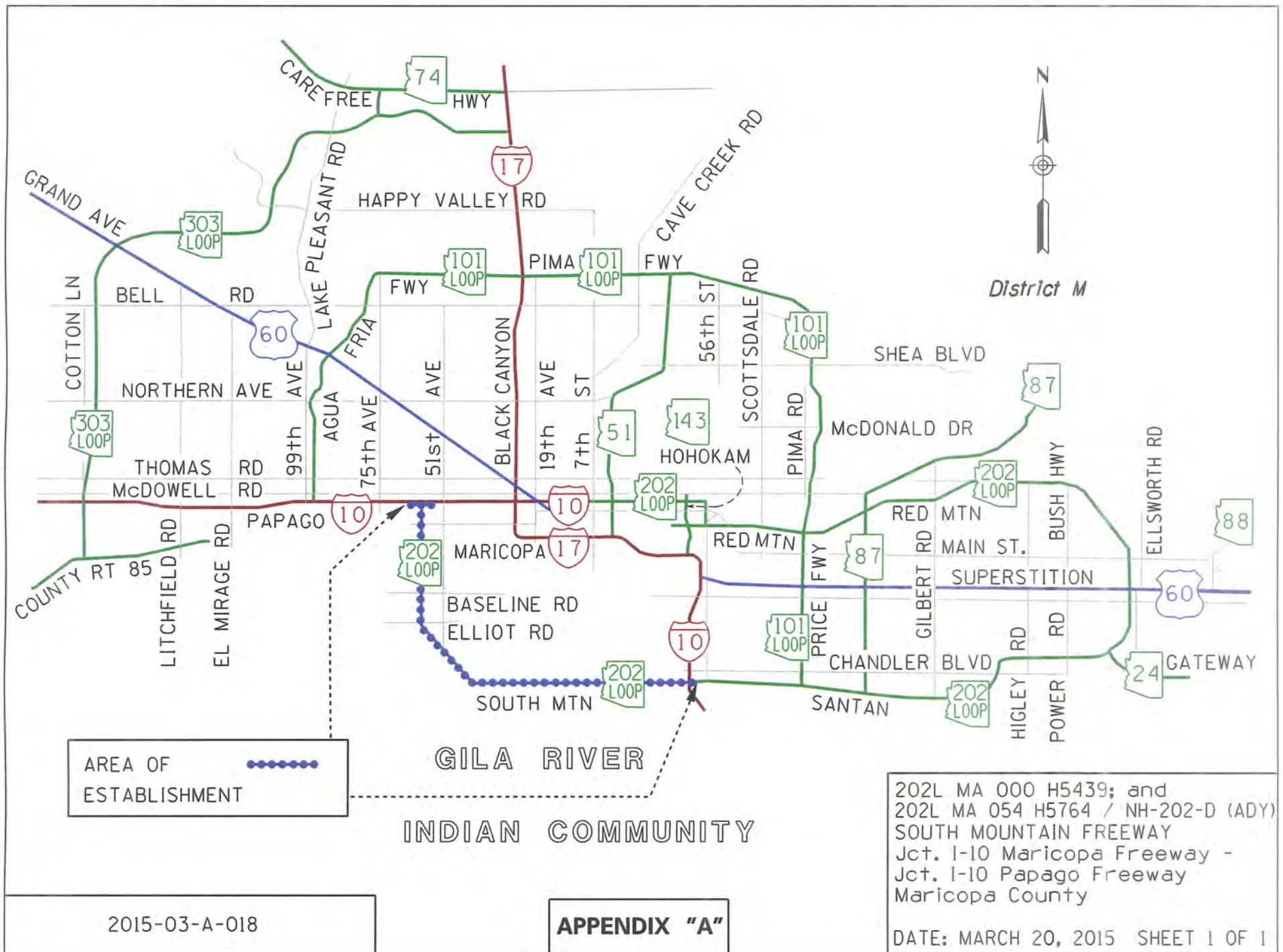
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 20, 2015.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on March 20, 2015.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED


Assistant Attorney General
Attorney for Department
of Transportation
Date 3/3/15



*ITEM 9b.

ROUTE NO: SR 79 @ MP 132.0

Page 125

COUNTY: Pinal

DISTRICT: Tucson

SCHEDULE: FY 2015

SECTION: SR 79 at SR 79B

TYPE OF WORK: Construct Roundabout

ADVERTISEMENT DATE: November 15, 2015

PROGRAM AMOUNT: \$ 2,100,000

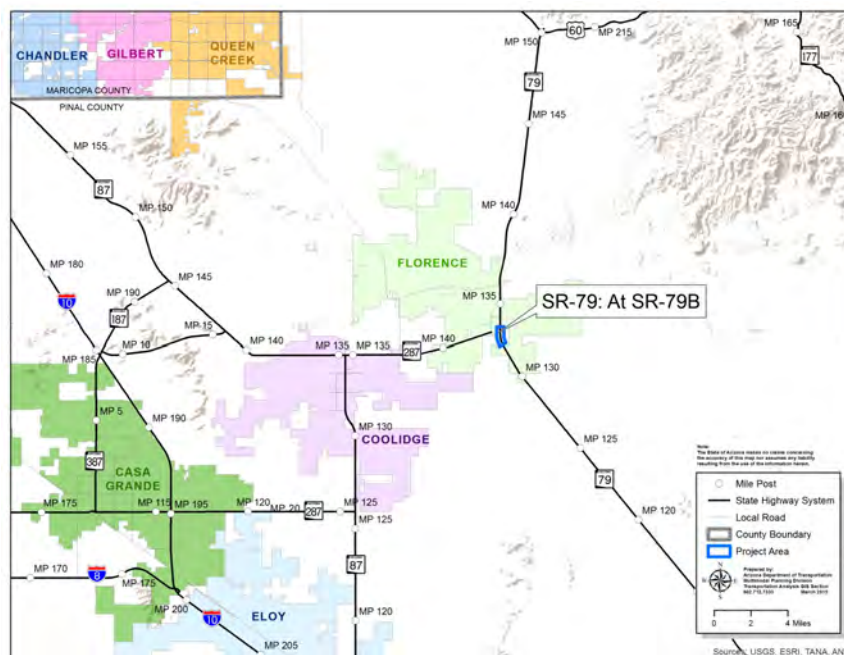
PROJECT MANAGER: Jody Rodriguez

PROJECT: H790401C, Item #22015, ADOT TIP #5019

REQUESTED ACTION: Defer the construction project from FY 2015 to FY 2016 in the Highway Construction Program. **Transfer funds in the amount of \$2,100,000 to the FY 2015 Highway Safety Improvement Program #72815. Project will be reprogrammed in FY 2016.**

NEW PROGRAM AMOUNT:

\$ 2,100,000



*ITEM 9c.

ROUTE NO: I-17 @ MP 232.0

Page 127

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: FY 2017

SECTION: New River Road - Coldwater Canyon Road

TYPE OF WORK: Design Pavement Preservation

ADVERTISEMENT DATE: August 1, 2016

PROGRAM AMOUNT: \$ 320,000

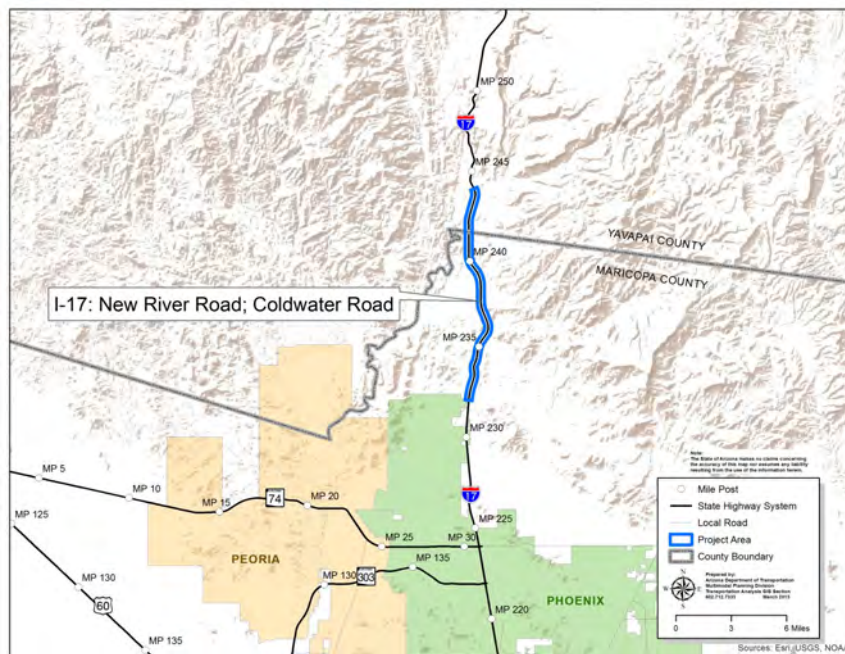
PROJECT MANAGER: Vivian Li

PROJECT: H879301D, Item #25315, ADOT TIP #4783

REQUESTED ACTION: Increase the design by \$121,000 to \$441,000 in the Highway Construction Program. **Funds are available from the FY 2015 Construction Preparation: Technical Engineering Group Fund #70015.**

NEW PROGRAM AMOUNT:

\$ 441,000



*ITEM 9d.

ROUTE NO: SR 30 @ MP 0.0

Page 129

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2015

SECTION: SR 303L - SR 202L

TYPE OF WORK: Study

PROGRAM AMOUNT: \$ 15,100,000

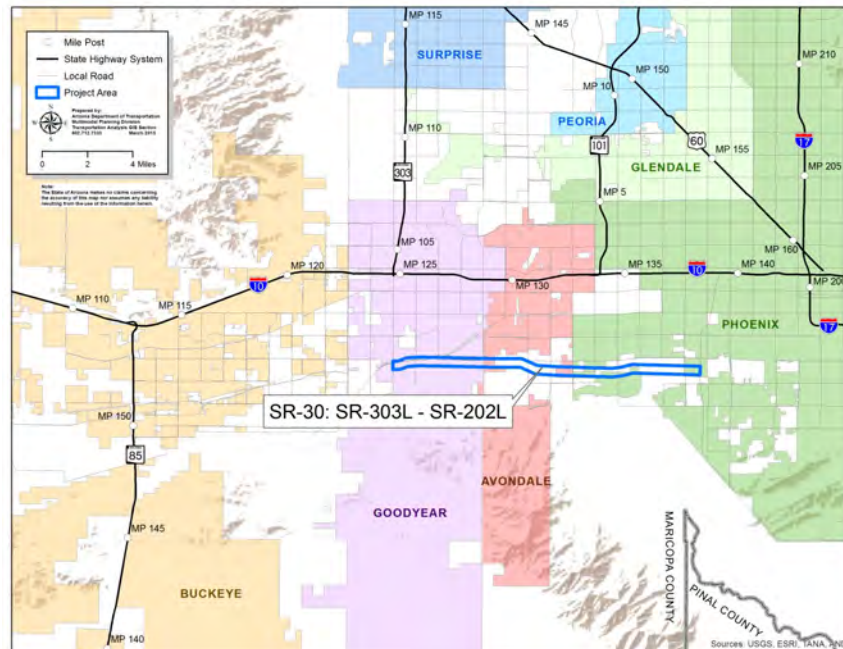
PROJECT MANAGER: Owen Mills

PROJECT: H687601L, Item #40208, ADOT TIP #5775

REQUESTED ACTION: Increase the study by \$329,000 to \$15,429,000 in the Highway Construction Program. **Funds are available from the FY 2015 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42215.**

NEW PROGRAM AMOUNT:

\$ 15,429,000



*ITEM 9e.

COUNTY: Maricopa

Page 131

DISTRICT: Phoenix Maintenance

SCHEDULE: FY 2015

SECTION: Pump Station Evaluation Plan

TYPE OF WORK: Study

PROGRAM AMOUNT: \$ 103,000

PROJECT MANAGER: Monica Baiza

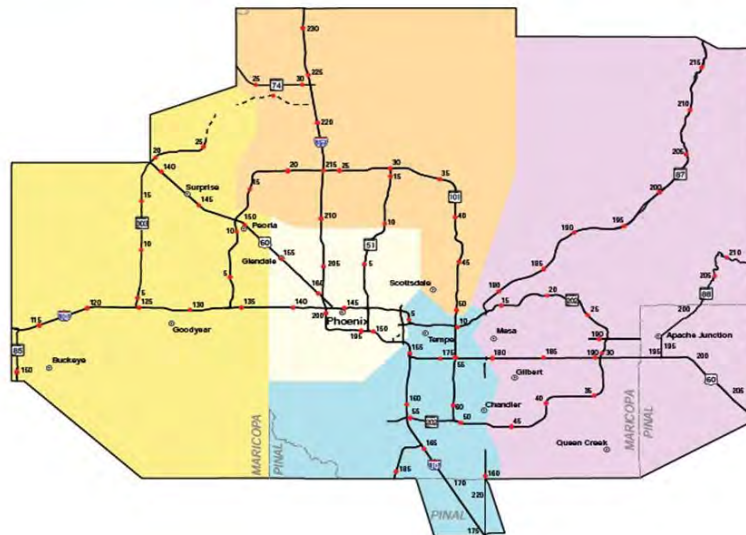
PROJECT: HS02301L, Item #48914, ADOT TIP #5918

REQUESTED ACTION: Increase the study by \$300,000 to \$403,000 in the Highway Construction Program. **Funds are available from the FY 2015 Construction Preparation: Technical Engineering Group #70015.**

NEW PROGRAM AMOUNT:

\$ 403,000

Phoenix District Wide



*ITEM 9f.

ROUTE NO: SR 80 @ MP 316.5

Page 133

COUNTY: Cochise

DISTRICT: Safford

SCHEDULE: FY 2015

SECTION: Fremont Street, 3rd Street – 6th Street

TYPE OF WORK: Lighting and Sidewalks

PROGRAM AMOUNT: \$ 936,000

PROJECT MANAGER: Mark Henige

PROJECT: H800402C, Item # 15714, ADOT TIP #3170

JPA: 11-175-I with the City of Tombstone

REQUESTED ACTION: Cancel the construction project for \$936,000 from the Highway Construction Program. **Transfer funds to the FY 2015 Highway Safety Improvement Program #72815.**

NEW PROGRAM AMOUNT:

\$ 00

*ITEM 9g.

ROUTE NO: SR 80 @ MP 317.1

Page 134

COUNTY: Cochise

DISTRICT: Safford

SCHEDULE: FY 2015

SECTION: Fremont Street, 3rd Street - 6th Street

TYPE OF WORK: Construct Sidewalks, Porch and Streetscape

ADVERTISEMENT DATE: March 27, 2015

PROGRAM AMOUNT: \$ 657,000

PROJECT MANAGER: Mark Henige

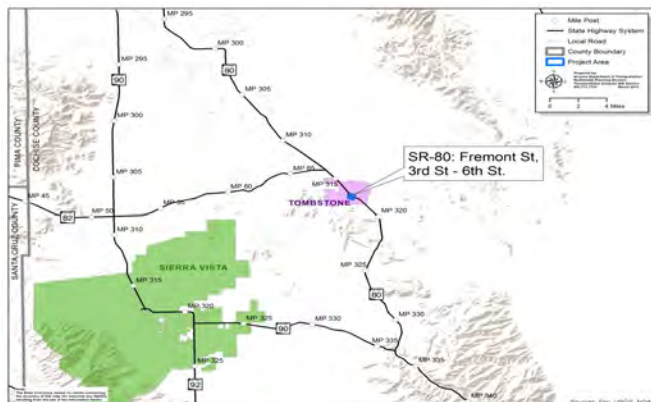
PROJECT: H747501C, Item # 21114, ADOT TIP #3265

JPA: 11-175-I with the City of Tombstone

REQUESTED ACTION: Increase the construction project by \$936,000 to \$1,593,000 in the Highway Construction Program. **Funds are available from the FY 2015 Highway Safety Improvement Program #72815.**

NEW PROGRAM AMOUNT:

\$ 1,593,000



*ITEM 9h.

ROUTE NO: SR 189 @ MP 0.0

Page 136

COUNTY: Santa Cruz

DISTRICT: Tucson

SCHEDULE: FY 2015

SECTION: Mariposa LPOE Pedestrian Undercrossing

TYPE OF WORK: Construct Pedestrian Undercrossing

ADVERTISEMENT DATE: April 3, 2015

PROGRAM AMOUNT: \$ 2,500,000

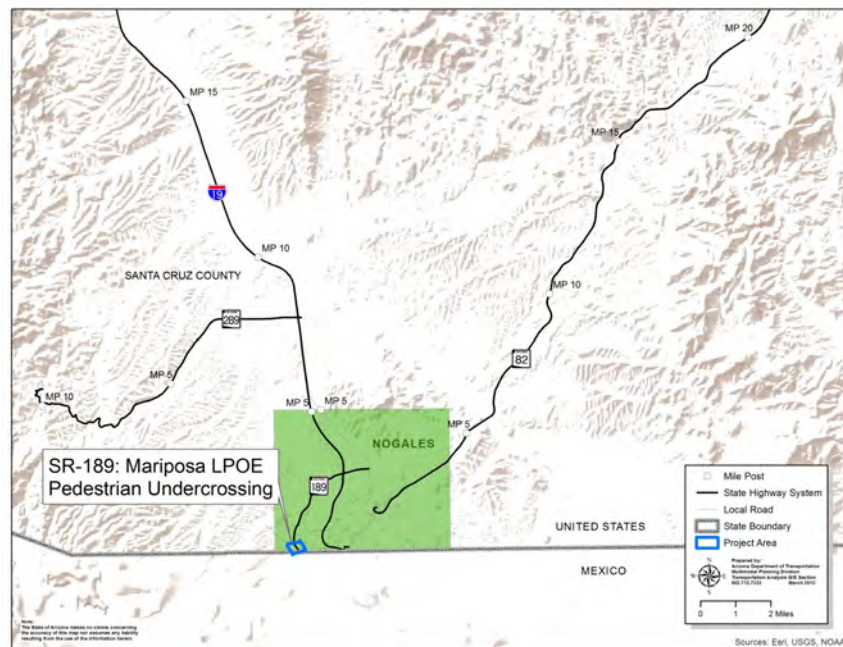
PROJECT MANAGER: David Brauer

PROJECT: H872401C, Item # 20316, ADOT TIP #3278

REQUESTED ACTION: Increase the construction phase by \$400,000 to \$2,900,000 in the Highway Construction Program.
Funds are available from the FY 2015 Statewide Contingency Fund #72315.

NEW PROGRAM AMOUNT:

\$ 2,900,000



*ITEM 9i.

ROUTE NO: SR 189 @ MP 0.0

Page 138

COUNTY: Santa Cruz

DISTRICT: Tucson

SCHEDULE: FY 2015

SECTION: Nogales - I-19

TYPE OF WORK: Design Concept Report / Environmental Document

PROGRAM AMOUNT: \$ 2,000,000

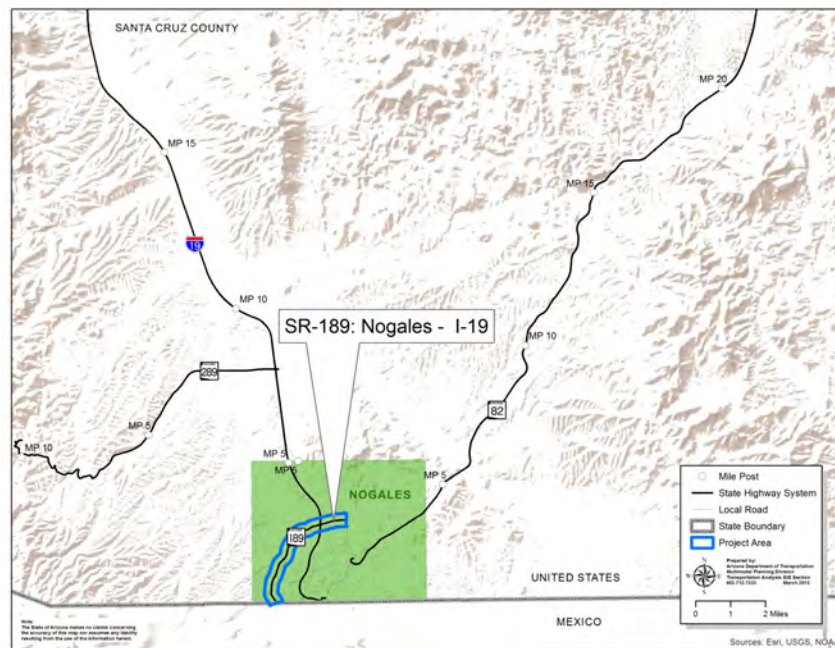
PROJECT MANAGER: Carlos Lopez

PROJECT: H804501L, Item #22710, ADOT TIP #5499

REQUESTED ACTION: Increase the design by \$740,000 to \$2,740,000 in the Highway Construction Program. **Funds are available from the FY 2015 Construction Preparation: Technical Engineering Group Fund #70015.**

NEW PROGRAM AMOUNT:

\$ 2,740,000



*ITEM 9j.

ROUTE NO: SR 264 @ MP 441.1

Page 140

COUNTY: Apache

DISTRICT: Holbrook

SCHEDULE: FY 2016

SECTION: Burnside - Fish Wash

TYPE OF WORK: Fences, Cattleguard, Shoulder Widening, and Pavement Preservation

ADVERTISEMENT DATE: December 28, 2015

PROGRAM AMOUNT: \$ 1,101,000

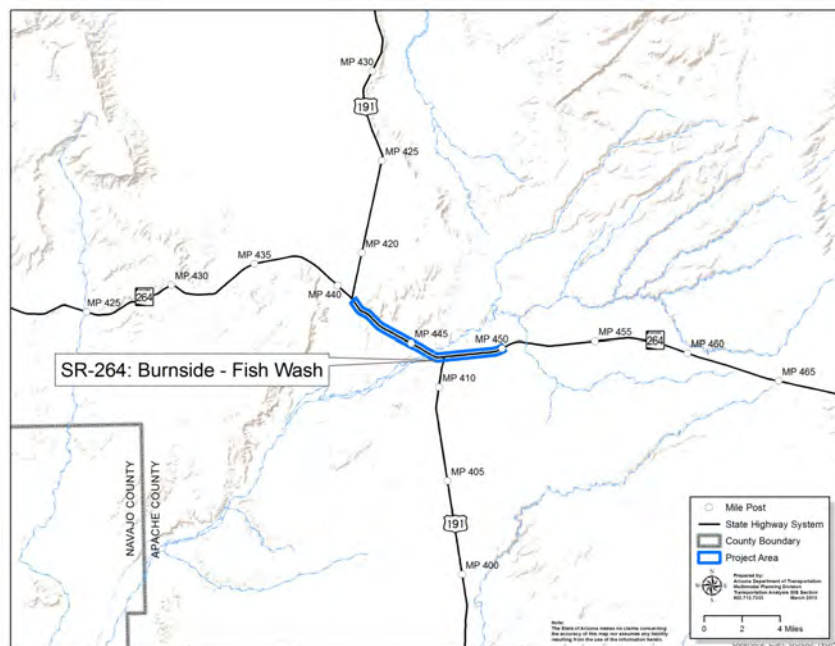
PROJECT MANAGER: Erica Eggen

PROJECT: H824601D, Item #13516, ADOT TIP #3447

REQUESTED ACTION: Increase the design by \$1,000,000 to \$2,101,000 in the Highway Construction Program. **Funds are available from the FY 2015 Construction Preparation: Technical Engineering Group Fund.**

NEW PROGRAM AMOUNT:

\$ 2,101,000



*ITEM 9k.

ROUTE NO: I-40 @ MP 278.0

Page 142

COUNTY: Navajo

DISTRICT: Holbrook

SCHEDULE: FY 2015

SECTION: Tanner Wash Bridge EB, Str #902

TYPE OF WORK: Bridge Replacement

ADVERTISEMENT DATE: April 1, 2015

PROGRAM AMOUNT: \$ 2,500,000

PROJECT MANAGER: Brian Park

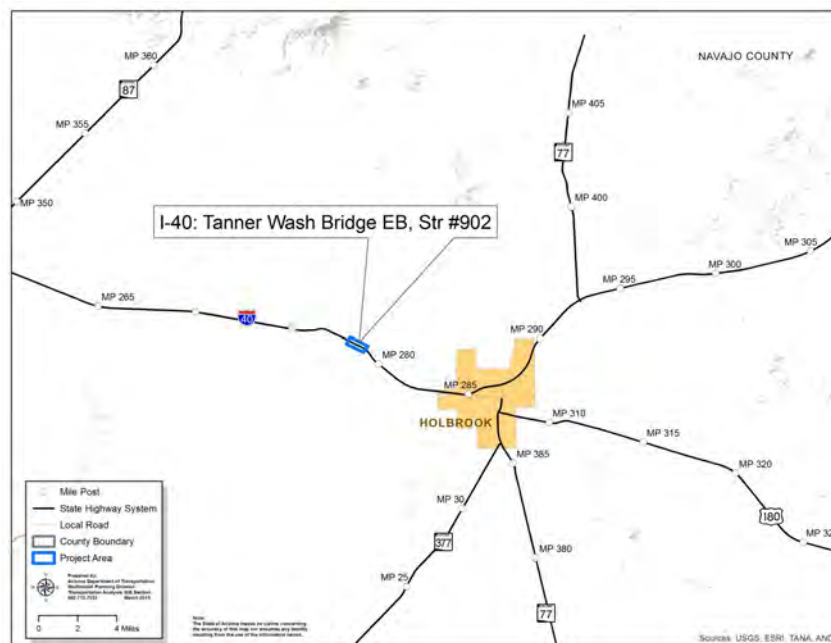
PROJECT: H863501C, Item #16116, ADOT TIP #3402

REQUESTED ACTION: Increase the bridge project by \$600,000 to \$3,100,000 in the Highway Construction Program.

Funds are available from the FY 2015 Statewide Contingency Fund #72315.

NEW PROGRAM AMOUNT:

\$ 3,100,000



*ITEM 9I.

ROUTE NO: US 180 @ MP 402.7

Page 144

COUNTY: Apache

DISTRICT: Globe

SCHEDULE: FY 2015

SECTION: Rodeo Grounds – Carillo

TYPE OF WORK: Pavement Preservation (Chip Seal)

ADVERTISEMENT DATE: April 1, 2015

PROGRAM AMOUNT: \$ 475,000

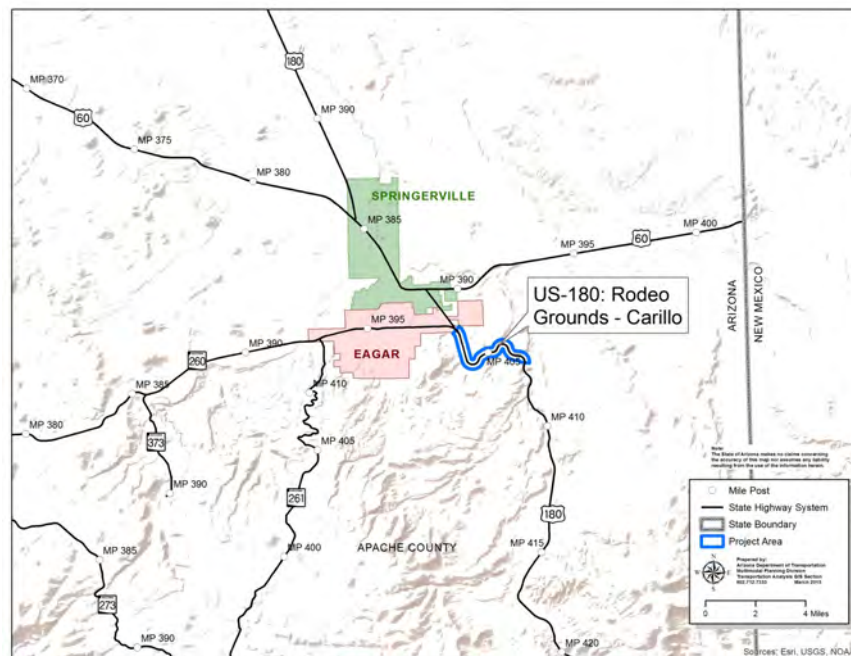
PROJECT MANAGER: Kevin Robertson

PROJECT: H870801C, Item # 24015, ADOT TIP #5923

REQUESTED ACTION: Increase the pavement preservation project by \$210,000 to \$685,000 in the Highway Construction Program. **Funds are available from the FY 2015 Minor and Preventative Pavement Preservation Fund #74815.**

NEW PROGRAM AMOUNT:

\$ 685,000



NEW PROJECTS

*ITEM 9m.

ROUTE NO: SR 260 @ MP 250.0

Page 146

COUNTY: Navajo

DISTRICT: Globe

SCHEDULE: New Project Request

SECTION: Blue Ridge Elementary School Sidewalk

TYPE OF WORK: Construct Sidewalk Improvements

ADVERTISEMENT DATE: April 1, 2015

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Mike Marietti

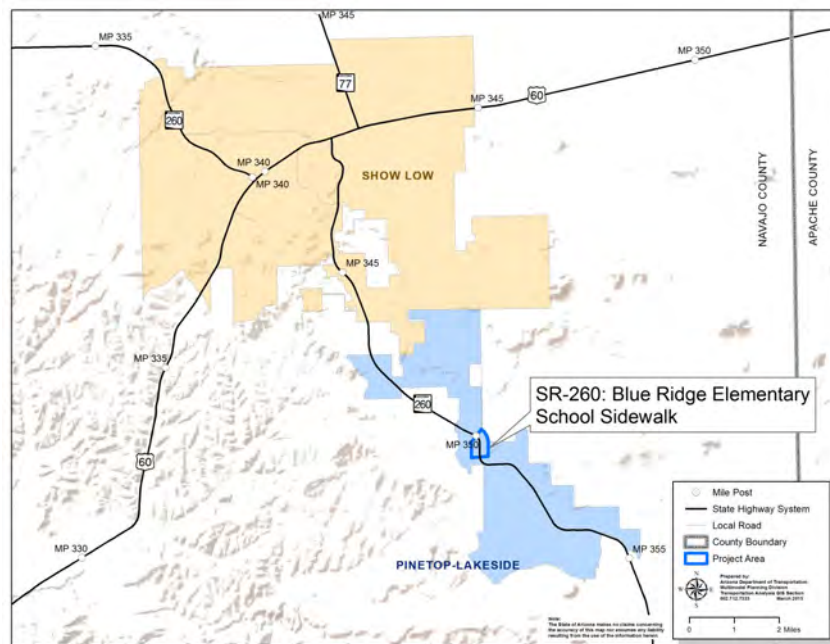
PROJECT: H837801C, ADOT TIP #3176

JPA: 11-187-I with the Town of Pinetop-Lakeside

REQUESTED ACTION: Establish the new construction project for \$340,000 in the Highway Construction Program. **Funds are available from the FY 2015 Transportation Alternatives Fund #71615.** Approved by the Safe Routes to School during Cycle 4, 2009.

NEW PROGRAM AMOUNT:

\$ 340,000



*ITEM 9n.

ROUTE NO: I-10 @ MP 320.5

Page 148

COUNTY: Cochise

DISTRICT: Safford

SCHEDULE: New Project Request

SECTION: Texas Canyon Rest Area

TYPE OF WORK: Rest Area Preservation

ADVERTISEMENT DATE: June 1, 2015

PROGRAM AMOUNT: New Project

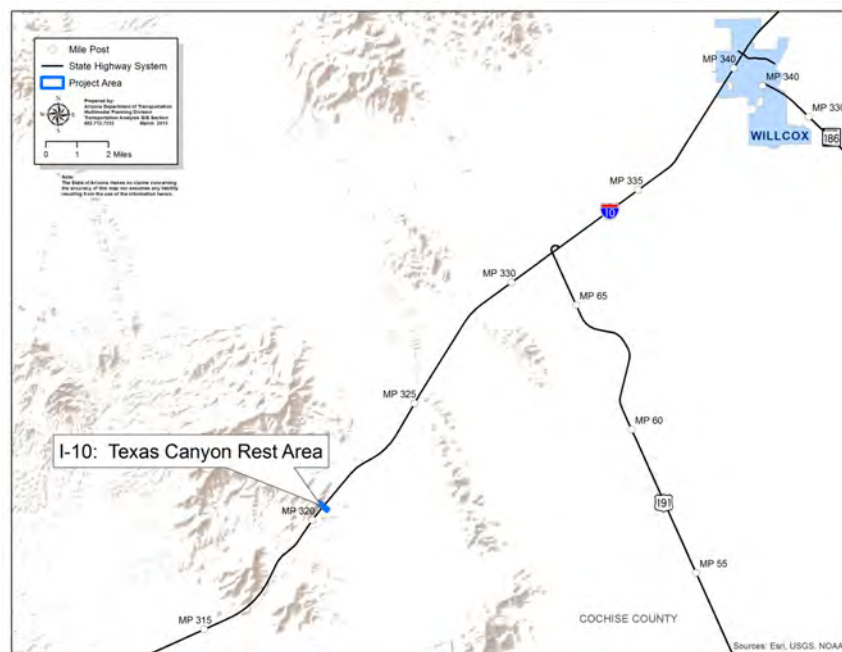
PROJECT MANAGER: Giovanni Nabavi

PROJECT: H821101C, Item #12115, ADOT TIP #3255

REQUESTED ACTION: Establish the construction project for \$3,800,000 in the Highway Construction Program. **Funds are available from the FY 2015 Statewide Contingency Fund #72315.**

NEW PROGRAM AMOUNT:

\$ 3,800,000



*ITEM 9o.

ROUTE NO: SR 177 @ MP 152.0

Page 150

COUNTY: Pinal

DISTRICT: Globe

SCHEDULE: New Project Request

SECTION: Railroad Crossing DOT 874-879B on SR 77 MP 152,
Near Kelvin

TYPE OF WORK: Design Rail Safety, Crossing Surface and Signal

PROGRAM AMOUNT: New Project

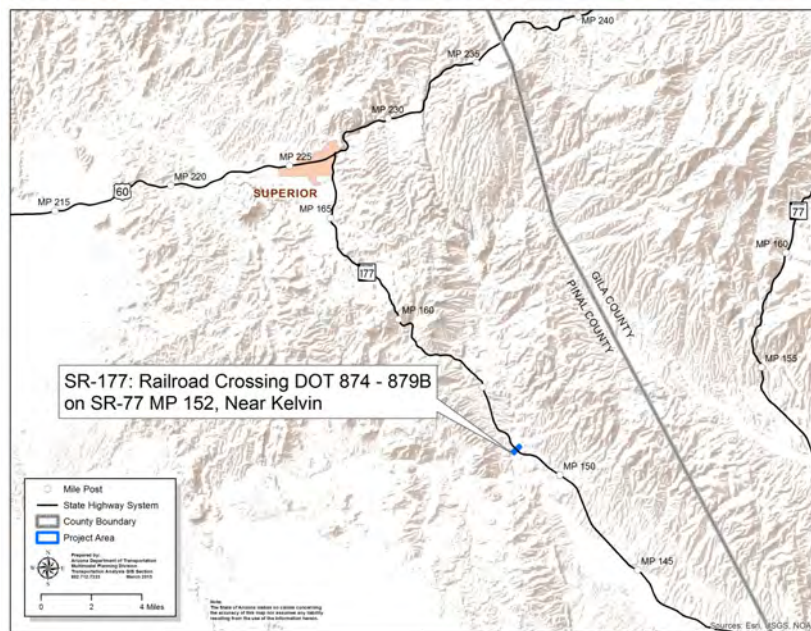
PROJECT MANAGER: Jason Pike

PROJECT: H879701D, ADOT TIP #5858

REQUESTED ACTION: Establish the new design project for \$31,000 in the
Highway Construction Program. **Funds are availa-
ble from the FY 2015 Railway Highway Crossing
Fund #72615.**

NEW PROGRAM AMOUNT:

\$ 31,000



*ITEM 9p.

ROUTE NO: SR 75 @ MP 379.0

Page 152

COUNTY: Greenlee

DISTRICT: Safford

SCHEDULE: New Project Request

SECTION: Railroad Crossing 741-866G, SR 75 in Duncan

TYPE OF WORK: Design Crossing Surface and Signal

PROGRAM AMOUNT: New Project

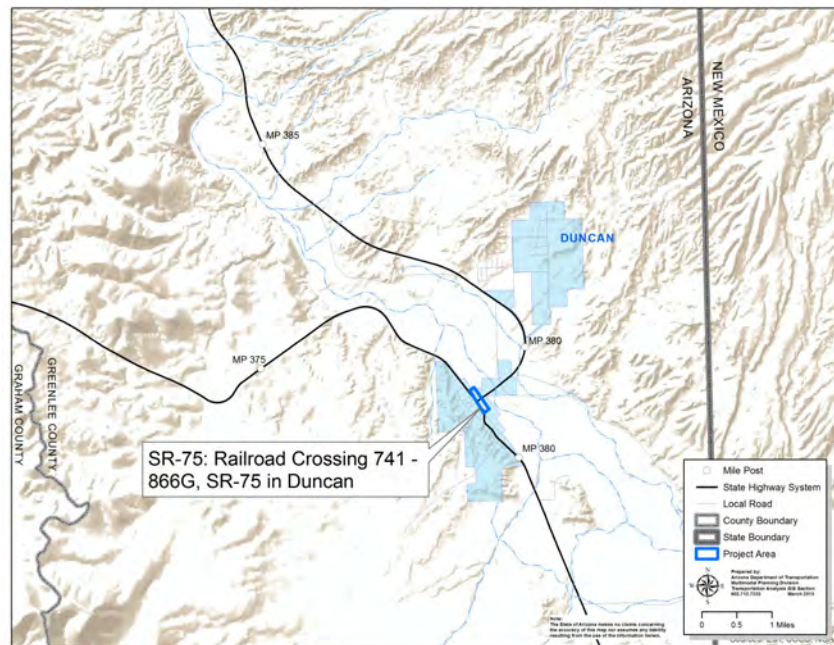
PROJECT MANAGER: Jason Pike

PROJECT: H879801D, ADOT TIP #5862

REQUESTED ACTION: Establish the new design project for \$31,000 in the Highway Construction Program. **Funds are available from the FY 2015 Railway Highway Crossing Fund #72615.**

NEW PROGRAM AMOUNT:

\$ 31,000



*ITEM 9q.

ROUTE NO: US 93 @ MP 1.95

Page 154

COUNTY: Mohave

DISTRICT: Kingman

SCHEDULE: New Project Request

SECTION: Kingman Wash TI Cattleguards

TYPE OF WORK: Enhance Wildlife Exclusion

ADVERTISEMENT DATE: June 5, 2015

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Rashid Haque

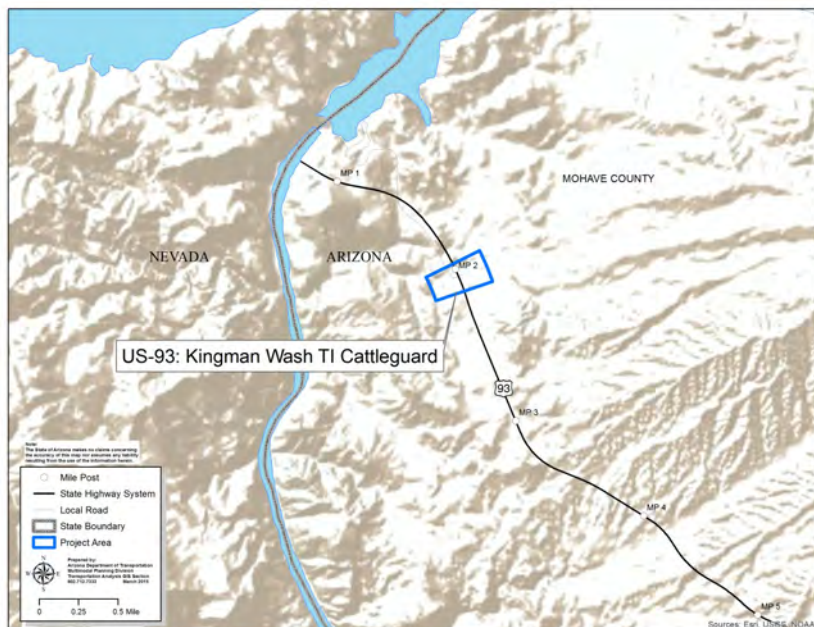
PROJECT: H850001C, ADOT TIP #5866

REQUESTED ACTION: Establish the new construction project for \$280,000
in the Highway Construction Program. **Funds
sources are listed below.**

FY 2015 Environmental Stewardship Fund #79815 \$ 250,000

FY 2015 Roadside Improvement Fund #79715 \$ 30,000

NEW PROGRAM AMOUNT: \$ 280,000



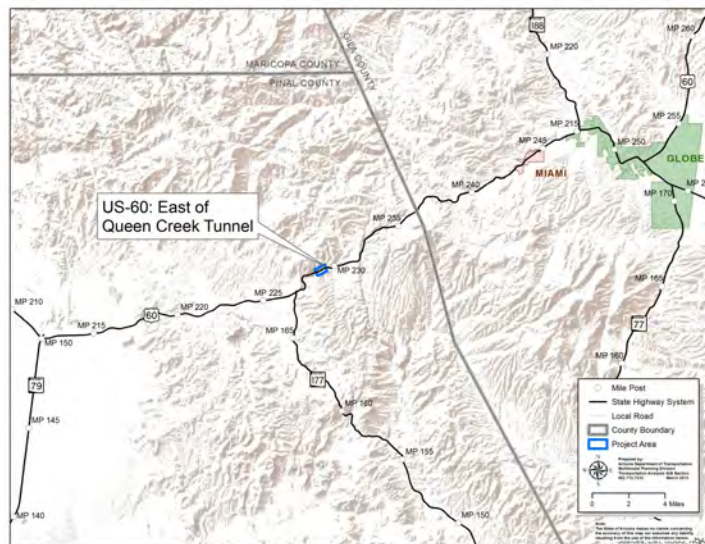
*ITEM 9r.

ROUTE NO: US 60 @ MP 228.8
 COUNTY: Pinal
 DISTRICT: Globe
 SCHEDULE: New Project Request
 SECTION: East of Queen Creek Tunnel
 TYPE OF WORK: Rockfall Mitigation
 ADVERTISEMENT DATE: April 1, 2015
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Jeffrey Miles
 PROJECT: H855801C, Item # 16515, ADOT TIP #3286
 REQUESTED ACTION: Establish the new construction project for \$1,300,000 in the Highway Construction Program.
Funds are available from the FY 2015 Statewide Contingency Fund #72315.

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NEW PROGRAM AMOUNT:

\$ 1,300,000



*ITEM 9s.

COUNTY: Maricopa
 DISTRICT: Phoenix Construction
 SCHEDULE: New Project Request
 SECTION: Various Locations in MAG Regionwide
 TYPE OF WORK: MAG Region Passive Acoustic Detectors (PAD) Replacement
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Farzana Yasmin
 PROJECT: H880901D, ADOT TIP #4176
 REQUESTED ACTION: Establish a new design project for \$395,000 in the Highway Construction Project. **Funds available from the FY 2015 FMS Rehabilitation Fund #41315.** Identified in the MAG TIP as DOT 15-193.

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NEW PROGRAM AMOUNT:

\$ 395,000

[illegible]



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

1. PRB MEETING DATE:03/05/2015

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:

03/05/2015

4. Project Manager / Presenter Information:

Ronald Mccally

(602) 712-7646

5. Form Created By:

Ronald Mccally

9019 Valley Proj Const Direct

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

Black Mountain Blvd Ramps - SR 51

7. Type of Work:

Construction CMAR GMP 2

8. CPS Id:

BF1L

9. District:

Phoenix

10. Route:

051

11. County:

Maricopa

12. Beg MP:

014

13. TRACS #:

H808001C

14. Len (mi.):

1

15. Fed ID #:

STP-051-A(203)
JS

PROJECT REQUEST SUMMARY

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

16,534

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

4598

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

5,000

18b. Total Program Budget

After Request (in \$000):

21,534

19. Currently Approved Budget Funding List:

Amount (in \$000): 4,810

Comments:

Local Match

Fund Item #:

Details:

FY:0-.-.

OTHR14

Amount (in \$000): 11,724

Comments:

ALCP - Arterial Life Cycle
Program

Fund Item #:

Details:

FY:0-.-.

OTHR14

19a. New / Budget Change Request Funding List:

Amount (in \$000): 336

Comments:

.

Fund Item #:

Details:

FY:2015-MAG
REGIONWIDE-Freeway
Service Patrols

42015

Amount (in \$000): 3,266

Comments:

RTP Contingency

Fund Item #:

Details:

FY:0-.-.

49915

Amount (in \$000): 1,398

Comments:

Local

Fund Item #:

Details:

FY:0-.-.

OTHR15

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

20. JPA #s:

2010-051/CAR 13-0000558

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2015

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?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

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

Have MATERIALS Memo?YES

Have C&S Approval?NA

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase budget

26. JUSTIFICATION:

The Black Mountain Boulevard (BMB) project is part of the FY 2015 Arterial Life Cycle Program. The project was divided into two phases. The first phase (project SS97901C) was negotiated as GMP 1 and is under construction and nearing completion. The cost of GMP 1 was \$8,508,610. Project H808001C is the second phase and will be GMP 2 of the over-all BMB CMAR project. The Construction budget for the over-all BMB CMAR project was \$25,000,000.

As design progressed on the second phase, H808001C, it became clear that a budget increase would be required. After considering various options, the option to increase the budget by the amount requested was agreed to by MAG, City of Phoenix and ADOT.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 3/10/2015 .
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:02/03/2015

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:

02/11/2015

4. Project Manager / Presenter Information:

Jody Rodriguez

(520) 388-4218

5. Form Created By:

Jody Rodriguez

9019 Valley Proj Const Direct

1221 S 2nd Ave, , T100

PROJECT INFORMATION

6. Project Location / Name:

SR 79 AT SR 79B

7. Type of Work:

CONSTRUCT ROUNDABOUT

8. CPS Id:

E11K

9. District:

Tucson

10. Route:

79

11. County:

Pinal

12. Beg MP:

132.0

13. TRACS #:

H790401C

14. Len (mi.):

1.0

15. Fed ID #:

HSIP079-A(204
JA

PROJECT REQUEST SUMMARY

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

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

22015

18. Current Approved

Program Budget (in \$000):

2,100

18a. (+/-) Program Budget

Request (in \$000):

-2,100

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 2,100

Fund Item #: 22015

Comments:

Details:

FY:2015-SR 79 AT SR
79B-Construct Roundabout

19a. New / Budget Change Request Funding List:

Amount (in \$000): -2,100

Fund Item #: 72815

Comments:

Details:

FY:2015-HIGHWAY SAFETY
IMPROVEMENT
PROGRAM-Safety

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 15

22. Current Bid Pkg Ready Date: 05/04/2015

23. Current Bid Adv Date: 05/29/2015

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to: 16

22a. Request Bid Pkg Ready Date to: 10/15/2015

23a. Request Bid Adv Date to: 11/15/2015

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 III

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Defer project to FY16.

26. JUSTIFICATION:

The project is situated in a rich cultural site, creating a lengthy data recovery phase. Therefore additional time is needed to evaluate project, do data recovery and complete design.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

None

REQUESTED ACTIONS: Change in FY. Update/Establish Schedule. Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)

1. PRB MEETING DATE:02/03/2015

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:

02/11/2015

4. Project Manager / Presenter Information:

Vivian Li

(602) 712-8708

5. Form Created By:

Vivian Li

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 605E

PROJECT INFORMATION

6. Project Location / Name:

NEW RIVER ROAD - COLDWATER CANYON ROAD

7. Type of Work:

DESIGN PAVEMENT PRESERVATION

8. CPS Id:

EW1N

9. District:

Prescott

10. Route:

17

11. County:

Yavapai

12. Beg MP:

232.0

13. TRACS #:

H879301D

14. Len (mi.):

12.0

15. Fed ID #:

FA

-017-A(241)T

PROJECT REQUEST SUMMARY

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

320

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

25315

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

121

18b. Total Program Budget

After Request (in \$000):

441

19. Currently Approved Budget Funding List:

Amount (in \$000): 320

Comments:

Fund Item #: 25315

Details:

FY:2015-NEW RIVER ROAD -
COLDWATER ROAD-Design
Pavement Preservation

19a. New / Budget Change Request Funding List:

Amount (in \$000): 121

Comments:

Fund Item #: 70015

Details:

FY:2015-ENGINEERING
SUPPORT-Construction
Preparation: Technical
Engineering Group

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 17

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: 07/01/2016

23a. Request Bid Adv Date to: 08/01/2016

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?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?YES

25. DESCRIPTION OF REQUEST:

Increase Design budget.

increase Scope.

26. JUSTIFICATION:

From the field confirmation and consensus from Statewide, Pavement and District, there is need for immediate action to improve the deteriorating SB mainline roadway surfaces in project vicinity. The team recommends that the original scope of NB only for project H879301C expand to NB and SB. Funds are necessary to add the southbound scope.

Pavement preservation subprogram manager and district both agree to add the southbound lanes with the northbound lanes project and deliver a combined NEW RIVER ROAD - COLDWATER CANYON ROAD project in FY 17. To make capacity for this addition, the SR 69, JCT SR 169 - MENDECINO (H869301C) project will be postponed from FY17 to FY18 (item number 21415, \$7,100K). The NB only project is currently listed in FY 17 of the 2015-2019 ADOT Five-Year Transportation Facilities as item number 11817 (\$6,300K in FY 17).

Staff – \$84K

Consultant – \$25K

ICAP – \$12K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Update/Establish Schedule. Change in Scope. 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:02/03/2015

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:

02/03/2015

4. Project Manager / Presenter Information:

Owen Mills

(602) 712-8695

5. Form Created By:

Owen Mills

9019 Valley Proj Const

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

SR 303L - SR 202L

7. Type of Work:

STUDY

8. CPS Id:

JG1H

9. District:

Phoenix

10. Route:

30

11. County:

Maricopa

12. Beg MP:

0.0

13. TRACS #:

H687601L

14. Len (mi.):

24.0

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

18. Current Approved

Program Budget (in \$000):

15,100

18a. (+/-) Program Budget

Request (in \$000):

329

18b. Total Program Budget

After Request (in \$000):

15,429

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 15,100

Fund Item #: 40208

Comments:

Details:

FY:0--.

Amount (in \$000): 329

Fund Item #: 42215

Comments:

Details:

FY:2015-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 15

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

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:

Increase Budget

26. JUSTIFICATION:

There are six remaining tasks which need to be completed to finish this project. These tasks include updating the L/DCR, public information meeting, update environmental technical reports, select a preferred alternative alignment, hazardous material ISA and public hearing.

Consultant \$298K

ICAP \$31K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 3/4/2015 .
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:02/24/2015

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:

02/24/2015

4. Project Manager / Presenter Information:

Monica Baiza

(602) 712-4711

5. Form Created By:

Monica Baiza Elser

9252 Valley Proj Mgmt Rarf

1611 W Jackson St., EM01

PROJECT INFORMATION

6. Project Location / Name:

Pump Station Evaluation Plan

7. Type of Work:

Study

8. CPS Id:

EF1N

9. District:

Phoenix

10. Route:

888

11. County:

Maricopa

12. Beg MP:

000

13. TRACS #:

HS02301L

14. Len (mi.):

15. Fed ID #:

888-A(221)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

103

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

18a. (+/-) Program Budget

Request (in \$000):

300

18b. Total Program Budget

After Request (in \$000):

403

19. Currently Approved Budget Funding List:

Amount (in \$000): 103

Fund Item #: 70014

Comments:

Details:

FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 300

Fund Item #: 70015

Comments:

Details:

FY:2015-ENGINEERING
SUPPORT-Construction
Preparation: Technical
Engineering Group

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?Yes

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:

Change in scope

Increase budget.

26. JUSTIFICATION:

This study was originally initiated to perform a high-level condition assessment of 69 pump stations as well as develop a phased modernization plan. Subsequently, Phoenix Maintenance began discussions with ADOT's P3 group to develop a P3 project to operate and maintain ADOT's pump stations. The purpose of this project has now changed to providing a detailed condition assessment for each of ADOT's 72 pump stations. The result of the assessment will be provided to the P3 proposers to be used as the basis for their proposal.

Consultant - \$272k

ICAP - \$28k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Change in Scope. Request to be in PPAC Agenda for 3/4/2015 . 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:02/10/2015

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:

02/24/2015

4. Project Manager / Presenter Information:

Mark Henige

(602) 712-7132

5. Form Created By:

Mark Henige

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

FREMONT STREET, 3rd STREET to 6th STREET

7. Type of Work:

LIGHTING AND SIDEWALKS

8. CPS Id:

WH1K

9. District:

Safford

10. Route:

80

11. County:

Cochise

12. Beg MP:

316.5

13. TRACS #:

H800402C

14. Len (mi.):

1.5

15. Fed ID #:

HSIP080-A(208)
JT

PROJECT REQUEST SUMMARY

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

936

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

15714

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-936

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 936

Fund Item #: 15714

Comments:

HIGHWAY SAFETY
IMPROVEMENT PROGRAM

Details:

FY:2015-TOMBSTONE, MP
316.5 TO MP 318.0-Lighting &
Sidewalks

19a. New / Budget Change Request Funding List:

Amount (in \$000): -936

Fund Item #: 72815

Comments:

FY:2015-HIGHWAY SAFETY
IMPROVEMENT
PROGRAM-Safety

20. JPA #s:

11-1751

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

Yes

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

15

22. Current Bid Pkg Ready Date:

02/27/2015

23. Current Bid Adv Date:

03/27/2015

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?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

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

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Cancel Project

26. JUSTIFICATION:

Scope of work will be added to project H747501C.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.

Request to be in PPAC Agenda for 3/4/2015 .

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:02/10/2015

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:

02/24/2015

4. Project Manager / Presenter Information:

Mark Henige

(602) 712-7132

5. Form Created By:

Mark Henige

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

FREMONT ST, 3rd Street to 6th Street

7. Type of Work:

CONSTRUCT SIDEWALKS, PORCH & STREETSCAPE

8. CPS Id:

LU1J

9. District:

Safford

10. Route:

80

11. County:

Cochise

12. Beg MP:

317.1

13. TRACS #:

H747501C

14. Len (mi.):

0

15. Fed ID #:

TEA-080-A(200
JT

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000)

657

17. Original Program Item # (Current 5 Yr Program): 21114

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

936

18b. Total Program Budget

After Request (in \$000):

1,593

19. Currently Approved Budget Funding List:

Amount (in \$000): 592

Comments:

Fund Item #: 32314

Details:

FY:2015-FREMONT
STREET -
TOMBSTONE-Design
Sidewalk, Boardwalk,
Landscaping, Streetscape

Amount (in \$000): 65

Comments:

Fund Item #: 32314

Details:

FY:2015-FREMONT
STREET -
TOMBSTONE-Design
Sidewalk, Boardwalk,
Landscaping, Streetscape

19a. New / Budget Change Request Funding List:

Amount (in \$000): 936

Comments:

Fund Item #: 72815

Details:

FY:2015-HIGHWAY SAFETY
IMPROVEMENT
PROGRAM-Safety

20. JPA #s: 11-175I

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? Yes

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 2014

22. Current Bid Pkg Ready Date: 02/27/2015

23. Current Bid Adv Date: 03/27/2015

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?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

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

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase budget.

Add scope of work from project H800402C.

26. JUSTIFICATION:

This is a Round 15 State TE project approved in 2007. The application approved by the State Transportation Board was for \$1,021,703 of federal funding, which covered \$26,352 for design and \$995,351 for construction.

This project includes District Minor work to remove the existing piers that remain from a pedestrian bridge that was removed by permit.

The location for this project and project H800402C are the same. Including the scope of work from project H800402C will allow easier administration for Construction.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 3/4/2015 .
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:02/17/2015

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:

02/25/2015

4. Project Manager / Presenter Information:

David Brauer

(520) 388-4263

5. Form Created By:

David Brauer

9019 Urban Project Management

1221 S 2nd Ave, T100

PROJECT INFORMATION

6. Project Location / Name:

Mariposa LPOE Pedestrian Undercrossing

7. Type of Work:

CONSTRUCT PEDESTRIAN UNDERCROSSING

8. CPS Id:

VN1M

9. District:

Tucson

10. Route:

189

11. County:

Santa Cruz

12. Beg MP:

0

13. TRACS #:

H872401C

14. Len (mi.):

0.3

15. Fed ID #:

189-A(205)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

18. Current Approved

Program Budget (in \$000):

2,500

18a. (+/-) Program Budget

Request (in \$000):

400

18b. Total Program Budget

After Request (in \$000):

2,900

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,500

Fund Item #: 20316

Comments:

Details:

FY:2015-MARIPOSA LPOE
PEDESTRIAN
UNDERCROSSING-Construct
Pedestrian Crossing

Amount (in \$000): 400

Comments:

Fund Item #: 72315

Details:

FY:2015-CONTINGENCY-Pro
gram 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:

2015

22. Current Bid Pkg Ready Date:

01/30/2015

23. Current Bid Adv Date:

03/02/2015

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

03/20/2015

23a. Request Bid Adv Date to:

04/03/2015

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

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?Post Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase budget.

Move project from 3rd quarter to 4th quarter FY 2015.

26. JUSTIFICATION:

The following summary reflects key areas where the project opinion of probable cost varied between the Study and the final design submittal:

ITEM DESCRIPTION	AMOUNT
Maintenance of Traffic (reduced)	(\$53K)
Removals (Footprint increased by removal to PCCP joint lines)	\$39K
Roadway (Increased footprint to facilitate truck tracking)	\$60K
Utilities (Force Account for Electric and Fiber)	\$15K
Architectural Features & Stairwells (Light Tubes vs skylight, Gate, increased retaining wall due to more complex design)	\$100K
Undercrossing (Added Geomembrane at joints to keep water tight)	\$20K
High Mast Light and Median Modification (Increased Roadway quantities)	\$30K
Over-excavation (3' over-excavation required based on Geotech Report)	\$88K

SUBTOTAL \$299K

CONSTRUCTION ENGINEERING (16pct)	\$48
CONSTRUCTION CONTINGENCY (5pct)	\$15K

PROJECT COST	\$362K
INDIRECT COST ALLOCATION (10.39pct)	\$38K
PROJECT COST INCREASE =	\$400K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Update/Establish Schedule. 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:02/17/2015

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:

02/24/2015

4. Project Manager / Presenter Information:

Carlos Lopez

(602) 712-4786

5. Form Created By:

Carlos Lopez

3222 Plann`/Gis Spr Pos

206 S 17th Ave, , 310B

PROJECT INFORMATION

6. Project Location / Name:

Nogales - I-19

7. Type of Work:

Design Concept Report / Environmental Document

8. CPS Id:

MU1K

9. District:

Tucson

10. Route:

189

11. County:

Santa Cruz

12. Beg MP:

0.0

13. TRACS #:

H804501L

14. Len (mi.):

3.75

15. Fed ID #:

189-A(201)A

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

2,000

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

18a. (+/-) Program Budget

Request (in \$000):

740

18b. Total Program Budget

After Request (in \$000):

2,740

19. Currently Approved Budget Funding List:

Amount (in \$000): 2,000

Fund Item #: 22710

Comments:

Details:

FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 740

Fund Item #: 70015

Comments:

Details:

FY:2015-ENGINEERING
SUPPORT-Construction
Preparation: Technical
Engineering Group

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 15

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?Yes

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?YES

25. DESCRIPTION OF REQUEST:

Increase Budget

26. JUSTIFICATION:

The State Route 189 (SR 189): MP 0.00 to MP 3.75 in Nogales, AZ is recommending improvements along the existing corridor and at SR 189 and Interstate 19 (I-19) traffic interchange (TI).

This section provides background on the SR 189 study and justification for the requested budget increase.

This study started in January 2011 scoped for a design concept report (DCR) and environmental assessment (EA). The study identified several corridor options linking the Mariposa Port of Entry to I-19. Also, several ramp options were evaluated at the SR 189 and I-19 TI. In 2013, however, the project was identified as not fiscally constrained. As a result, the study transitioned from a decision document in the EA to a Planning and Environmental Linkages (PEL) document. Furthermore, additional effort in traffic operations modeling assessing the corridor alternatives and TI options were completed as part of the study.

This past summer of 2014, the State Transportation Board allocated funding in the (FY 2015-2019) Five-Year Transportation Facilities Construction Program for the environmental study and design. Also, planned funding for construction is identified in the development program FY 2020-2024. As a result the SR 189 study is now fiscally constrained and can advance with environmental clearance in developing the EA.

The justification for this budget increase is due to the additional effort in the traffic operations modeling for the alternatives linking the Mariposa Port of Entry to I-19 and the traffic interchange options at the SR 189 and I-19 TI. In addition, the budget increase funds the added scope of work to complete the environmental clearance in developing the environmental assessment.

Consultant: \$670,000

ICAP: \$70,000

Total: \$ 740,000

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Scope.
Request to be in PPAC Agenda for 3/4/2015 .
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:02/17/2015

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:

02/24/2015

4. Project Manager / Presenter Information:

Erica Eggen

(602) 712-7653

5. Form Created By:

Erica Eggen

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

BURNSIDE - FISH WASH

7. Type of Work:

FENCE&CATTLEGUARD&SHOULDER WIDENING&PAVE
PRES

8. CPS Id:

HR1L

9. District:

Holbrook

10. Route:

264

11. County:

Apache

12. Beg MP:

441.1

13. TRACS #:

H824601D

14. Len (mi.):

9.0

15. Fed ID #:

HSIP264-A(211
JT

PROJECT REQUEST SUMMARY

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

1,101

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

13516

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

1,000

18b. Total Program Budget

After Request (in \$000):

2,101

19. Currently Approved Budget Funding List:

Amount (in \$000): 632 Fund Item #: VARIOUS
Comments:
FY11 Details:
FY:0-.-.

Amount (in \$000): 94 Fund Item #: 72812
Comments:
FY12 Details:
FY:0-.-.

Amount (in \$000): 375 Fund Item #: 72813
Comments:
FY13 Details:
FY:0-.-.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,000 Fund Item #: 70015
Comments:
FY:2015-ENGINEERING
SUPPORT-Construction
Preparation: Technical
Engineering Group

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 16
22. Current Bid Pkg Ready Date: 12/18/2015
23. Current Bid Adv Date: 12/28/2015

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

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

Project H8246 was established in 2011 as a 24.61 mile shoulder widening project on SR 264 from MP 441.19 to 465.80. Project H8246 has several subphases that have been combined into H824601D. TRACS No H8246 was used for the following expenditures during scoping.

\$ 243 K Consultant (Scoping document, stage II plans on SR 264 MP 441.19 to 465.8, traffic safety study, environmental SR 264 MP 441.19 to 465.8).

\$ 262 K Survey (SR 264 MP 441.19 to 465.8)

\$ 231 K ADOT (coordination, review, project administration and other activities)

\$ 736 K Total Expended

After the scoping work for project H8246 was complete, the corridor was divided into three separate projects:

1) Pavement preservation project H7863, SR 264 Cross Canyon to Summit was scoped under TRACS No H786301D. The scope from project H8246 (from MP 459.0 to 465.8) was added to this project and district minor work was also included. See PRB action for project H786301D on 3/9/2013 for more information. Development was completed in FY 2014.

2) Pavement preservation project H8133 Burnside to Cross Canyon was scoped under TRACS No H813301D. The scope of project H8246 (from MP 450.0 to 459.0) was added to project H8133. See PRB action for project H813301D on 3/19/2013 for more information. Bridge work (H8295) was also added to this project, see PRB action for project H813301D on 10/21/2014 for more information. Project H8133 has been advertised and development was completed in FY 2015.

3) Project H8246 SR 264 Burnside to Fish Wash from MP 441.19 to 450.0 will be developed in FY 2016 under TRACS No H824601D. The scope from SR 264 Burnside to Summit (Fence & Cattle Guard, CPS ID ED1M) from MP 441.19 to 450.0 was added to project H8246. See PRB action for project H824601D from 3/19/2013 for more information. Development will be completed in FY 2016.

Additional design budget needed for in house staff and consultants to develop the third segment.

\$ 386 K ADOT Staff (roadway design, pavement design report, C&S, drainage report, project coordination for clearances, review and project administration),

\$ 850 K Consultant (data recovery for 9 miles, environmental, utilities, geotechnical investigation, traffic design, roadside development)

\$ 128 K ICAP

\$ 1364 K Total Needed

Below summarizes the request to meet the budget needs:

\$ 364 K Available (including encumbered amount)

\$ 1364 K Needed

\$ 1000 K Requested

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 3/4/2015 .
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:02/17/2015

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:

02/25/2015

4. Project Manager / Presenter Information:

Brian Park

(602) 712-8987

5. Form Created By:

Brian Park

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

TANNER WASH BRIDGE EB, STR #902

7. Type of Work:

BRIDGE REPLACEMENT

8. CPS Id:

JW1M

9. District:

Holbrook

10. Route:

40

11. County:

Navajo

12. Beg MP:

278.0

13. TRACS #:

H863501C

14. Len (mi.):

1.0

15. Fed ID #:

BR

040-D(229)T

PROJECT REQUEST SUMMARY

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

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

16116

18. Current Approved

Program Budget (in \$000):

2,500

18a. (+/-) Program Budget

Request (in \$000):

600

18b. Total Program Budget

After Request (in \$000):

3,100

19. Currently Approved Budget Funding List:

Amount (in \$000): 2,500

Fund Item #: 16116

Comments:

BRIDGE REPLACEMENT &
REHABILITATION

Details:

FY:2015-TANNER WASH
BRIDGE EB, STR #902-Bridge
Replacement

19a. New / Budget Change Request Funding List:

Amount (in \$000): 600

Fund Item #: 72315

Comments:

.

Details:

FY:2015-CONTINGENCY-Pro
gram Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year: 15

22. Current Bid Pkg Ready Date: 02/27/2015

23. Current Bid Adv Date: 03/23/2015

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to: 04/01/2015

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

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

Have MATERIALS Memo?YES

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase Construction Budget.

Move from 3rd quarter to 4th quarter.

26. JUSTIFICATION:

The PA estimate and the Stage 3 estimate were very similar in total dollar amount. However, as the project was further developed, the items listed below increased the cost estimate:

Traffic Control, Pavement Markings, and Erosion Control were estimated using a fixed percentage and were grossly underestimated. The Guardrail work was also underestimated.

Traffic Control (includes Pavement Markings) – \$230k

Erosion Control – \$60k

Guardrail, End Treatments, Etc. – \$15K

The AB thickness was increased due to a very low R-value of the existing soil for the temporary crossover detour.

AB – \$35k

The AC quantity was originally the amount for the widening and the crossover detour. District requested that the mainline lanes be milled and replaced. The increase in AC is a result of this added work.

AC – \$50k

The mobilization cost increased as all the work and cost of the work was more reasonably quantified.

Mobilization – \$70k

Construction Engineering, Construction Contingency, and ICAP all increased since they are percentages of the above construction items.

CE, CC, & ICAP – \$140k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Update/Establish Schedule. Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. 
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ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)

1. PRB MEETING DATE:02/24/2015

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:

02/25/2015

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:

RODEO GROUNDS - CARILLO

7. Type of Work:

PAVEMENT PRESERVATION (CHIP SEAL)

8. CPS Id:

VW1M

9. District:

Globe

10. Route:

180

11. County:

Apache

12. Beg MP:

402.7

13. TRACS #:

H870801C

14. Len (mi.):

4.3

15. Fed ID #:

STP-180-C(205)
JT

PROJECT REQUEST SUMMARY

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

475

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

24015

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

210

18b. Total Program Budget

After Request (in \$000):

685

19. Currently Approved Budget Funding List:

Amount (in \$000): 475

Fund Item #: 24015

Comments:

Details:

FY:2015-RODEO GROUNDS -
CARILLO-Chip Seal Project

19a. New / Budget Change Request Funding List:

Amount (in \$000): 210

Fund Item #: 74815

Comments:

Details:

FY:2015-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: 15

22. Current Bid Pkg Ready Date: 02/23/2015

23. Current Bid Adv Date: 03/23/2015

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to: 04/01/2015

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?NA

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Increase budget

Move project from 3rd to 4th quarter

26. JUSTIFICATION:


This project was originally scoped as a standard Double Application Chip Seal. During final design it was changed into a Hot Pre-Coated Asphalt Rubber Chip Seal. This is a much more durable surface coating in this snow removal area, but the material costs are greater. Quantity increases, additional mobilization costs and increased application rates added to the increase in cost. Traffic control and mobilization cost were also greater than originally estimated.

Increases are as follows:

Materials	\$120k
Traffic Control	\$50k
Mobilization	\$20k
ICAP	\$20k
Total	\$210k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Update/Establish Schedule. Request to be in PPAC Agenda for 3/4/2015 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. 
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ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)

1. PRB MEETING DATE:02/24/2015

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:

02/25/2015

4. Project Manager / Presenter Information:

Michael Marietti

(602) 712-7109

5. Form Created By:

Michael Marietti

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

BLUE RIDGE ELEMENTARY SCHOOL SIDEWALK

7. Type of Work:

CONSTRUCT SIDEWALK IMPROVEMENTS

8. CPS Id:

ML1M

9. District:

Globe

10. Route:

260

11. County:

Navajo

12. Beg MP:

350.0

13. TRACS #:

H837801C

14. Len (mi.):

0.5

15. Fed ID #:

260-C(206)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

0

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

18a. (+/-) Program Budget

Request (in \$000):

340

18b. Total Program Budget

After Request (in \$000):

340

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

340

Comments:

Fund Item #:

71615

Details:

FY:2015-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:

11-187-I

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

Yes

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:

15

22a. Request Bid Pkg Ready Date to:

03/01/2015

23a. Request Bid Adv Date to:

04/01/2015

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish construction project.

26. JUSTIFICATION:

This is a SRTS Transportation Enhancement project from 2010, Round 18. The original IGA was for \$292,022 (\$18,750 was for scoping, \$51,063 was for design and environmental clearance documents, and \$226,209 for construction). ICAP was not included in cost estimate at time of submittal. The increase in the construction budget is due to some work items being overlooked/omitted and some items being underestimated. The current construction budget includes ICAP. An additional \$12K is included in the requested to cover ICAP on Development costs.

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 3/4/2015 .	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:02/10/2015

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:

03/04/2015

4. Project Manager / Presenter Information:

Giovanni Nabavi

(602) 712-7486

5. Form Created By:

Jeff Ross

0390 Facilities Planning

1655 W Jackson St, 125, 100F

PROJECT INFORMATION

6. Project Location / Name:

TEXAS CANYON REST AREA

7. Type of Work:

REST AREA PRESERVATION

8. CPS Id:

YB1K

9. District:

Safford

10. Route:

10

11. County:

Cochise

12. Beg MP:

320.5

13. TRACS #:

H821101C

14. Len (mi.):

0

15. Fed ID #:

NH

010-F(208)T

PROJECT REQUEST SUMMARY

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

0

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

12115

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

3,800

18b. Total Program Budget

After Request (in \$000):

3,800

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

3,800

Comments:

Fund Item #:

72315

Details:

FY:2015-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:

2015

22a. Request Bid Pkg Ready Date to:

05/01/2015

23a. Request Bid Adv Date to:

06/01/2015

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish construction project.

26. JUSTIFICATION:

This project was originally funded as line item #12115 in the 5 year program but was shelved due to funding constraints in order to fund the Intermountain West Corridor Study project. This request is to establish this project for advertisement this fiscal year with funds from 72315.

Budget request 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 3/4/2015 .	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:02/17/2015

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:

02/24/2015

4. Project Manager / Presenter Information:

Jason Pike

(602) 712-7149

5. Form Created By:

Jason Pike

9440 Utility/Rr Engineering Sect

205 S 17th Ave, 357, 618E

PROJECT INFORMATION

6. Project Location / Name:

RR Crossing DOT 874-879B on SR177 MP152, Near Kelvin

7. Type of Work:

Design Rail-Safety, Crossing Surface and Signal

8. CPS Id:

KZ1N

9. District:

Globe

10. Route:

SR177

11. County:

Pinal

12. Beg MP:

152

13. TRACS #:

H879701D

14. Len (mi.):

0.1

15. Fed ID #:

999-A(467)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

0

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

18a. (+/-) Program Budget

Request (in \$000):

31

18b. Total Program Budget

After Request (in \$000):

31

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

31

Comments:

PRELIMINARY
ENGINEERING RR DESIGN
AND ADOT STAFF

Fund Item #:

72615

Details:

FY:2015-RAILWAY HIGHWAY
CROSSING-Safety

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:

2015

22a. Request Bid Pkg Ready Date to:

TBD

23a. Request Bid Adv Date to:

TBD

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 project.

26. JUSTIFICATION:

Preliminary Engineering request for railroad design of signal and surface and ADOT staff time. Globe district intends to develop a project to improve vertical curve at SR 177 & RR. This crossing and the road approach receive regular complaints from drivers. Rail-Safety project on the 2013 Array.

Staff - \$8,000

Env - \$10,000

RR Agreement - \$10,000

ICAP - \$3000

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 3/4/2015 .

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:02/17/2015

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:

02/24/2015

4. Project Manager / Presenter Information:

Jason Pike

(602) 712-7149

5. Form Created By:

Jason Pike

9440 Utility/Rr Engineering Sect

205 S 17th Ave, 357, 618E

PROJECT INFORMATION

6. Project Location / Name:

RR Crossing 741-866G, SR75 in Duncan

7. Type of Work:

Design Crossing Surface and Signal

8. CPS Id:

LA1N

9. District:

Safford

10. Route:

SR75

11. County:

Greenlee

12. Beg MP:

379

13. TRACS #:

H879801D

14. Len (mi.):

0.1

15. Fed ID #:

075-A(203)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

0

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

18a. (+/-) Program Budget

Request (in \$000):

31

18b. Total Program Budget

After Request (in \$000):

31

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

31

Comments:

PRELIMINARY
ENGINEERING FOR RR
DESIGN AND ADOT STAFF

Fund Item #:

72615

Details:

FY:2015-RAILWAY HIGHWAY
CROSSING-Safety

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:

2015

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 project.

26. JUSTIFICATION:

Preliminary Engineering request for railroad design of signal and surface and ADOT staff time. Joint project with H8152 pavement preservation project. Rail-Safety project on the 2013 Array.

Staff - \$8000

Env - \$10,000

RR Agreement - \$10,000

ICAP - \$3000

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 3/4/2015 .	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:02/17/2015

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:

02/25/2015

4. Project Manager / Presenter Information:

Rashid Haque

(602) 712-7352

5. Form Created By:

Rashid Haque

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

KINGMAN WASH TI CATTLEGUARDS

7. Type of Work:

ENHANCE WILDLIFE EXCLUSION

8. CPS Id:

WX1L

9. District:

Kingman

10. Route:

93

11. County:

Mohave

12. Beg MP:

1.95

13. TRACS #:

H850001C

14. Len (mi.):

0.2

15. Fed ID #:

093-A(204)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

0

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

18a. (+/-) Program Budget

Request (in \$000):

280

18b. Total Program Budget

After Request (in \$000):

280

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

250

Comments:

Fund Item #:

79815

Details:

FY:2015-ENVIRONMENTAL
STEWARDSHIP-Environment
al

Amount (in \$000):

30

Comments:

Fund Item #:

79715

Details:

FY:2015-ROADSIDE
IMPROVEMENTS-Cattle
Guard, Minor Drainage,
Fencing

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:

15

22a. Request Bid Pkg Ready Date to:

04/17/2015

23a. Request Bid Adv Date to:

06/05/2015

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?NA

24c. Work Type Changed?No

24d. What is the current Stage?Stage III

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish new construction project

26. JUSTIFICATION:

Existing single-wide cattleguards at the Kingman Wash TI are failing to prevent bighorn sheep from entering US93 and causing collisions. This project will install an additional line of cattleguards(parallel) on all of the four ramps to mitigate bighorn sheep access at the Kingman Wash TI.

Budget request 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 3/4/2015 .

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:02/24/2015

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:

03/04/2015

4. Project Manager / Presenter Information:

Jeffrey Miles

(602) 712-8336

5. Form Created By:

Jeffrey Miles

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

EAST OF QUEEN CREEK TUNNEL

7. Type of Work:

ROCKFALL MITIGATION

8. CPS Id:

ZA1L

9. District:

Globe

10. Route:

60

11. County:

Pinal

12. Beg MP:

228.8

13. TRACS #:

H855801C

14. Len (mi.):

0.6

15. Fed ID #:

FA

060-D(215)T

PROJECT REQUEST SUMMARY

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

0

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

16515

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

1,300

18b. Total Program Budget

After Request (in \$000):

1,300

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

1,300

Comments:

Fund Item #:

72315

Details:

FY:2015-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:

2015

22a. Request Bid Pkg Ready Date to:

03/01/2015

23a. Request Bid Adv Date to:

04/01/2015

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish project.

26. JUSTIFICATION:

This project was originally funded as line item #16515 in the 5 year program but was shelved due to funding constraints in order to fund the Intermountain West Corridor Study project. This request is to establish this project for advertisement this fiscal year with funds from 72315.

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 3/4/2015 .

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:02/24/2015

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:

02/25/2015

4. Project Manager / Presenter Information:

Farzana Yasmin

(602) 712-8328

5. Form Created By:

Farzana Yasmin

9064 Its Constr Coord

2302 W Durango St, , PM02

PROJECT INFORMATION

6. Project Location / Name:

VARIOUS LOCATIONS IN MAG REGIONWIDE

7. Type of Work:

MAG REGION PAD REPLACEMENT

8. CPS Id:

HM1N

9. District:

Phoenix

10. Route:

888

11. County:

Statewide

12. Beg MP:

0.0

13. TRACS #:

H880901D

14. Len (mi.):

0

15. Fed ID #:

888-A(225)T

PROJECT REQUEST SUMMARY

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

18. Current Approved

Program Budget (in \$000):

0

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

18a. (+/-) Program Budget

Request (in \$000):

395

18b. Total Program Budget

After Request (in \$000):

395

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

395

Comments:

Fund Item #:

41315

Details:

FY:2015-FMS

REHABILITATION-Design and

Construct FMS 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:

15

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 project.

26. JUSTIFICATION:

The intent of this project is to replace 86 Passive Acoustic Detectors throughout the MAG region with in-pavement induction loops.

The Passive Acoustic Detectors (PAD) do not provide reliable data. ITS maintenance tried for several years to calibrate the PADs to make them work. But the PADs never provided consistent reliable data.

Consultant \$300K

Staff \$57K

ICAP \$38K

Total \$395K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

None

28. OTHER ALTERNATIVES:

Other wireless systems were considered but seems like all of them have reliability issues.

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 3/4/2015 .

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: 5F3K
AIP NUMBER: 3-04-0028-034-2014
DATE: February 6, 2015

☒ **New Project**
☐ **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Construct Taxiway [Taxiway A6 and A8 Connectors].	2015	\$68,125.00	\$68,125.00	\$1,387,800.00	\$1,524,050.00	131
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Sponsor request state match to AIP 3-04-0028-034-2014.						

Source of Funds:		2015 - Federal Programs (State Match)	
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$4,941,950	\$1,010,574	\$3,931,376	\$3,863,251

Aeronautics Project Development Committee Recommends to PPAC:

☒ Approval ☐ Disapproval

Date: February 6, 2015

Aeronautics Representative: 

Priority Planning Committee Recommends to Transportation Board:

☐ Approval ☐ Disapproval

Date: March 4, 2015

State Transportation Board Action:

☐ Approval ☐ Disapproval

Date: March 20, 2015

STATE ENGINEER'S REPORT

February 2015

The Status of Projects Under Construction report for February 2015 shows 123 projects under construction valued at \$779,033,244.08. The transportation board awarded 11 projects during February valued at approximately \$19,085,488.55 million.

During February the Department finalized 10 projects valued at \$17,796,122.99. 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 75 projects. The total cost of these 75 projects has exceeded the contractors bid amount by 4.6%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage 4.5%.

MONTHLY CONSTRUCTION REPORT

Feb-15

PROJECTS UNDER CONSTRUCTION	123
MONETARY VALUE OF CONTRACTS	\$799,033,244.08
PAYMENTS MADE TO DATE	\$434,534,097.92
INTERSTATE	24
PRIMARY	57
LOCAL GOVERNMENT	38
NON-FEDERAL AID	4
OTHER	0
CONTRACTS EXECUTED IN FEBRUARY 2015	6
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$17,434,043.04

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2015
February, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
087-D-(203)A H765601C Working Days: 120 Days Used: 103	MP 346 TO MP 364 Holbrook District		FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = (\$1,147,557.70) or 17.12% under State Estimate \$5,555,555.55	\$5,405,436.66	(\$150,118.89)	-2.7 %
STP-264A(215)T H812001C Working Days: 200 Days Used: 178	STEAMBOAT - BURNSIDE Holbrook District	6,703,113.25					
			SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$452,406.50) or 8.17% under State Estimate \$5,081,817.50	\$5,389,858.18	\$308,040.68	6.1 %
CHN-0-(208)T SS71201C Working Days: 293 = 235 + 58 Days Used: 291	SR 101L AT GALVESTON Phoenix District	5,534,224.00					
			AMES CONSTRUCTION, INC.	Low Bid = \$918,077.79 or 34.53% over State Estimate \$3,577,048.79	\$3,817,309.88	\$240,261.09	6.7 %
060-E-(210)T HX23901C Working Days: 90 Days Used: 89	US-60 & 9TH PLACE, SHOW LOW Globe District	2,658,971.00					
			AJP ELECTRIC, INC.	Low Bid = \$11,860.95 or 3.94% over State Estimate \$312,752.75	\$322,934.32	\$10,181.57	3.3 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2015
February, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
WIL-0-(201)T SF00201C Working Days: 75 Days Used: 71	WILLIAMS ELEMENTARY Flagstaff District		K.A.Z. CONSTRUCTION, INC.	Low Bid = \$14,087.15 or 14.39% over State Estimate			
		97,912.85		\$112,000.00	\$118,089.26	\$6,089.26	5.4 %
068-A-(204)T H864701C Working Days: 48 = 45 Days Used: 47	MP 14 TO VERDE RD. Kingman District		SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$34,263.90) or 4.04% under State Estimate			
		847,863.90		\$813,600.00	\$837,831.51	\$24,231.51	3.0 %
SVS-0-(214)T SH60501C Working Days: 20 Days Used: 6	VARIOUS Safford District		TLL ELECTRIC, INC.	Low Bid = (\$41,581.80) or 55.57% under State Estimate			
		74,830.00		\$33,248.20	\$28,443.84	(\$4,804.36)	-14.4 %
MAR-0-(202)T SF03201C Working Days: 20 Days Used: 15	BOWLIN HONEYCUTT, EL Tucson District		C S CONSTRUCTION, INC.	Low Bid = (\$12,494.00) or 16.84% under State Estimate			
		74,184.00		\$61,690.00	\$62,293.00	\$603.00	1.0 %
387-A-(201)T H810901C Working Days: 120 Days Used: 115	JCT SR 84/SR 287 - SANTA CRUZ Tucson District						

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2015
February, 2015

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
387-A-(202)T H855501C	SR 387 AT SAN CARLOS TRAIL Tucson District						
Working Days: 120 Days Used: 115							
		1,755,755.00	J. BANICKI CONSTRUCTION, INC.	Low Bid = \$88,637.05 or 5.05% over State Estimate \$1,844,392.05	\$1,813,926.34	(\$30,465.71)	-1.7 %

Completed Contracts (Fiscal Year 2015)

February, 2015

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 10	9	\$18,047,745.80	\$17,392,104.84	\$17,796,122.99
		<u>Monetary</u>		<u>Monetary</u>
		(\$655,640.96)		\$404,018.15

Accumulation to Date (Fiscal Year 2015 ONLY)

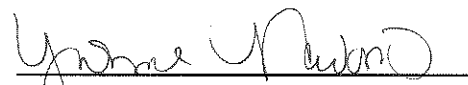
No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
65	\$540,066,193.07	\$518,781,273.01	\$542,600,221.79	\$23,818,948.78	4.6%

Prepared By:

Checked By:

Yvonne Navarro

Field Reports Unit, X6849



Letyne Hickson, Manager

Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2015

LESS ADJUSTMENTS FOR								
MONTH	CUMULATIVE FINAL COST	REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
Jul-14	\$ 40,161,580	\$ 92,438	\$ 96,061	\$ -	\$ 188,499	\$ 40,648,158	\$ 39,973,081	-1.7%
Aug-14	\$ 62,698,529	\$ 7,105,120	\$ 1,016,958	\$ (97,306)	\$ 8,024,772	\$ 63,040,780	\$ 54,673,757	-13.3%
Sep-14	\$ 293,237,580	\$ 255,118	\$ 88,171	\$ -	\$ 343,289	\$ 279,113,819	\$ 292,894,291	4.9%
Oct-14	\$ 474,659,410	\$ 2,748,864	\$ 927,789	\$ 56,686	\$ 3,733,339	\$ 451,673,571	\$ 470,926,071	4.3%
Nov-14	\$ 478,668,023	\$ 105,923	\$ (1,827)	\$ -	\$ 104,096	\$ 455,860,722	\$ 478,563,927	5.0%
Dec-14	\$ 517,066,978	\$ 463,715	\$ 876,159	\$ 280,832	\$ 1,620,706	\$ 493,756,102	\$ 515,446,272	4.4%
Jan-15	\$ 524,804,099	\$ 212,631	\$ (11,080)	\$ -	\$ 201,551	\$ 501,389,168	\$ 524,602,548	4.6%
Feb-15	\$ 542,600,222	\$ 166,678	\$ 383,079	\$ 6,871	\$ 556,628	\$ 518,781,273	\$ 542,043,594	4.5%
Mar-15								
Apr-15								
May-15								
Jun-15								
		\$ 11,150,487	\$ 3,375,310	\$ 247,083	\$ 14,772,880			
G:\F_rpts\Board Report FY15								
e-mail to Jason Hafner								
e-mail to Barb Domke at year end								

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 11a: BOARD DISTRICT NO.: 6

Page 192

BIDS OPENED: February 27, 2015

HIGHWAY: CORDES JCT-FLAGSTAFF HIGHWAY (I-17)

SECTION: SR 169-MIDDLE VERDE TI

COUNTY: YAVAPAI

ROUTE NO.: I - 10

PROJECT : TRACS: IM-017-B(225)T : 017 YV 279 H860601C

FUNDING: 94% FEDS 6% LOCAL (Coconino County)

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 7,541,749.83

STATE ESTIMATE: \$ 9,309,632.52

\$ UNDER ESTIMATE: (\$ 1,767,882.69)

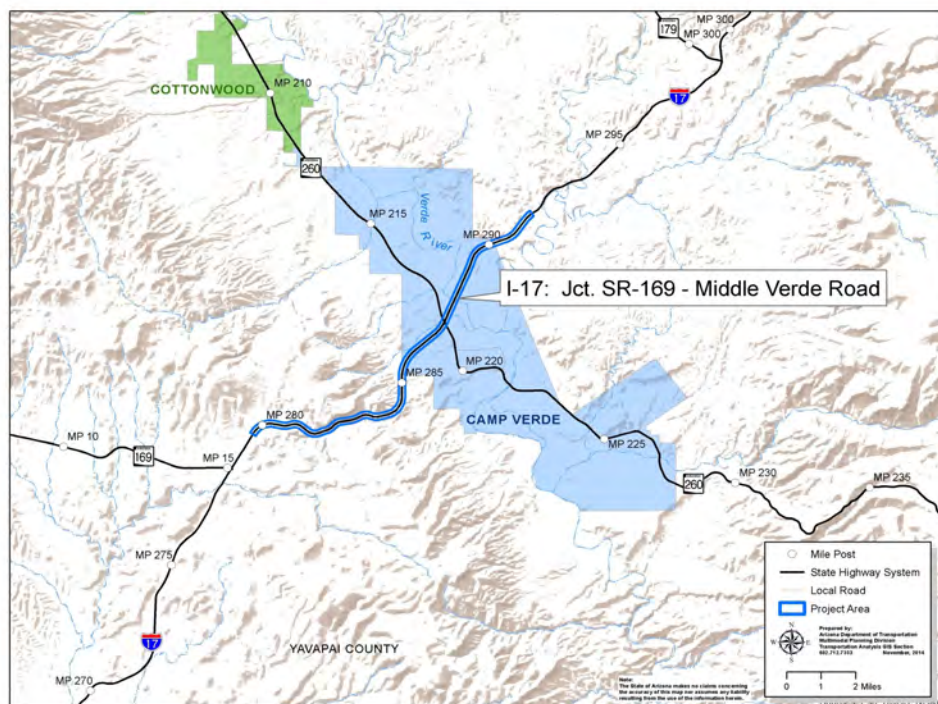
% UNDER ESTIMATE: (19.0%)

PROJECT DBE GOAL: 6.25%

BIDDER DBE PLEDGE: 6.30%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 11b: BOARD DISTRICT NO.: 5

Page 196

BIDS OPENED: February 27, 2015

HIGHWAY: FLAGSTAFF-CAMERON HIGHWAY (US 89)

SECTION: COPELAND LANE TO BRANDIS WAY

COUNTY: COCONINO

ROUTE NO.: US – 89

PROJECT : TRACS: ER-CCN-0(215)T : 089 CN 425 SE54901C

FUNDING: 90% FEDS 10% LOCAL

LOW BIDDER: RUMMEL CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 3,150,000.00

STATE ESTIMATE: \$ 5,765,613.40

\$ UNDER ESTIMATE: (\$ 2,615,613.40)

% UNDER ESTIMATE: (45.4%)

PROJECT DBE GOAL: 11.50%

BIDDER DBE PLEDGE: 11.61%

NO. BIDDERS: 10

RECOMMENDATION: AWARD



*ITEM 11c: BOARD DISTRICT NO.: 4

Page 200

BIDS OPENED: January 30, 2015

HIGHWAY: ORACLE JCT - FLORENCE HWY SR 79

SECTION: AT DIVERSION DAM RD

COUNTY: PINAL

ROUTE NO.: SR 79

PROJECT : TRACS: STP-079-A(208)T : 079 PN 134 HX24301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 214,974.50

STATE ESTIMATE: \$ 211,227.60

\$ OVER ESTIMATE: \$ 3,746.90

% OVER ESTIMATE: 1.8%

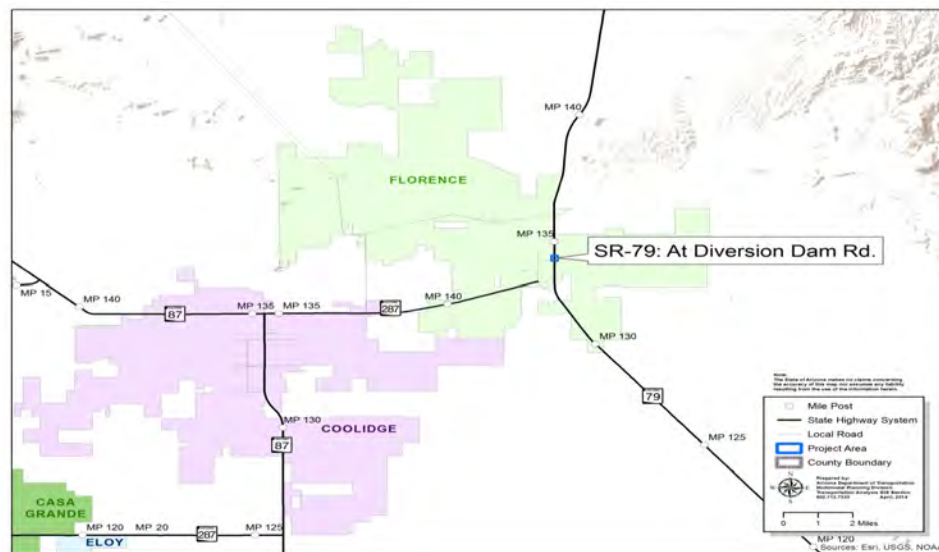
PROJECT DBE GOAL: 4.40%

BIDDER DBE PLEDGE: 4.41%

NO. BIDDERS: 5

RECOMMENDATION: REJECT ALL BIDS

COMMENTS: For the past year or so, the Department has been working with Town of Florence staff to develop a project for installation of a traffic signal at the intersection of SR79 and Diversion Dam road. As the ADOT project was being developed, the Town of Florence was developing a parallel project to make necessary roadway improvements to Diversion Dam road. The towns' project was to include utility relocations that are required to be completed prior to the signal installation. Utilities have not been relocated. The Tucson District will continue to coordinate with the Town and the project will be re-advertised when the utilities have been relocated.



ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

40 Working Days

The proposed work is located in La Paz County on I-10, just east of California Border. The project begins at milepost 0.01 and extends easterly to milepost 0.124. The work consists of constructing asphaltic concrete shared-use pathway, placing rock mulch and granite mulch, installing chain link fence and cable barrier, and other miscellaneous work.

Bid Opening Date : 2/6/2015, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
010 LA 000 H798701C 010-A-(206)T	EHRENBURG - PHOENIX HIGHWAY (I-10)	I-10 (NORTH SIDE), MP 0.01-0.1 Yuma District	35514

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$243,755.00	DEPARTMENT	
1	\$258,666.00	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$312,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 6.1% Over Department Estimate (Difference = \$14,911.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 06, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 LA 000 H798701C
PROJ NO TEA 010-A(206)T
TERMINI EHRENBURG-PHOENIX HIGHWAY (I-10)
LOCATION I-10 (NORTH SIDE), MP 0.01-0.124

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I -10	0.010 to 0.124	YUMA	35514

The amount programmed for this contract is \$350,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in La Paz County on I-10, just east of California Border. The project begins at milepost 0.01 and extends easterly to milepost 0.124. The work consists of constructing asphaltic concrete shared-use pathway, placing rock mulch and granite mulch, installing chain link fence and cable barrier, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu.Yd.	150
Separation Geotextile Fabric	Sq.Yd.	4,440
Aggregate Base, Class 2	Cu.Yd.	100
Asphaltic Concrete (Miscellaneous Structural)	Ton	190
Granite Mulch (1-1/4" Minus)	Sq.Yd.	2,640
Rock Mulch (Various Sizes)	Cu.Yd.	900
Chain Link Fence, Type 1 (72")	L.Ft.	705
Construction Surveying And Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 40 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.92%.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$11.00, 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.

C&S Technical Leader	Manish Shah	(602) 712-7216
Construction Supervisor:	Jaime Hernandez	(928) 317-2158

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

Project Advertised on December 30, 2014

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed work is located in Cochise County, on State Route 80, beginning at MP 332.10 and extending south approximately seven miles ending at MP 339.33. The work consists of milling existing pavement and replacing it with an Asphalt Concrete (3/4" MIX) (END PRODUCT) overlay and Asphalt Rubber-Asphaltic Concrete Friction Course, shoulder build up, removing and installing guardrail, and other related work.

Bid Opening Date : 2/13/2015, Prequalification Required, Engineer Specialist : Jafari Reza

Project No.	Highway Termini	Location	Item
080 CH 332 H815501C NH-080A(209)T	BENSON - DOUGLAS HWY (SR 80)	JCT SR 90 TO MULE PASS TUNNEL Safford District	13214

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,113,826.00	DEPARTMENT	
1	\$4,144,144.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
2	\$4,295,338.70	GREY MOUNTAIN CONSTRUCTION, LLC	3190 SOUTH GILBERT ROAD SUITE #5 CHANDLER, AZ 85286
3	\$4,343,499.35	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$4,409,681.40	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
5	\$4,842,248.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

Apparent Low Bidder is 0.7% Over Department Estimate (Difference = \$30,318.00)

ARIZONA DEPARTMENT OF TRANSPORTATION**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, FEBRUARY 13, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO 080 CH 332 H8155 01C
 PROJ NO NH- 080-A(209)T
 TERMINI BENSON – DOUGLAS HWY (SR 80)
 LOCATION JCT. SR 90 TO MULE PASS TUNNEL

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR80	332.10 - 339.33	SAFFORD	13214

The amount programmed for this contract is \$5,850,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Cochise County, on State Route 80, beginning at MP 332.10 and extending south approximately seven miles ending at MP 339.33. The work consists of milling existing pavement and replacing it with an Asphalt Concrete (3/4" MIX) (END PRODUCT) overlay and Asphalt Rubber–Asphaltic Concrete Friction Course, shoulder build up, removing and installing guardrail, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Barrier	L.FT.	549
Removal of Bituminous Pavement	SQ.YD.	153,212
Remove (Guard Rail End Treatment)	EACH	74
Remove And Salvage Guard Rail	L.FT.	19,450
Shoulder Build-Up (Milled AC)	L.FT.	11,403
Grading Roadway for Pavement (Unpaved Turnouts & Pullouts)	SQ.YD.	10,221
Aggregate Base (4")(AB-2)	CU.YD.	682
Bituminous Tack Coat	TON	175
Asphalt Binder (PG 64-22)	TON	1,353
Asphaltic Conc. Friction Course (Asphalt-Rubber)	TON	4,585
Asphalt Rubber material (For AR-ACFC)	TON	436
Asphaltic Concrete (3/4" Mix)(End Product)	TON	27,055
Mineral Admixture	TON	244
Sewer Cleanout (Slotted Drain & Pipe)	EACH	1
Temporary Concrete Barrier(Installation &Removal)	L.FT.	100
Temporary Concrete Barrier (In Use)	L.FT./DAY	1,000
Truck Mounted Attenuator	EACH-DAY	12
Changeable Message Board(Contractor Furnished)	EACH-DAY	300
Pilot Vehicle with Driver	HOUR	260
Flagging Services (Civilian)	HOUR	1,260
Flagging Services(Local Enforcement Officer)	HOUR	1,530
Pvment Marking(Wte&Yel Extru)(Thermo Pl)(.090")	L.FT.	223,500
Permanent Pvment Marking(painted White&Yellow)	L.FT.	149,000
Loop Detector Traffic Counter System	EACH	1
Seeding (Class II)	ACRE	2
Erosion Control (Wattles)(9")	L.FT.	6,433
Mobilization	L.SUM	1
Guard Rail	L.FT.	18,513
Contractor Quality Control	L.SUM	1
Construction Surveying And Layouts	L.SUM	1

The time allowed for the completion of the work included in this project will be **170** 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 10.20.

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 **\$26**, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of **\$5** will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	REZA JAFARI	(602) 712- 7953
Construction Supervisor:	RENE TERAN	(520) 586- 2949

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

NH-080-A(209)T
1/22/15

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed scour retrofit project is located on US 89 in Coconino County north of the Cameron at Milepost 467.48. The scour work will be performed on the Wash Bridge. The work consists of constructing concrete floors underneath the existing bridges (Str. # 696), and other related work.

Bid Opening Date : 2/27/2015, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
089 CN 467 H862801C 089-D-(204)T	CAMERON-BITTER SPRING HWY (US 89)	WASH BRIDGE (STR #696) Flagstaff District	13717

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$137,691.10	DEPARTMENT	
1	\$148,200.75	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
2	\$155,646.40	MCCAULEY CONSTRUCTION INC.	206 W. 1ST. ST. WINSLOW, AZ 86047
3	\$194,166.03	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018
4	\$285,105.10	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 7.6% Over Department Estimate (Difference = \$10,509.65)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 27, 2015 AT 11:00 A.M. (M.S.T.)

TRACS NO 089 CN 467 H862801C
PROJ NO NH-089-D(204)T
TERMINI CAMERON - BITTER SPRINGS HIGHWAY (US 89)
LOCATION WASH BRIDGE (STR # 696)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 89	467.48 to 467.68	FLAGSTAFF	13717

The amount programmed for this contract is \$200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed scour retrofit project is located on US 89 in Coconino County north of the Cameron at Milepost 467.48. The scour work will be performed on the Wash Bridge. The work consists of constructing concrete floors underneath the existing bridges (Str. # 696), and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Structural Excavation	CU.YD	439
Structural Concrete (Class S) (f'c=3,000)	CU.YD	176
Reinforcing Steel	LB.	12,980
Seeding (Class II)	ACRE	1

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 70 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 10.18.

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:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Steve Monroe	(928) 714-2290

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

089 CN 467 H8628 01C
NH-089-D(204)T
01/22/2015

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

370 Working Days

The proposed work is located in Yavapai County, on SR 89, approximately 18 miles south of Ash Fork. The work begins at Milepost 345.17 and extends northerly to Milepost 346.48. The work includes removing the existing three-span steel deck truss and three steel approach spans bridge and replacing it with a four-span steel plate girder bridge. In addition, the project includes new roadway construction, new guardrails, pavement markings placement, removal existing roadway, revegetation and restoration of Hell Canyon, and other miscellaneous work.

Bid Opening Date : 2/27/2015, Prequalification Required, Engineer Specialist : Hossain Iqbal

Project No.	Highway Termini	Location	Item
089 YV 345 H851401C 089-B-(211)T	PRESCOTT - ASH FORK HWY (SR 89)	HELL CANYON BRIDGE #483 Kingman District	22115

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$13,416,981.30	DEPARTMENT	
1	\$14,357,136.80	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
2	\$15,752,385.85	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$16,506,000.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
4	\$16,595,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
5	\$17,575,380.95	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
6	\$17,649,176.30	SKANSKA USA CIVIL WEST ROCKY MOUNTAIN DISTRICT INC.	4742 N. 24TH STREET SUITE #165 PHOENIX, AZ 85016

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$18,941,001.15	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021

Apparent Low Bidder is 7.0% Over Department Estimate (Difference = \$940,155.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 06, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO 089 YV 345 H851401C
PROJ NO AC-EB-BR-STP-089-B(211)T
TERMINI PRESCOTT – ASH FORK HWY (SR 89)
LOCATION HELL CANYON BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89	345.17 to 346.48	KINGMAN	22115

The amount programmed for this contract is \$19,300,000. 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 SR 89, approximately 18 miles south of Ash Fork. The work begins at Milepost 345.17 and extends northerly to Milepost 346.48. The work includes removing the existing three-span steel deck truss and three steel approach spans bridge and replacing it with a four-span steel plate girder bridge. In addition, the project includes new roadway construction, new guardrails, pavement markings placement, removal existing roadway, revegetation and restoration of Hell Canyon, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Clearing and Grubbing	Acre	22
Remove Bridge	L. Sum	1
Roadway Excavation	Cu. Yd.	50,000
Aggregate Base (Various Classes)	Cu. Yd.	12,000
Asphaltic Concrete Friction Course	Ton	700
Asphaltic Concrete (Misc. Structural)	Ton	1,250
Asphaltic Concrete (3/4") (End Product)	Ton	8,600
Pipe (Various types and sizes)	L. Ft.	230
Structural Concrete	Cu. Yd.	2,300
F-Shape Concrete Barrier and Transition (44")	L. Ft.	1,430
Deck Joint Assemble (Strip Seal Joint)	L. Ft.	88
Approach Slab	Sq. Ft.	1,400
Structural Steel	Lb	2,100,000
Reinforcing Steel	Lb	540,000
Drilled Shafts Foundation (Various Diameters)	L. Ft.	60
Drilled Shafts (Rock) (Various Diameter)	L. Ft.	180
Pavement Marking (Painted)	L. Ft.	72,000
Riprap (Various Gradations)	Cu. Yd.	500
Guard Rail, W-Beam, Single Face	L. Ft.	975
Provide-On-The Job Training	Hour	1,500
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip (Various Widths)	L. Ft.	10,000

The time allowed for the completion of the work included in this project will be 320 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 9.35.

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 \$74, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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:	Iqbal Hossain	(602) 712-7471
Construction Supervisor:	Allison Baker	(928) 681-6023

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed work is located on US 180 in Apache County, beginning at Milepost 338.4 and extending east to Milepost 347.00 for a distance of approximately 8.6 miles. The project is located approximately 22 miles west of St. John's. The project consists of milling 2.5 inches of existing asphaltic concrete and replacing it with 2.5 inches of asphaltic concrete and a surface course of a single application seal coat, which consists of PG 64-28 Tr + 1 chip seal coat. The project also includes shoulder build up with excess millings, some guard rail work and other related work.

Bid Opening Date : 2/6/2015, Prequalification Required, Engineer Specialist : James Wimmenauer

Project No.	Highway Termini	Location	Item
180 AP 338 H752001C 180-B-(204)T	HOLBROOK - SPRINGERVILLE HWY	US 180, BEAVER DAM TO RANCH Globe District	17514

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,668,000.00	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST DRIVE TEMPE, AZ 85282
	\$3,804,277.00	DEPARTMENT	
2	\$3,922,000.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
3	\$4,102,901.30	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$4,294,720.40	GREY MOUNTAIN CONSTRUCTION, LLC	3190 SOUTH GILBERT ROAD SUITE #5 CHANDLER, AZ 85286
5	\$4,323,963.53	HATCH CONSTRUCTION & PAVING, INC.	127 S. MAIN STREET TAYLOR, AZ 85939

Apparent Low Bidder is 3.6% Under Department Estimate (Difference = (\$136,277.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 6, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO 180 AP 338 H7520 01C
PROJ NO STP-180-B(204)T
TERMINI HOLBROOK – SPRINGERVILLE HWY(US 180)
LOCATION BEAVER DAM – RANCH (EB & WB)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 180	338.4	GLOBE	17514

The amount programmed for this contract is \$5,800,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located on US 180 in Apache County, beginning at Milepost 338.4 and extending east to Milepost 347.00 for a distance of approximately 8.6 miles. The project is located approximately 22 miles west of St. John's. The project consists of milling 2.5 inches of existing asphaltic concrete and replacing it with 2.5 inches of asphaltic concrete and a surface course of a single application seal coat, which consists of PG 64-28 Tr + 1 chip seal coat. The project also includes shoulder build up with excess millings, some guard rail work and other related work.

REPRESENTATIVE ITEMS

	UNIT	QUANTITY
Remove Bituminous Pavement (Milling)(2.5")	SQ.YD.	
Roadway Borrow	CU.YD.	216,375
Asphalt Cement(PG 64-28TR+ for Chip Seal Coat)	TON	600
Asphalt Binder (PG 64-22)	TON	400
Asphaltic Concrete (SHRP)(End Product)(1/2" Mix)	TON	1433
Approach Slab (SD 2.01)	SQ.FT.	28,100
Temporary Concrete Barrier (Installation and Removal)	LFT.	1320
Permanent Pavement Marking(Painted)(White or Yellow)	LFT.	2600
Dual Component Pavement Marking (White & Yellow Epoxy)	LFT.	173,763
Guard Rail, W-Beam, Single Face	L.SUM	1950
Contractor Quality Control	L.SUM	1
Construction Surveying & Layout		1

The time allowed for the completion of the work included in this project will be 120 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.36%.

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 \$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.

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:	Jim Wimmenauer	(602) 712-7765
Construction Supervisor:	Wayne Granger	(928) 402-5615

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

180 AP 338 H7520 01C
STP 180-B(204)T
(12/18/2014)
JW: jw: H752001C

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Working Days

The proposed pavement rehabilitation, widening and bridge replacement work is located in Apache County on SR 264 within Navajo Nation, east of Ganado. The project begins at MP 450 and ends at MP 459.02. The work includes overlaying the existing pavement with asphaltic concrete, shoulder widening with asphaltic concrete over aggregate base, placing AR-ACFC and construction of new Fish Wash Bridge to replace the existing bridge. The work also includes construction of guardrail, installation of new pipes, extension of the existing pipes, installation of barbed wire fence and cattle guards, pavement markings, and other related work.

Bid Opening Date : 2/27/2015, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
264 AP 450 H813301C 264-A-(217)T	TUBA CITY - WINDOW ROCK HIGHWAY (SR 264)	FISH WASH-CROSS CANYON Holbrook District	16815

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$12,308,985.14	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$12,408,011.24	DEPARTMENT	
2	\$12,499,000.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
3	\$12,725,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
4	\$13,374,534.44	SUNLAND-VASTCO JV	3002 S. PRIEST DRIVE TEMPE, AZ 85282

Apparent Low Bidder is 0.8% Under Department Estimate (Difference = (\$99,026.10))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 27, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO	264 AP 450 H813301C
PROJ NO	HSIP-STP-264-A(217)T
TERMINI	TUBA CITY – WINDOW ROCK HIGHWAY (SR 264)
LOCATION	FISH WASH – CROSS CANYON

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 264	450 to 459.02	HOLBROOK	16815

The amount programmed for this contract is \$17,300,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement rehabilitation, widening and bridge replacement work is located in Apache County on SR 264 within Navajo Nation, east of Ganado. The project begins at MP 450 and ends at MP 459.02. The work includes overlaying the existing pavement with asphaltic concrete, shoulder widening with asphaltic concrete over aggregate base, placing AR-ACFC and construction of new Fish Wash Bridge to replace the existing bridge. The work also includes construction of guardrail, installation of new pipes, extension of the existing pipes, installation of barbed wire fence and cattle guards, pavement markings, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Asphaltic Concrete Pavement	SQ.YD.	2,963
Roadway Excavation	CU.YD.	33,816
Borrow (In-Place)	CU.YD.	38,976
Separation Geotextile Fabric	SQ.YD.	2,069
Aggregate Base, Class 2	CU.YD.	18,570
Geogrid Base Reinforcement	SQ.YD.	2,069
Asphalt Binder (PG 64-28)	TON	1,728
Asphaltic Concrete (Miscellaneous Structural)	TON	3,112
Asphalt Rubber Material (for Asphalt Rubber Membrane)	TON	363
Cover Material (for Asphalt Rubber Material)	CU.YD.	1,744
Asphaltic Concrete Friction Course (Asphalt-Rubber)	TON	5,610
Asphalt Rubber Material (for AR-ACFC)	TON	533
Asphaltic Concrete (3/4" Mix) (End Product)	TON	34,566
Pipe, Corrugated metal, 24"	L.FT.	1332
Pipe, Corrugated Metal, 36"	L.FT.	388
Temporary Concrete Barrier (Installation and Removal)	L.FT.	1040
Temporary painted Marking (Stripe)	L.FT.	150,000
Permanent Pavement Marking (Painted)(White & Yell.)	L.FT.	145,000
Dual Component pavement marking (White& Yell. Epox)	L.FT.	220,000
Seeding (Class II)	ACRE	47
Erosion Control (Check Dam) (Rock Check Dams)	CU. YD.	307
Erosion Control (Wattles)(9")	L.FT.	79,273
Reconstruct Barbed Wire Fence, Type 2	L.FT.	94,368
Cattle Guard (Various Unit)	EACH	15
Cattle Guard (4 Unit & 5 Unit)(Drainage)	EACH	3
Riprap (Dumped)	CU.YD.	186
Contractor Quality Control	L.SUM	1
Ground-In Rumble Strip (6 Inch & 8 Inch)	L.FT.	106,200

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 200 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 8.45.

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 \$138, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

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 and foundation 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:	Richard G. Young	(928) 524-5407

STEVE HULL,
Engineer-Manager

264 AP 450 H813301C
STP-264-A(217)T: 2/3/2015

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Working Days

The proposed rehabilitation project is located in Yavapai County on (I-17) from MP 279.60 to MP 291.50. The work consists of milling, placing AC, AR-ACFC, tack coat, fog coat, shoulder build-up, guardrail, install delineators, pavement marking and other related work.

Bid Opening Date : 2/27/2015, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
017 YV 279 H860601C 017-B-(225)T	CORDES JCT-FLAGSTAFF HWY(I-17)	SR 169 - MIDDLE VERDE TI Prescott District	12615

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$7,541,749.83	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
2	\$7,850,677.53	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$9,150,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
	\$9,309,632.52	DEPARTMENT	
4	\$10,047,790.48	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314

Apparent Low Bidder is 19.0% Under Department Estimate (Difference = (\$1,767,882.69))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 27, 2015 AT 11:00 A.M. (M.S.T.)

TRACS NO 017 YV 279 H8606 01C
PROJ NO IM-017-B(225)T
TERMINI CORDES JCT – FLAGSTAFF HWY (I- 17)
LOCATION SR 169 - MIDDLE VERDE TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I -17	291.5 to 279.6	PRESCOTT	12615

The amount programmed for this contract is \$13,317,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed rehabilitation project is located in Yavapai County on (I-17) from MP 279.60 to MP 291.50. The work consists of milling, placing AC, AR-ACFC, tack coat, fog coat, shoulder build-up, guardrail, install delineators, pavement marking and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling)	Sq. Yd.	327,465
Remove of Embankment Curb	L.Ft.	676
Removal of Concrete Sidewalk, Driveway and Slab	Sq.Ft.	210
Remove and Salvage Guardrail	L.Ft.	988
Remove (Spillway)	Each	4
Structure Concrete (Class S, F'C = 4000)	Cu. Yd.	20
Reinforcing Steel	Lb.	8,950
Place Dowels	Each	2,446
Shoulder Build-up (Milled AC)	L. Ft.	119,968
Blotter Material	Ton	143
Bituminous Tack Coat	Ton	212
Fog Coat	Ton	48
Asphalt Binder (PG 70-10)	Ton	3,676
Asphalt Concrete Friction Course (Asphalt Rubber)	Ton	10,376
Asphaltic Concrete (3/4" Mix)(End Product)(Special Mix)	Ton	73,524
Temporary Painted Marking (Stripe)	L. Ft.	225,852
Obliterate Pavement Marking (Stripe)	L. Ft.	9,088
Obliterate Pavement Markers	Each	800
Pavement Marker, Recessed C& D& E	Each	10,405
Permanent Pavement Marking (White and Yellow)	L. Ft.	283,145
Dual Component Pavement Marking (Epoxy, White and Yellow)	L. Ft.	377,778
Loop Detector (C and S)(Full Replacement)	Each	5
Spillway Reconstruct	Each	2
Concrete Sidewalk Ramp	Each	4
Guardrail	L. Ft.	3,475
Thrie Beam Guardrail Transition System	Each	12
Miscellaneous Work (Crack Sealing Asphaltic Concrete Pavement)	Lb.	23,859
Seeding (Class II)	Acre	17
Miscellaneous Work (Control of Noxious Plants)	Sq. Yd.	79,979
Miscellaneous Work (Placement of 3' AC Milling on Crossover)	Sq. Yd.	4,991
Contractor Quality Control	L.Sum	1
Construction Surveying and Layout	L.Sum	1
Ground – In Rumble Strip (12")	L. Ft.	186,798

The time allowed for the completion of the work included in this project will be 150 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 9.57.

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. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$57.00 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:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Thomas Goodman	(928) 468-5063

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

017 YV 279 H8606 01C

02/03/2015

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Calendar Days

The proposed work is located in Coconino County on US 89, from MP 425.80 to MP 426.70, approximately five miles north of Flagstaff. The proposed improvements consist of constructing flood mitigation measures between Copeland Avenue and Kevin's Way and constructing a new channel between Kevin's Way and Brandis Way to reduce the potential flooding and closure of US 89. Three sediment trap basins and two detention basins will be constructed along with the necessary culverts and channels to provide the flood mitigation measures. Additional work includes construction of a new 4 barrel 10' x 4' reinforced concrete box culvert, installing guardrail, wood and wire fence, and other miscellaneous work.

Bid Opening Date : 2/27/2015, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
089 CN 425 SE54901C CCN-0-(215)T	FLAGSTAFF - CAMERON HIGHWAY (US 89)	COPELAND LANE TO BRANDIS WAY Flagstaff District	72315

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,150,000.00	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
2	\$3,784,807.80	SKANSKA USA CIVIL WEST ROCKY MOUNTAIN DISTRICT INC.	4742 N. 24TH STREET SUITE #165 PHOENIX, AZ 85016
3	\$3,825,746.40	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018
4	\$3,875,523.65	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
5	\$4,119,846.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
6	\$4,455,617.76	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
7	\$4,577,338.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$4,642,621.40	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
9	\$5,310,034.00	KINNEY CONSTRUCTION SERVICES, INC.	121 E BIRCH AVE, STE 500 FLAGSTAFF, AZ 86001
	\$5,765,613.40	DEPARTMENT	
10	\$5,815,611.02	KEAR CIVIL CORPORATION dba EAGLE MOUNTAIN CONSTRUCTION	3100 N. CADEN CT. FLAGSTAFF, AZ 86004

Apparent Low Bidder is 45.4% Under Department Estimate (Difference = (\$2,615,613.40))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 27, 2015, AT 11:00 A.M. (M.S.T.)

TRACS NO	089 CN 425 SE54901C
PROJ NO	ER-CCN-0(215)T
TERMINI	FLAGSTAFF-CAMERON HIGHWAY (US 89)
LOCATION	COPELAND LANE TO BRANDIS WAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 89	425.8 to 426.7	FLAGSTAFF	72315

The amount programmed for this contract is \$6,600,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Coconino County on US 89, from MP 425.80 to MP 426.70, approximately five miles north of Flagstaff. The proposed improvements consist of constructing flood mitigation measures between Copeland Avenue and Kevin's Way and constructing a new channel between Kevin's Way and Brandis Way to reduce the potential flooding and closure of US 89. Three sediment trap basins and two detention basins will be constructed along with the necessary culverts and channels to provide the flood mitigation measures. Additional work includes construction of a new 4 barrel 10' x 4' reinforced concrete box culvert, installing guardrail, wood and wire fence, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Clearing and Grubbing	Acre	81
Drainage Excavation	Cu.Yd.	260,000
Aggregate Base (Various Classes)	Cu.Yd.	1,200
Asphaltic Concrete (Miscellaneous Structural)	Ton	230
Reinforced Concrete Pipe (Various Sizes and Types)	L.Ft.	550
Concrete Lined Channel	Sq.Yd.	4,300
Structural Concrete (Class S) (RCBC)	Cu.Yd.	270
Reinforcing Steel	Lb.	37,000
Metal Handrail	L.Ft.	2,300
Pavement Marking	L.Ft.	200
Fence (Various Types)	L.Ft.	3,500
Guard Rail, W-Beam, Single Face	L.Ft.	1,900
Guard Rail (Tangent Type)	Each	3
Rip Rap (Various Types)	Cu.Yd.	1,500
Turf Reinforcement Mat (Various Types)	Sq. Yd.	14,000
Contractor Quality Control	L.Sum	1
Provide On The Job Training	Hour	1,000
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 180 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 11.50%.

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 \$31.00, 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.

Earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

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:	Steve Monroe	(928) 853-5700

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

W.N. 089 CN 425 SE54901C
January 28, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed work is located The proposed project is located in Pinal County, in the Town of Florence, at the intersection of SR 79 (Pinal Parkway) and Diversion Dam Road, at MP 134.49 on SR 79, The proposed work consists of installing, a traffic signal and lighting system, including traffic signal and lighting poles and mast arms, traffic signal indications, luminaries, loop detectors, controller equipment, concrete sidewalk, pavement markings and other related work.

Bid Opening Date : 1/30/2015, Prequalification Required, Engineer Specialist : Gutierrez Adrian

Project No.	Highway Termini	Location	Item
079 PN 134 HX24301C STP-079A(208)T	ORACLE JCT - FLORENCE HIGHWAY, SR 79	SR 79 AT DIVERSION DAM ROAD Tucson District	71214

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$211,227.60	DEPARTMENT	
1	\$214,974.50	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
2	\$217,521.85	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$219,741.80	UTILITY CONSTRUCTION COMPANY, INC.	19442 E WARNER ROAD MESA, AZ 85212
4	\$227,399.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
5	\$234,002.83	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

Apparent Low Bidder is 1.8% Over Department Estimate (Difference = \$3,746.90)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 10, 2014, AT 11:00 A.M. (M.S.T.)

TRACS NO 079 PN 134 HX24301C
PROJ NO STP-079-A(208)T
TERMINI ORACLE JCT – FLORENCE HIGHWAY, SR 79
LOCATION SR 79 AT DIVERSION DAM ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 79	134.49	TUCSON	71214

The amount programmed for this contract is \$270,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located The proposed project is located in Pinal County, in the Town of Florence, at the intersection of SR 79 (Pinal Parkway) and Diversion Dam Road, at MP 134.49 on SR 79, The proposed work consists of installing, a traffic signal and lighting system, including traffic signal and lighting poles and mast arms, traffic signal indications, luminaries, loop detectors, controller equipment, concrete sidewalk, pavement markings and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Pavement Marking	LFT	6,797
Pole (Type A)	EA	4
Pole Type G, Type K, Type Q	EA	4
Pole Foundation Types G, Type K, Type Q	EA	4
Mast Arms, 20', 35', 40', 45'	EA	6
Electrical Conduit, (2", 2 1/2", 3", 4") PVC	LFT	525
Electrical Conduit, (2-3") PVC (Directional Drill)	LFT	110
Electrical Conduit, (2-2") PVC	LFT	470
Traffic Signal Face (Types D, F, R)	EA	16
Traffic Signal Mounts (II, III, IV, V, VI, VII, XI)	EA	18
Control Cabinet (type IV)	EA	1
Meter Pedestal Cabinet	EA	1
Loop Detectors (6x6, 6x50, 6x70)	EA	5
Pre-empt Sensors)	EA	4
Power Supply (Battery Backup)	EA	1
Construction Surveying and Layout	LS	1

The time allowed for the completion of the work included in this project will be 90 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **4.4**.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$14.00, 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:

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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:	Jeremy Moore	(520) 260-2384

STEVE HULL,
Engineer-Manager
Contracts & Specifications Section

079 PN 134 HX24301C:
STP-079-A(208)T:
Advertise June 30, 2014:
SH:ACG:U/ADV4BID