

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Deanna Beaver, Chair
William Cuthbertson Vice Chair
Joseph E. La Rue, Member
Jack W. Sellers, Member
Michael S. Hammond, Member
Steven E. Stratton, Member
Jesse Thompson, 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 BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a meeting open to the public on Friday, June 16, 2017 at 9:00 a.m. at the Payson Town Hall Council Chambers, 303 N. Beeline Highway, Payson, Arizona 85541. 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, June 16, 2017, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 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

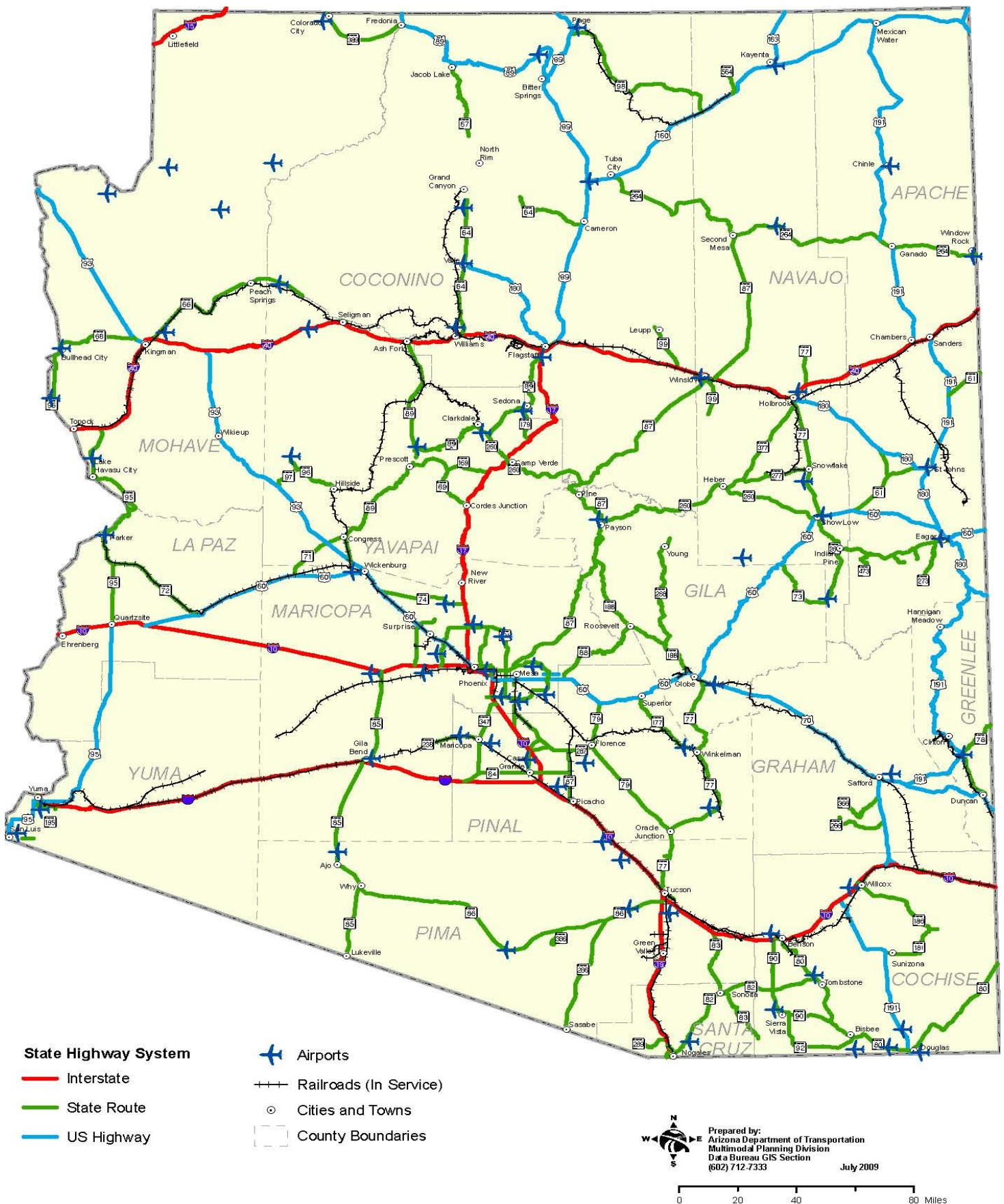
In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all discussion 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 Linda Hogan, 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 9th day of June, 2017

STATE TRANSPORTATION BOARD/By: Linda Hogan

Arizona Highways, Airports, and Railroads



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING

9:00 a.m., Friday, June 16, 2017

Payson Town Hall Council Chambers

303 N. Beeline Highway

Payson, AZ 85541

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, June 16, 2017, at 9:00 a.m. at the Payson Town Hall Council Chambers, 303 N. Beeline Highway, Payson, AZ 85541. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, June 16, 2017. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by District 6, Chairwoman Beaver

ROLL CALL

Roll call by Linda Hogan

OPENING REMARKS

Opening remarks by Chairwoman Deanna Beaver

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

Reminder to sign in at meeting entrance and fill out survey cards by Kevin Biesty.

Call to the Audience (Information and discussion)

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

ITEM 1: District Engineer's Report

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

(For information and discussion only — Bill Harmon, Southeast District Engineer)

ITEM 2: Director's Report

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

(For information 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: Consent Agenda*Page 7**

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 Study Session 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 lesser.

ITEM 4: Legislative Report

Staff will provide a report on State and Federal legislative issues.
(For information and discussion only — Kevin Biesty, Deputy Director for Policy)

ITEM 5: Financial Report

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

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

ITEM 6: Adoption of Authorizing Resolution, Grant Anticipation Notes 2017A*Page 122**

Staff will present a Resolution Supplementing and Amending the Master Resolution adopted June 9, 2000, authorizing the Board's anticipated issuance of Grant Anticipation Notes, 2017A Series, and directing Departmental staff, Financial Advisor, and Bond Counsel to take all actions necessary precedent to the planned issuance of the Notes, on such terms and conditions as determined and authorized by Resolution of the Board. (For discussion and possible action - Kristine Ward, Chief Financial Officer)

***ITEM 7: Maricopa Association of Governments (MAG) Proposed Major Amendment to the Regional Transportation Plan**

Staff will present proposed major amendments to the MAG Regional Transportation Plan regarding State Route 30 and the future Interstate 11 corridors.
(For information and possible action — Clemenc Ligocki, Planning and Programming Manager)

***ITEM 8: Final Approval of the FY 2018 – FY 2022 Five Year Statewide Transportation Facilities Construction Program.**

Staff will present and discuss fiscal constraint and final proposed changes to the FY 2018- FY 2022 Five Year Statewide Transportation Facilities Construction Program for Board review, discussion and approval of the program <http://azdot.gov/planning/transportation-programming/tentative-program>. For Information and possible action – Clemenc Ligocki, Planning and Programming Manager and Kristine Ward, Chief Financial Officer)

ITEM 9: 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 — Clemenc Ligocki, Planning and Programming Manager)

***ITEM 10: Priority Planning Advisory Committee (PPAC)**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2017 - 2021 Statewide Transportation Facilities Construction Program. (For discussion and possible action — Clemenc Ligocki, Planning and Programming Manager)

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ITEM 11: State Engineer's Report

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

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***ITEM 12: Construction Contracts**

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

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ITEM 13: Suggestions

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

Adjournment

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting, February 17, 2017
- Minutes of Study Session, January 31, 2017
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

RIGHT OF WAY RESOLUTIONS (action as noted)

| | | |
|----------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ITEM 3a: | RES. NO. | 2017-06-A-033 |
| | PROJECT: | 095 YU 030 H8388 / 095-B(205)T |
| | HIGHWAY: | SAN LUIS – YUMA – QUARTZSITE |
| | SECTION: | Avenue 8E Intersection |
| | ROUTE NO.: | U. S. Route 95 |
| | ENG. DIST.: | Southwest |
| | COUNTY: | Yuma |
| | RECOMMENDATION: | Establish new right of way as a state route and state highway for improvements including intersection realignment and signal installation necessary to enhance convenience and safety for the traveling public. |
| ITEM 3b: | RES. NO. | 2017-06-A-034 |
| | PROJECTS: | 999 SW 000 M5194 01X / N-810-602; and I-10-2(36) |
| | HIGHWAY: | STATEWIDE FACILITY SITES |
| | FACILITY: | ADOT Facility Site No. 1 – 4 |
| | SECTION: | Agua Fria (Avondale) Maintenance Camp Extension |
| | ENG. DIST.: | Central |
| | COUNTY: | Maricopa |
| | PARCEL: | 7-12049 |
| | RECOMMENDATION: | Establish new area for the expansion and improvement of ADOT Facility Site No. 1 – 4, the Agua Fria (Avondale) Maintenance Camp, necessary to better serve the needs of the State Transportation System and the traveling public. |
| ITEM 3c: | RES. NO. | 2017-06-A-035 |
| | PROJECT: | 010 PN 210 H7696 01R / 010-D(205)S |
| | HIGHWAY: | CASA GRANDE – TUCSON |
| | SECTION: | I-10 / S. R. 87 T. I. |
| | ROUTE: | Interstate Route 10 |
| | ENG. DIST.: | Southcentral |
| | COUNTY: | Pinal |
| | RECOMMENDATION: | Establish new right of way as a state route and state highway to facilitate the imminent construction phase of this improvement project necessary to enhance convenience and safety for the traveling public. |

ITEM 3d: RES. NO. 2017-06-A-036
 PROJECT: 010 PM 269 H8896 / 010-E(222)T; and 010 PM 269 H7461 01R
 HIGHWAY: TUCSON – BENSON
 SECTION: Signal at Wilmot Road T. I.
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Southcentral
 COUNTY: Pima
 RECOMMENDATION: Establish new right of way as a state route and state highway to facilitate the imminent construction phase of this improvement project for pedestrian facility upgrades and signal installation at the Wilmot Road Traffic Interchange necessary to enhance convenience and safety for the traveling public.

ITEM 3e: RES. NO. 2017-06-A-037
 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.: Southcentral
 COUNTY: Pima
 DISPOSAL: D – SC – 005
 RECOMMENDATION: Abandon to the County of Pima right of way temporarily acquired for this improvement project that is no longer needed for the State Transportation System.

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 3f: BOARD DISTRICT NO.: 1

Page 233

BIDS OPENED: May 26, 2017

HIGHWAY: CITY OF GLENDALE

SECTION: VARIOUS LOCATIONS

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GLN-0(249)T : 0000 MA GLN SZ14301C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: CS CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 469,000.00

STATE ESTIMATE: \$ 495,596.00

\$ UNDER ESTIMATE: (\$ 26,596.00)

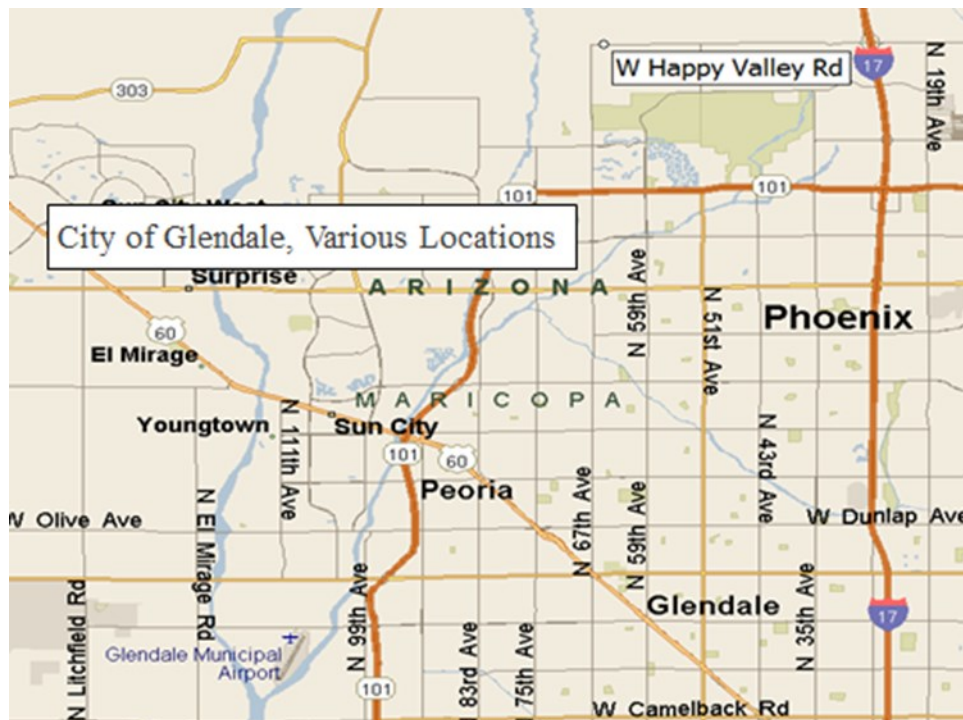
% UNDER ESTIMATE: (5.4%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 3g: BOARD DISTRICT NO.: 1

Page 237

BIDS OPENED: May 5, 2017

HIGHWAY: CITY OF SURPRISE

SECTION: REEMS ROAD: PEORIA AVENUE TO MOUNTAIN VIEW BOULEVARD

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-SUR-0(224)T : 0000 MA SUR SZ18701C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: MP NEXLEVEL, LLC

LOW BID AMOUNT: \$ 596,192.41

STATE ESTIMATE: \$ 627,651.40

\$ UNDER ESTIMATE: (\$ 31,458.99)

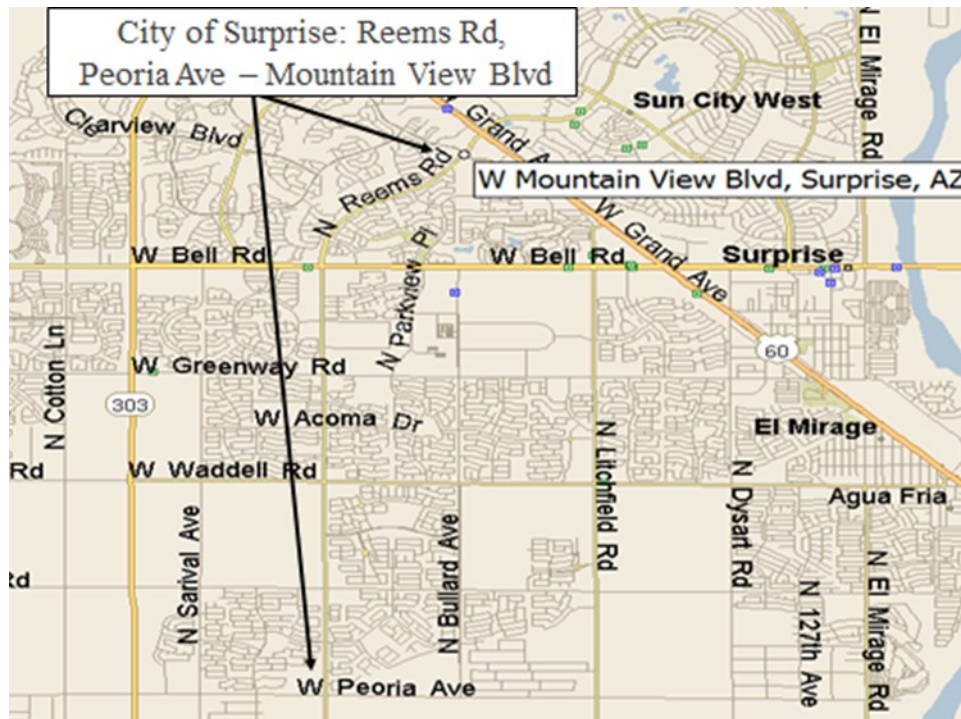
% UNDER ESTIMATE: (5.0%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 3h: BOARD DISTRICT NO.: 4

Page 241

BIDS OPENED: May 26, 2017

HIGHWAY: CITY OF COOLIDGE

SECTION: MAIN STREET, COOLIDGE AVENUE TO PINKLEY AVENUE

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: STP-CLG-0(207)T : 0000 PN CLG SZ13001C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: NESBITT CONTRACTING CO., INC.

LOW BID AMOUNT: \$ 1,794,540.00

STATE ESTIMATE: \$ 1,638,982.85

\$ OVER ESTIMATE: \$ 155,557.15

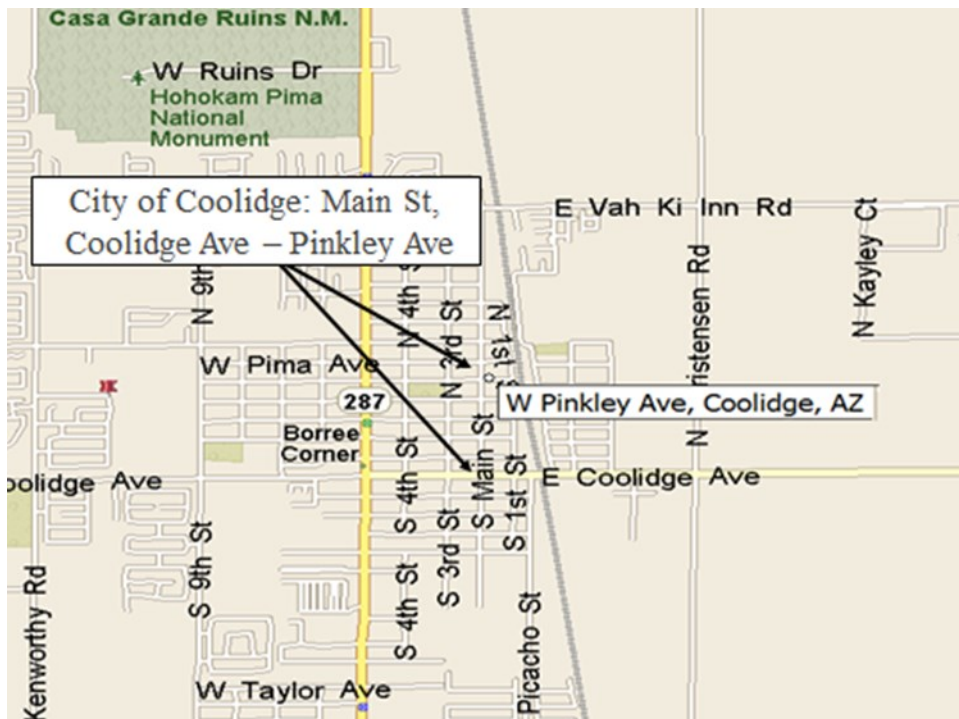
% OVER ESTIMATE: 9.5%

PROJECT DBE GOAL: 7.58%

BIDDER DBE PLEDGE: 18.78%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3i: BOARD DISTRICT NO.: 4

Page 244

BIDS OPENED: May 5, 2017

HIGHWAY: CASA GRANDE-LA PALMA HIGHWAY (SR 287)

SECTION: FLORENCE BOULEVARD PEDESTRIAN HYBRID BEACON

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-CSG-0(206)T : 0000 PN CSG T005501C

FUNDING: 100% FEDS

LOW BIDDER: CS CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 174,542.00

STATE ESTIMATE: \$ 173,056.60

\$ OVER ESTIMATE: \$ 1,485.40

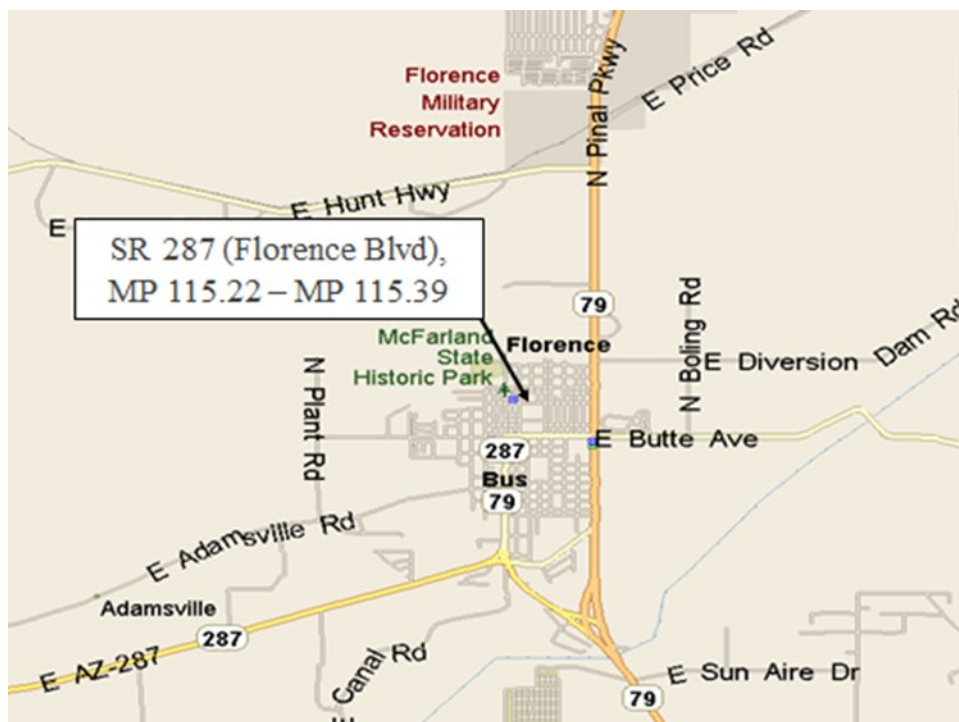
% OVER ESTIMATE: 0.9%

PROJECT DBE GOAL: 6.26%

BIDDER DBE PLEDGE: 6.28%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3j: BOARD DISTRICT NO.: 5

Page 248

BIDS OPENED: May 26, 2017

HIGHWAY: KINGMAN-SELIGMAN HIGHWAY (SR66)

SECTION: HAULAPAI WAY TO PICA CAMP ROAD

COUNTY: COCONINO

ROUTE NO.: SR 66

PROJECT : TRACS: 066-A-NFA : 066 CN 104 H888001C

FUNDING: 100% STATE

LOW BIDDER: VSS INTERNATIONAL, INC.

LOW BID AMOUNT: \$ 1,582,000.00

STATE ESTIMATE: \$ 1,492,329.00

\$ OVER ESTIMATE: \$ 89,671.00

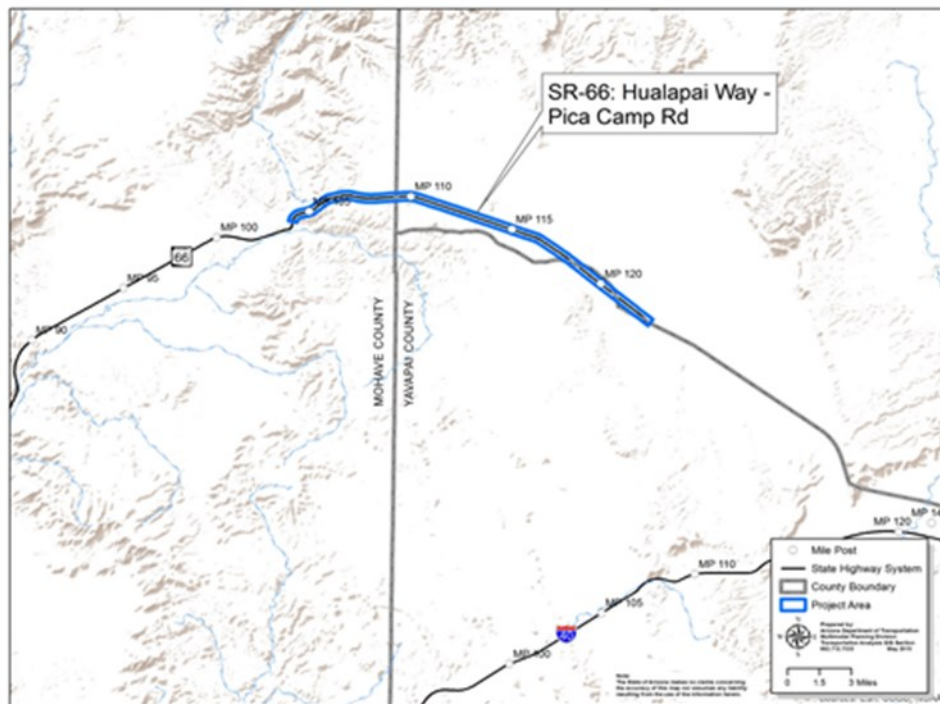
% OVER ESTIMATE: 6.0%

PROJECT DBE GOAL: N/A

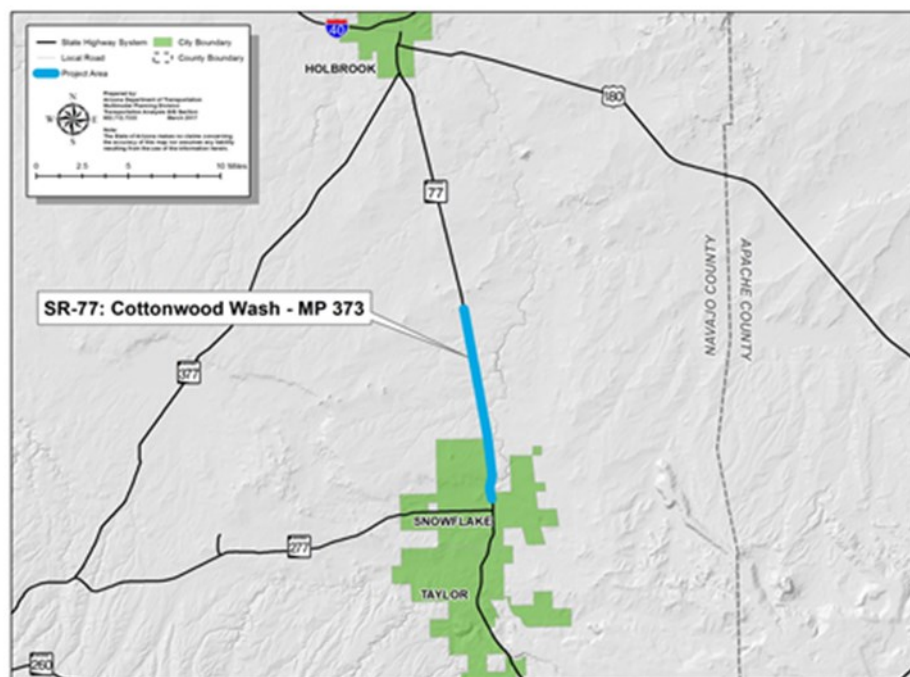
BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3k: BOARD DISTRICT NO.: 5
 BIDS OPENED: May 26, 2017
 HIGHWAY: SHOW LOW-HOLBROOK HIGHWAY (SR 77)
 SECTION: COTTONWOOD WASH TO MP 373
 COUNTY: NAVAJO
 ROUTE NO.: SR 77
 PROJECT : TRACS: 077-B-NFA : 077 NA 361 H889401C
 FUNDING: 100% STATE
 LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 1,349,900.00
 STATE ESTIMATE: \$ 1,500,162.10
 \$ UNDER ESTIMATE: (\$ 150,262.10)
 % UNDER ESTIMATE: (10.0%)
 PROJECT DBE GOAL: N/A
 BIDDER DBE PLEDGE: N/A
 NO. BIDDERS: 4
 RECOMMENDATION: AWARD



*ITEM 3I:

BOARD DISTRICT NO.: 4

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BIDS OPENED: May 5, 2017

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

SECTION: RANDOLPH ROAD INTERSECTION

COUNTY: PINAL

ROUTE NO.: SR 87

PROJECT : TRACS: HSIP-087-A(210)T : 087 PN 129 H887701C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: BLUCOR CONTRACTING, INC.

LOW BID AMOUNT: \$ 493,930.95

STATE ESTIMATE: \$ 491,699.85

\$ OVER ESTIMATE: \$ 2,231.10

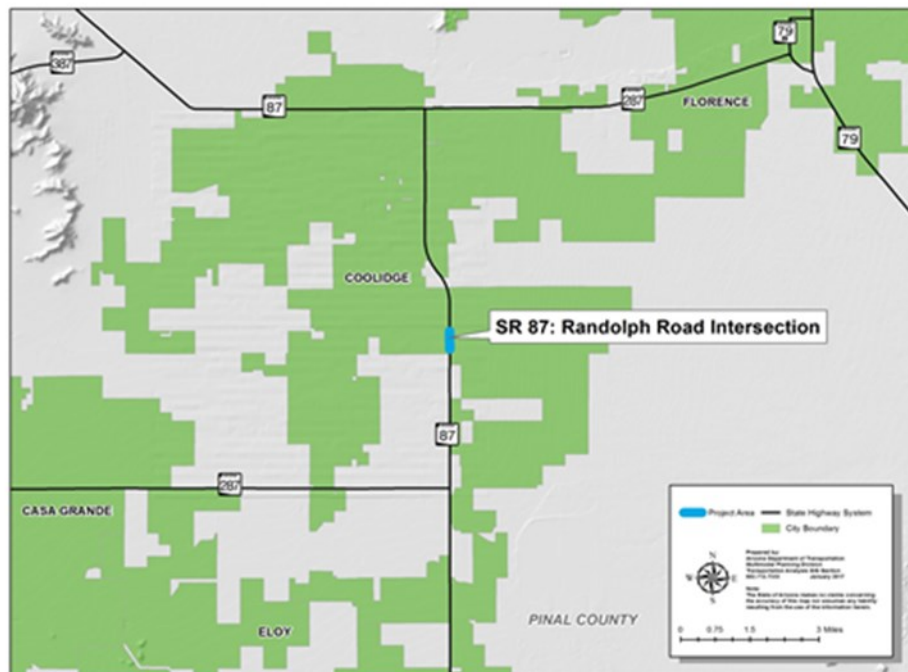
% OVER ESTIMATE: 0.5%

PROJECT DBE GOAL: 5.79%

BIDDER DBE PLEDGE: 6.44%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3m:

BOARD DISTRICT NO.: 3

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BIDS OPENED: May 26, 2017

HIGHWAY: WHETSTONE TI-JCT SR 80 HIGHWAY, SR 90

SECTION: SIERRA VISTA TO SR 80

COUNTY: COCHISE

ROUTE NO.: SR 90

PROJECT : TRACS: 090-A-NFA : 090 CH 317 H888901C

FUNDING: 100% STATE

LOW BIDDER: CACTUS TRANSPORT, INC.

LOW BID AMOUNT: \$ 887,700.13

STATE ESTIMATE: \$ 1,032,324.64

\$ UNDER ESTIMATE: (\$ 144,624.51)

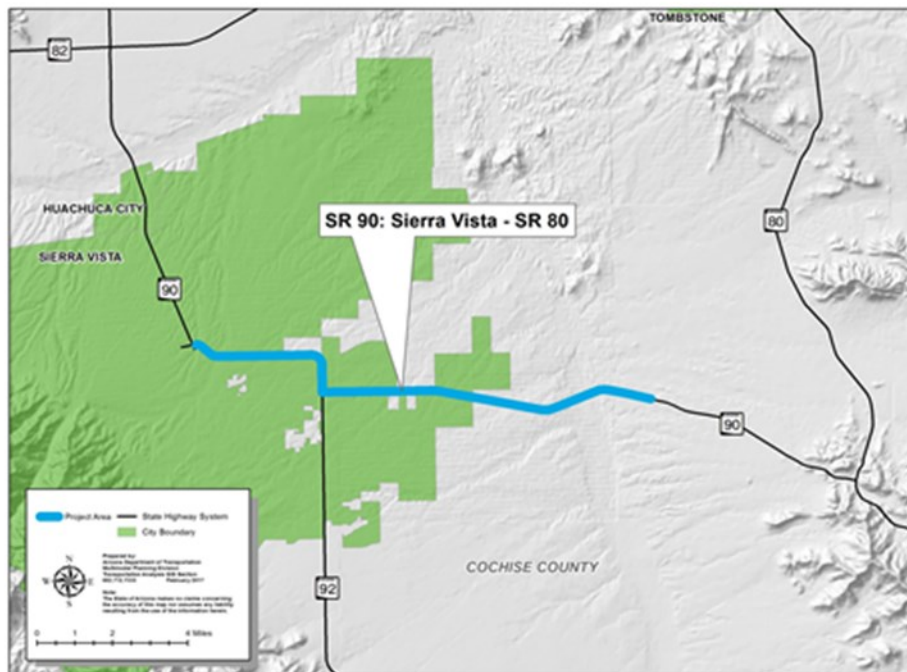
% UNDER ESTIMATE: (14.0%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3n:

BOARD DISTRICT NO.: SW

Page 262

BIDS OPENED: May 26, 2017

HIGHWAY: GLOBE-LORDSBURG HWY (US 70) & DUNCAN-GUTHRIE HWY (SR 75)

SECTION: US 70; MP 366.95-385.27 & SR 75; MP 391.98-398.00

COUNTY: STATEWIDE

ROUTE NO.:
US 70
SR 75

PROJECT : TRACS: 999-A-NFA : 999 SW 000 H889001C

FUNDING: 100% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,336,309.78

STATE ESTIMATE: \$ 1,561,744.40

\$ UNDER ESTIMATE: (\$ 225,434.62)

% UNDER ESTIMATE: (14.4%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: AWARD

US 70; MP 365.95 – MP 385.27 West of Duncan and
SR 75 MP 391.98 – MP 398 South of Clifton



MINUTES
STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Tuesday, January 31, 2017
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, AZ 85009

Pledge

The Pledge of Allegiance was led by Board member Jack Sellers.

Roll call by Board Secretary Linda Hogan

In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.

Absent: None.

There were approximately 35 people in the audience.

Title VI of the Civil Rights Act

Floyd Roehrich reminded all attendees to sign in and fill in the survey cards to assist our Civil Rights Department. He added information regarding an evacuation plan for the HRDC building and provided instructions on how to proceed in the event of an emergency. Floyd then introduced and welcomed the new board member Jesse Thompson from District 5.

Call to the Audience:

There were no members of the public requesting to address the Board.

Opening Remarks

Mr. Thompson asked if he could tell the Board a little about himself in lieu of no public comment and after a bit of discussion it was agreed that he could proceed. Mr. Thompson proceeded to express his appreciation of having been appointed to the Board and gave a brief background of where he has come from and appreciated the welcome he has received.

STATE TRANSPORTATION BOARD STUDY SESSION – JANUARY 31, 2017

I N D E X

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ITEM 2: STATE FREIGHT PLAN UPDATE (Michael Kies.).....32

ITEM 3: 2018-2022 TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION
PROGRAM REVIEW (Kristine Ward and Michael Kies)62

(Beginning of excerpt.)

CHAIRWOMAN BEAVER: Okay. With no call to the audience, then we will move on to item public private partnership, the P3 update. That is Gail Lewis.

(Inaudible conversation.)

MR. HALIKOWSKI: Madam Chair, I was just giving Ms. Lewis the option of just sitting here and talking in a more informal setting. She decided to stand.

CHAIRWOMAN BEAVER: Maybe that microphone would work better than this.

MS. LEWIS: (Inaudible.)

Well, thank you. Thank you, Madam Chair, and members of the board for asking for an update on public private partnerships and how we are using them at a (inaudible) also been some thoughts about what might be happening nationally. I want to talk about P3s being in use from the standpoint of the new administration and their interest in doing some additional infrastructure development (inaudible). So I threw in a couple of extra slides about that, too, and hope that you'll find that helpful or feel free to ask questions (inaudible).

(Inaudible) a new board member and some others who haven't been here to hear this in the past, so let me just give you some real brief history about the P3 program in Arizona. Our enabling legislation, which is in Title 28 and is therefore specific to ADOT and is a statewide P3 enabling

authority for other agencies, although other agencies may have this authority to some degree, but it's very ADOT (inaudible) specific. It has a very broad definition of transportation facilities. So it lets us work not only on highways, but also on rail transit and facilities which (inaudible) buildings that may be in support of ADOT's mission, as well as ancillary facilities like lighting and rest areas and other things that aren't pavement but that help the highway system function.

From -- it's very flexible in terms of the type of partnerships you can use, and I'll go into what these mean a little bit later to give you everything from design, build all the way to using private finance for projects. It exempts -- our P3 legislation exempts ADOT from the procurement code. That means that we can use best value determinations and not just low bid, but it does not exempt us from the competitive procurement process. So everything we do does need to be publicly procured in a competitive environment.

It also allows us to seek unsolicited projects as well to solicit -- as well as to begin projects from within the agency. So that means that outside entities can come to us, suggest projects, and that we will analyze those projects and consider using elements of those unsolicited proposals going forward, and in fact, we have done that.

It gives ADOT the authority to enter into all kinds of negotiations and agreements, and also the ability to

1 use outside counsel and outside consulting teams to help us. So
 2 when we sit down across the table to negotiate with a large
 3 multi-national contracting team, we have the ability to have our
 4 own outside legal counsel as well as help from the Attorney
 5 General's office. And it allows us to use the number of
 6 (inaudible), including traditional bond -- traditional bonding,
 7 revenue bonds, (inaudible) anticipation as well as tolls and
 8 fees.

9 And then in 2012 we added some language that will
 10 give the agency the ability to actually enforce tolls and fees
 11 should we ever have the need to set those up. So we do have the
 12 ability to establish a tolling authority or to concession that
 13 out to an outside entity, and also to collect and enforce tolls
 14 and fees. So our -- the legal authority to do all that work is
 15 in place. (Inaudible.)

16 When you think about setting up a program, a P3
 17 program in a state agency, there are a variety of ways to do it.
 18 We've chosen at ADOT to do it with the programmatic elements at
 19 first. So we have a P3 program office. We have a consulting
 20 team that supports us on a programmatic basis. That is they
 21 work for us on every project that we do, but they can have the
 22 ability to seek some additional help if we don't have adequate
 23 expertise.

24 So over time what this allows us to do is to
 25 establish some policies that are applicable over a variety of

1 different kinds of projects and different approaches to projects
 2 rather than doing them sort of one off as a project comes up.
 3 We do that one project (inaudible) take it programmatically.

4 And then you'll see projects are -- the small
 5 square kind of at the top of the triangle -- it takes a lot of
 6 capability to begin to move P3 projects through the -- a large
 7 agency, especially because it's such a new way to approach
 8 projects. And so we see that the bulk of the work is the
 9 foundation at the bottom, and then eventually you would get to
 10 the project development phase, and that's where we are right
 11 now.

12 So how do P3s differ? And I apologize. Some of
 13 these slides are very wordy, but I thought you might want to
 14 refer back to them, so I -- I made them wordy and didn't worry
 15 too much about the pretty pictures. So I apologize. It's not
 16 very visually pleasing, but the information's all there for you.

17 So the first thing when they (inaudible) and the
 18 public sector has substantial control. We always have the
 19 ability to end a concessionaire agreement and to move to a
 20 different (inaudible) if that turns out to be more appropriate.
 21 So we do own it and control it, and that is the case.

22 But there are other things that can be quite
 23 different. It allows you to engage with the private partner
 24 over the long haul. For example, on the South Mountain Freeway,
 25 we have a 30-year maintenance deal. So that's a long-term

1 relationship (inaudible). I think that's different from what
 2 you would do in a normal design, build and -- or even at regular
 3 design, build (inaudible) project.

4 Traditional procurement generally forces you to
 5 focus on a single factor, such as price. Public private
 6 partnerships allow you to do a best value procurement in which
 7 you can consider price, the quality and capability of the
 8 management team, the long -- their long-term capability to
 9 maintain the project over time or to manage the operation of a
 10 project. So it allows you to configure a number of things when
 11 you're selecting them and not price only. It allows you to
 12 consider the contractor's experience and reputation, as well as
 13 their financial capability, as well as their understanding of
 14 your long-term goals and objectives with the project.

15 And finally, it allows you to shift risk,
 16 removing all the risk within the agency to be able to shift some
 17 of the risks for project delivery and long-term maintenance off
 18 to the private sector.

19 P3s can be used for a variety of things.
 20 Obviously, we're here today to talk primarily about
 21 transportation, but since you're hearing a lot from the new
 22 administration about infrastructure, remember that
 23 infrastructure's really quite a broad series of activities.
 24 There have been P3s done around the country successfully for
 25 both water and wastewater treatment, (inaudible) for highways

1 and rail, also for public services related to highways, such as
 2 in the Michigan, the Detroit area has upgraded all of its lights
 3 in metro Detroit to LEDs. That was done through the Department
 4 of Transportation, but it's been a straight highway project.

5 It allows -- and it allows for housing options.
 6 All of the dorms that you see along Apache in Tempe, all that
 7 new housing that's been put up for our students at ASU has all
 8 been done using public private partnerships. That is the built
 9 by the private sector, the private sector (inaudible) sector,
 10 but the University retains ownership, and they are -- the
 11 private developers are repaying using the price that those
 12 people paid (inaudible). So it's being used around the country.
 13 There's actually a whole campus at the University of California,
 14 the Town of Merced (inaudible) using a public private
 15 partnership. So it's being used around the country for lots of
 16 different (inaudible).

17 So again, the types of P3s, straight
 18 design-build. That is you combine the design and construction
 19 of a project, and you combine those two phases, and generally
 20 that results in a cost savings (inaudible) from being able to
 21 work (inaudible) together.

22 You can also take your existing facilities and
 23 contract out the long-term operations and maintenance, which is
 24 an approach that ADOT took with its rest areas. We had the rest
 25 areas already, but they were being managed individually, one off

1 at a time. We took them, combined them into a system, and then
 2 contracted out the long-term operations and management to a
 3 private provider as a public private partnership.

4 You can combine a design, build with long-term
 5 operations and maintenance. So at the beginning, the project is
 6 procured as a design, build contract, but with the understanding
 7 that there will be a long-term operations and maintenance
 8 component. That way when the contractors bid the projects up
 9 front, they're thinking not only about the design, build aspect,
 10 but also about having to take care of it over a 30-year period.
 11 So the hope is that they will build it differently knowing that
 12 they are also on the hook for maintenance.

13 And then the last one is the DBFOM, where you do
 14 the design, build, where you're allowed to do the operations and
 15 maintenance, but there's also a finance element. That is the
 16 finance of the project comes from someone other than (inaudible)
 17 public entity, but also from the private sector. Sometimes in
 18 the form of equity, and often in the form of an equity
 19 investment and investment (inaudible). And sometimes on a large
 20 project, it can be all three. You can have equity and private
 21 debt as well as (inaudible).

22 I borrowed this slide from (inaudible). It's
 23 just a nice visual graphic of the way design, build, finance,
 24 operate and maintain a project would actually look, the way it
 25 would work. So at the end, you have customers who pay for the

1 services provider -- provided. They either pay for those from
 2 new fees that may be specific to this project, or they pay
 3 through (inaudible) that they already pay through. For example,
 4 they already pay their water bill. They already pay gas taxes.
 5 So something that they're currently paying can be shifted into
 6 partial repayment for a project like this.

7 The public entity procures the contract, sets and
 8 collects the -- or sets the rates for the project, conducts the
 9 procurement. They take long-term ownership, and -- but also, I
 10 put that one in red so you'll see -- it actually pays the
 11 services to the private entity, that include not only a
 12 repayment for the project itself, but also a payment for
 13 long-term operations and maintenance, and some sort of ability
 14 to repay them for the up-front capital that they have made --
 15 that they may have put into the project.

16 So they are being repaid. They're being repaid
 17 by the private sector -- or by the public sector, and the
 18 question is what are the sources of funds that you may pay them
 19 with. And again, it may be an outside lender who would provide
 20 financing by debt to the entity, the build -- the
 21 design, build, finance operations contractor.

22 In the case of the South Mountain freeway, there
 23 was no financing that was a part of that, but in every other
 24 way, it -- the structure looks very much like this. And that
 25 entity in the middle, the design, build, finance operations and

1 maintenance, in the case of the South Mountain and in most large
 2 projects around the country, that is a special purpose vehicle.
 3 That is these companies come together. They form a team that is
 4 created, a legal entity that is created for the purpose of that
 5 one project, and that is the entity that is the project manager,
 6 and usually the ongoing relationship is between the public
 7 entity and that special purpose vehicle (inaudible).

8 So how to get to a P3. Some way or another a
 9 project comes to light, and generally the things that -- it
 10 comes from the outside. Someone suggests P3 projects. It comes
 11 from the inside. Generally, the things that you look at as
 12 alternative -- as whether it's viable for alternative
 13 procurement includes size, complexity and the long-term nature
 14 of the project. So the bigger the project, the more likely it
 15 is to be a good candidate for P3. The more complex it is, the
 16 more likely it is to be a good candidate, and especially if it
 17 involves things like multiple jurisdiction or if you're trying
 18 to bundle some small projects together (inaudible) placed
 19 several hundred bridges (inaudible), several hundred bridges.
 20 They bundled those together into a single contract, and one
 21 entity did the work on those multiple bridges. So any kind of a
 22 structure like that where it's large, complicated, lends itself
 23 very nicely to a P3 contracting methodology.

24 So honestly, at the beginning you do, just as we
 25 do for every project, we look to see whether there's a need,

1 what the scope is, whether there's public support for the
 2 project. You define the scope and status, determine whether
 3 there's going to be funding at some point in the future, how
 4 the funding looks compared to the expected cost of the project.
 5 Then you move into the issues that I've just discussed. Is it
 6 viable for public procurement? Is (inaudible) or a P3
 7 procurement? Is it large enough? Is it complicated enough? Is
 8 there some reason why this would work especially well as a P3?

9 If there's a revenue component involved, you
 10 would do what we call a sketch level traffic and revenue study.
 11 That's a very basic look at -- at traffic today, anticipated
 12 traffic tomorrow, the overall cost of the project. It includes
 13 the cost of running tolling infrastructure, which is not cheap,
 14 and then determines whether you can achieve a partial or
 15 complete (inaudible) completely paying for revenues from tolls
 16 anymore, but determines how much you might be able to repay of
 17 the upfront cost using tolling, and then that lets you know
 18 whether it's available to continue to study that project as a P3
 19 or whether you should take the tolling option off the table at
 20 least for the time being and move ahead (inaudible) kind of
 21 analysis.

22 If it is worth additional analysis, then you do
 23 what is called a value for money comparison. That is you kind
 24 of look side by side at procuring the project traditionally
 25 using straight design, bid, build completely, publicly financed,

1 and that's kind of your benchmark, and then you see whether it
 2 can use alternative procurement or alternative finance or some
 3 combination of the two. Whether it's more viable to be able to
 4 complete the project in a reasonable time period.

5 And if, in fact, it appears that there is a way
 6 to generate enough interest, enough revenue from the project to
 7 be vital as a P3, then you would move into the next step, which
 8 is to continue the analysis and run -- perhaps do what we call
 9 market founding, checking the market out to see if they're
 10 interested in this project, doing a request for information,
 11 getting feedback from the potential proposers to determine the
 12 level of interest. And at every point along the way, if you
 13 decide this is just not going to work, then you can always pull
 14 the plug and put it back into the kind of traditional projects
 15 stream for future analysis.

16 So these are the projects we have (inaudible)
 17 right now. This infographic includes both ADOT P3 projects
 18 and also projects being done through our innovative projects
 19 group, which is where basically projects that have a revenue
 20 source attached to them, somebody's willing to pay a fee, they
 21 may or not -- may or may not be procured completely under P3,
 22 but there's a revenue opportunity.

23 So this is a combined list. It's basically the
 24 things that we -- that are on our radar screen right now. There
 25 is another group of projects that are so speculative, they

1 didn't even make the speculative list yet, they're so far out
 2 there, but there are other projects waiting to come down the
 3 pipe.

4 So we have two fully in operation right now.
 5 That's our rest area maintenance project. As I said, which took
 6 all of our rest areas and combined them into a single system;
 7 and also sponsorships for the new MVD driver's manuals. That's
 8 basically a revenue producer for the agency, to help cover the
 9 cost of producing those, those manuals.

10 We have two sort of underway right now, one that
 11 -- one that everybody knows probably the most about is the South
 12 Mountain Freeway. That is under constructions right now as a P3
 13 without a finance element, so it's design, build, operate and
 14 maintain.

15 And then also looking at putting Arizona Lottery
 16 machines in our MVD offices. Again, that is more of a revenue
 17 producer where the share of Lottery sales at the MVD offices
 18 will come back to ADOT.

19 We have one project under procurement development
 20 right now. (Inaudible) quite far long. That's a Flagstaff --
 21 project up in Flagstaff to swap land so that we can get new
 22 facilities, new district office space, new MVD in Flagstaff, in
 23 exchange for giving our property on Milton Road in Flagstaff,
 24 which is very valuable property, to a private developer. The
 25 City of Phoenix is also involved in that because they would like

1 a portion of that land to do some highway improvements, and they
 2 also have some land adjacent to ours that we are throwing into
 3 the deal. So it's quite a complicated structure. Can't imagine
 4 anybody could have done this without our public private
 5 partnership law, but it's turning out very well. We're
 6 basically just running some numbers on that (inaudible) for the
 7 value of our land and some -- yes, sir.

8 MR. HALIKOWSKI: Well, you said City of Phoenix.

9 MS. LEWIS: I'm sorry.

10 MR. HALIKOWSKI: I want to make -- the City of
 11 Flagstaff.

12 MS. LEWIS: I'm sorry.

13 MR. HALIKOWSKI: City of Flagstaff.

14 MS. LEWIS: (Inaudible.)

15 MR. HALIKOWSKI: Phoenix has nothing to do with
 16 this project.

17 MS. LEWIS: (Inaudible.)

18 MR. HALIKOWSKI: I'm pretty sure.

19 (Unintelligible conversation.)

20 MS. LEWIS: City of Flagstaff.

21 And we -- our -- it looks right now that for the
 22 value of our land on Milton, which is about \$4.6 million, plus
 23 the cost of moving and putting in furniture and pictures, which
 24 is about two and a half million dollars. So for a little over
 25 \$7 million, it looks like we will get a completely repurposed

1 facility, basically a build to spec. It's a remodel to spec, I
 2 guess, would be a better word. We're in the current (inaudible)
 3 looks like about \$22 million for that (inaudible). So we think
 4 that's a good (inaudible) but not an impossible (inaudible).

5 And then we have several other things that are in
 6 various stages. I will mention one in particular, because I
 7 know it's of interest, and that is to do what the Michigan DOT
 8 did in Detroit, and that is to upgrade our freeway lights,
 9 including the Deck Park Tunnel in the metro Phoenix area as a --
 10 with -- as a P3 to upgrade to LED light to provide substantial
 11 additional lighting at long-term (inaudible).

12 MR. LA RUE: Madam Chair, Gail, so one of the
 13 projects that we've talked about briefly is the SR-30. Is that
 14 back over in that later tidal pool?

15 MS. LEWIS: It is. It is on the list of --
 16 initial value, in initial evaluation, that kind of dark green
 17 color.

18 MR. LA RUE: Oh, there it is. I see it. I got
 19 it.

20 MS. LEWIS: Along with the North South Freeway.
 21 (Inaudible) who's very interested in (inaudible).

22 (Inaudible) North South Freeway (inaudible) I-17
 23 (inaudible) that project, and the SR-30. So those are the three
 24 highway projects that we are looking at doing some additional
 25 tolling and revenue to take a look at the viability of those

1 projects using a toll, the toll option.

2 And yeah, that's just -- it's just a study. It
3 just tells us that the snapshot right now, looking into the
4 future, as best as our crystal ball will allow us, to determine
5 whether there could be enough revenue generated from that to
6 perhaps speed up the construction of the process, to make it
7 viable sooner than (inaudible).

8 MR. LA RUE: Thank you.

9 MS. LEWIS: So those are both -- those are
10 underway right now. The tolling revenue studies are underway
11 right now. The SR-30, we don't have any initial feedback yet
12 from our consultant. They're in there running it through
13 computer models and all that stuff that they do.

14 We do have -- we did -- from the North South
15 Freeway, we did the same study three years ago now. It
16 determined that we could build the North South revenue, but that
17 with about 40 percent of the costs could be covered by tolling,
18 which would be a really good answer if we had the other 60
19 percent of the money. But since we don't, that -- that was
20 determined not to be viable at that time.

21 As we move forward, as traffic numbers change and
22 as Pinal County contemplates their own half cent sales tax that
23 they have some additional revenue to put on the table from the
24 local communities, it will be time to go back and take a look at
25 that again. We do those numbers and check the viability

1 (inaudible) change in circumstances.

2 MR. LA RUE: Thank you.

3 MS. LEWIS: And again, (inaudible) team
4 management was another issue. We did do the sketch level
5 traffic and revenue. We have a draft, a draft report, but
6 (inaudible) sent this to people, so I won't hesitate to say to
7 you. It basically shows that there's almost no toll revenue to
8 be gained by doing those -- that managed lane as a HOT lane
9 project. It's such expensive construction, and although I'm
10 sure those of you who drive it regularly feel like it's always
11 backed up, when you look at the traffic flow, actually, the
12 traffic flow numbers generally are pretty good. So except for
13 Sunday night and Friday night, there's really just not a lot of
14 (inaudible) to gain by a HOT lane at this point in time.

15 So we're going back, looking (inaudible) go back,
16 taking a look at some different exceptions and taking a look at
17 some different options for tolling of the HOT lane project and
18 also at -- doing the project without a toll or a fee attached to
19 it and see whether that offers some more viable solutions. But
20 at least initially, that's not a good approach, but over time,
21 (inaudible) change.

22 So Floyd mentioned to me that a lot of you had
23 been asking about the proposed trunk infrastructure plan and
24 what it might look like and how -- and his -- he is suggesting
25 private investment in P3s as a way to help finance this plan to

1 just maybe educate a little bit with what might -- and again,
 2 nobody knows -- but what might end up being possible as part of
 3 this plan.

4 So one idea that seemed to come up over and over
 5 again with the new stories is the idea of somewhere between 125
 6 to 275 billion in tax credits that would help to not fund
 7 private equity investment, but that would be an incentive for
 8 people to do more private equity investments.

9 The tax credits would be paid through -- paid
 10 back to the Treasury, because if the Treasury doesn't collect
 11 that money, obviously that's a shortfall to the Treasury. So
 12 the Treasury would be paid through the additional taxes that
 13 might be generated by some of these larger projects, that is
 14 (inaudible) revenues from additional wages, from the jobs that
 15 would be created, and that the contracts -- the profits made by
 16 the contractor, produced by the contractor and the
 17 subcontractor, that they would pay profit from their revenue,
 18 that there would be sales tax generated from the additional sale
 19 of construction materials, and that that -- those monies would
 20 help to repay the Treasury.

21 So tax credits are -- they're not common,
 22 although there are several of them in use around the country and
 23 here in Arizona. You can take some of them when you do your own
 24 personal income taxes. It's basically a dollar --
 25 dollar-per-dollar reduction on the income tax (inaudible), and

1 it credits -- it's a direct reduction off the bottom line of
 2 what you owe. It doesn't depend on what rate -- what rate of
 3 taxation you fall into.

4 Sometimes tax credits can be sold or traded on
 5 the open market. So if you can't use them, you can sell them to
 6 someone else who can use them. This is -- you as a human being
 7 cannot do this, but corporate entities can do this with other
 8 corporate entities. So if they have other ways that have
 9 limited their tax liability and they have no need for the
 10 credits, those can be sold on the open market. That provides
 11 revenue to the seller, and also provides a tax credit to the
 12 buyer that they may not have had otherwise. That's pretty much
 13 how the renewable energy market works.

14 Tax credits, if we were to do a solar project to
 15 ADOT, we could at this point still get federal tax credits for
 16 doing a solar project. We can't use those tax credits. We're a
 17 public entity. We don't pay taxes to start with, but we can
 18 sell them to someone else, and that sale helps to fund the
 19 capital cost of putting in the renewable infrastructure, the
 20 revenue that comes in from that sale.

21 So it can -- sounds a little bit like talking
 22 about derivatives (inaudible). It's a little high finance, but
 23 making a sale -- salable tax credits can make the program more
 24 vital. I don't think we know enough yet about the proposed
 25 trunk program to know whether, in fact, this is the right level

1 of credits, whether they'll be able to be resold. None of that,
2 to my knowledge, has been worked out (inaudible).

3 So an infrastructure tax credit might allow
4 investors to receive a tax credit or to sell that tax credit and
5 receive the money for something like 80 percent of an equity
6 investment that maybe (inaudible) infrastructure project. And
7 again, from everything I've seen so far, the definition of
8 infrastructure is that very broad definition that includes not
9 only highways, rail transit, maritime, airports, but also water,
10 wastewater, utilities, regular public utilities. So it seems
11 like they're all -- that's a very broad definition from
12 everything that we know so far, which is not much.

13 So there are some issues that this brings up, of
14 course. Some infrastructure investments such as in utilities,
15 publicly-traded utilities are already profitable. So would this
16 make them more profitable? Would tax credits still be used for
17 investments that are already profitable for equity investors?
18 That's unclear.

19 Tax credits generally have a limit. There are
20 very few tax credits in any state that allow you to reduce your
21 tax by (inaudible) below zero, that is where you can either
22 carry that forward or where the government actually owes you
23 money from making the investment. So depending on who the
24 investor is, that may be a limitation, meaning if they can't use
25 all the tax credits, if they're not resalable, it's unclear how

1 much of an incentive that will be.

2 Tax credits don't do anything to induce
3 non-profit investors. Lots of the investments being made in
4 infrastructure, being made by police and fire pension funds, for
5 example, those are not-for-profit entities that cannot take
6 advantage of the tax credit. So again, if it's not salable, a
7 lot of the capital that's out there would not be (inaudible) by
8 the tax credits.

9 And then there's the fact that unemployment's
10 quite low right now. So the idea -- first of all, it's unclear
11 how many people would actually be available to do these jobs if
12 there were a massive infrastructure program. But secondly,
13 these aren't new jobs (inaudible) from one, one job to a
14 construction job. Is that really going to be a net gain to the
15 Treasury? If they're already employed and you're just shifting
16 them, what's the payment structure for that, for just shifting
17 them from one place to another?

18 The idea of repayment coming from contractor
19 profits is sure to cause some concerns in the contractor
20 community, how company investors get big tax credits or profits
21 for doing the work (inaudible) taxed. So (inaudible) read a
22 little bit of rumblings out there in the contractor world about
23 this.

24 The other issue is that equity is usually only
25 part of an investment structure. There's almost always debt

1 attached. Certainly there would continue to be public debt for
 2 many of these projects, but also private debt. How does the
 3 debt get repaid? The infrastructure only goes toward the -- the
 4 tax credits only go toward the equity payments. And then the
 5 bottom one is that tax credits can certainly be an enhancement
 6 to encourage additional private investment, but (inaudible)
 7 revenue.

8 The public sector debt, the private sector debt
 9 and at least a portion, at least 20 percent, of the equity that
 10 would not be helped by the tax credits still being a repayment
 11 source, and that those who would make the investment are
 12 (inaudible) to expect a return in addition to the tax credit.
 13 So it's not really a substitute for revenue (inaudible) and it
 14 continues to be an issue. So that's a very cursory look at
 15 what's being proposed. Nobody really knows right now, but
 16 (inaudible).

17 And that concludes my presentation, and I would
 18 be more than happy to (inaudible).

19 CHAIRWOMAN BEAVER: Board Member Hammond.

20 MR. HAMMOND: I think this might be a question
 21 you can answer, Gail. It may not be designated for processing
 22 by everything they do, but I've heard some kind of rumblings
 23 from pretty credible contractors on the handling of unsolicited
 24 projects, that, you know (inaudible) something ADOT does
 25 (inaudible) machine (inaudible) works because it's your machine.

1 When somebody comes in with an unsolicited project, you know,
 2 does the process really give them kind of a fair venting on that
 3 project, or how is that handled?

4 MS. LEWIS: Thank you, Madam Chair, Mr. Hammond.

5 I appreciate that question, and I think it's a
 6 valid concern. We've only had two unsolicited proposals, so
 7 it's not like we have a wealth of experience to draw on in
 8 (inaudible). However, both of the projects that did commence an
 9 unsolicited proposal have, in fact, been procured as P3
 10 projects. So we certainly listen to the private sector when
 11 they have those good ideas and see if it can be adapted into
 12 ADOT's process.

13 In the -- in the South Mountain Freeway, which I
 14 think is the one (inaudible), and I think there are a couple of
 15 things that work in that (inaudible) not having viewed them
 16 (inaudible). For one thing, it was brand-new the first time
 17 (inaudible) ever had an unsolicited proposal. So at least by
 18 definition, you're making it up as you go along, even if you
 19 have procedures in place. Or you've had procedures -- you
 20 thought you had procedures in place and then you found out it
 21 really wasn't until you actually do one (inaudible) the best
 22 procedures possible.

23 Secondly, remember that that project was tied up
 24 in lawsuits for a long, long, long time, and so we were trying
 25 to make a decision on a project that was still in some flux in

1 terms of the -- when and if we could actually begin the process.
 2 So I think that also contributed to the slowness of the
 3 response.

4 And also, we went -- on the South Mountain, we
 5 went from nine individual design, bid, build projects to one
 6 22-mile project at a cost of close to \$2 billion. I think that
 7 that's such a large, complicated project and such a different
 8 way of doing business than ADOT had ever done it before. I'm
 9 just not sure there would have been much of a way to speed that
 10 review process up and come out with a conclusion that actually
 11 ended up being what I think is a (inaudible) great conclusion, a
 12 conclusion that's going to speed up the project substantially
 13 and save us several hundred million dollars.

14 So I think, although I'm very sensitive to the
 15 time and the money that the contractors spend up front on the
 16 project, I do think the end result, I think, speaks very well
 17 for the process that we have, and now that we have done it once,
 18 I think we'll be able to address it more quickly in the future.
 19 I think everyone at ADOT, not just my office, but everyone
 20 (inaudible) and in the financing, everybody else at ADOT that
 21 has to make a decision and feel comfortable about moving this
 22 process along, I think, now has one under their belts and is
 23 going to feel a lot more comfortable and confident in moving
 24 through a review process. (Inaudible.)

25 MR. ROEHRICH: Madam Chair, if I could, there's

1 one thing I want to make sure. We say you make it up as you go
 2 along. What we -- it wasn't necessarily made up as we went
 3 along. It is based foundationally as well, along with what's in
 4 statute, what's within our procedures manual, but as you did
 5 find, you -- we did have to do some give and make some
 6 adjustments as we started before, because of the uniqueness of
 7 that project, the size of it and some of the things.

8 So it wasn't necessarily made up as we went
 9 along, but there were adjustments made along during that process
 10 because of the compliance and the given nature of that type of
 11 project.

12 MR. HAMMOND: (Inaudible.)

13 CHAIRWOMAN BEAVER: Mr. Hammond.

14 MR. HAMMOND: (Inaudible.)

15 CHAIRWOMAN BEAVER: Well, it was for -- I'm just
 16 basically saying your names for the transcriber of the minutes,
 17 so...

18 MR. HAMMOND: Okay. (Inaudible.)

19 Trust me, I know anybody that does not get a
 20 project has reasons and it's not their fault. So I appreciate
 21 that. But I do think as a state we should kind of try to be a
 22 leader in encouraging unsolicited projects so that we get
 23 engaged in a more broad level the opportunity to use the P3s
 24 offered. And anything, you know, that ADOT can do to ensure
 25 that those projects feel like they've been fairly vetted --

1 which I'm not saying that they don't feel that way now. As you
 2 say, there's only been two. But we do need, I think, as a
 3 state, to be really encouraging this method of financing and
 4 unsolicited is a -- broadens that reach very much. (Inaudible.)
 5 Thank you.

6 MR. STRATTON: Madam Chair.

7 CHAIRWOMAN BEAVER: Chair Member Stratton.

8 MR. STRATTON: I have a two-part question.
 9 Referring to the I-17 project, how long will it take to evaluate
 10 that to see if there is a way to do it and get a payback on it?
 11 Do you have an estimate of time?

12 MS. LEWIS: Madam Chair, Mr. Stratton, I -- there
 13 are a lot more people than me involved at this point. We did
 14 our preliminary traffic and revenue study based on the
 15 exemptions that we had at the time, and it definitely showed
 16 that it would not make a positive contribution to the
 17 financing element of the project. However, there are other
 18 pieces sometimes (inaudible) management. But it certainly
 19 wouldn't help financially.

20 So I believe now the process moving this forward,
 21 although we will continue to evaluate it as a P3, I believe
 22 there are a lot of other conversations (inaudible) had now about
 23 whether a reversible lane is really the right way to go, whether
 24 there are other design integrations that should be put in the
 25 mix for a future evaluation. So I think that (inaudible) might

1 be a better person to answer that question.

2 MR. STRATTON: Madam Chair, the part B of the
 3 question then is if it were to prove out that it would be a
 4 viable P3 option, then it came out as a solicited project,
 5 approximately what time frame would that take?

6 MS. LEWIS: I'm not sure I can answer that
 7 question.

8 MR. ROEHRICH: Madam Chair, Mr. Stratton, let me
 9 take a handle on that. I think what's important to remember at
 10 this time as we study the potential for P3s and as we look at
 11 the deliberate method, again, as far as how is the project being
 12 paid back, you know, if you talk about a P3 and it does bring in
 13 a toll or a fee, that's a new thing from the State, and that's
 14 definitely something that we would have to deal very strongly
 15 with developing public and political support for that.

16 I don't necessarily know that we have come to any
 17 conclusion that there is that strong support for any type of
 18 facility at this time. At this point we're studying them so we
 19 can bring it into the discussion as we talk about delivery, and
 20 when people say a priority project like I-17 needs to be done,
 21 then how do you fund it? And so I think we want to be able to
 22 talk intelligently and have information about that. But
 23 Mr. Stratton, to make a decision that -- how quickly is that
 24 going to happen, I don't think it's anything that's going to
 25 happen in, you know, months or maybe even a few years from now.

1 We still have to get through the general discussion of is a fee
2 and a toll facility something politically, publicly we could get
3 accepted.

4 CHAIRWOMAN BEAVER: Thank you.

5 Is there any other questions?

6 MR. THOMPSON: Madam Chair, I'm thinking here --

7 CHAIRWOMAN BEAVER: Mr. Thompson.

8 MR. THOMPSON: I indicated I'm from the road
9 commission, and Ms. Lewis, I'm trying to figure out how can we
10 make this appealing to the smaller communities? That's what I'm
11 thinking right now.

12 MS. LEWIS: I think, Madam Chair, Board Member
13 Appointee -- is that --

14 CHAIRWOMAN BEAVER: Thompson. Thompson.

15 MR. THOMPSON: Yeah.

16 MS. LEWIS: Thank you. (Inaudible). I don't
17 know if I could call you board member (inaudible).

18 MR. ROEHRICH: You can call him Mr. Thompson.

19 MR. THOMPSON: Yeah.

20 MS. LEWIS: We -- P3s in small communities are
21 challenging but not (inaudible). Small communities have big
22 needs sometimes, and the question really at -- throughout,
23 throughout rural Arizona and around the country is really
24 mostly related to revenue in every way, whether we're talking
25 about traditional financing or whether you're talking about P3

1 financing. If you're going to use fees or tolls or some sort of
2 user-generated fee to do a project, you have to make sure that
3 there are enough users --

4 MR. THOMPSON: Uh-huh.

5 MS. LEWIS: -- and that they have the willingness
6 and ability to pay the level of fees that would be required to
7 have that fee a portion of the (inaudible) financing. And so in
8 small communities or in rural highways, that's a problem. Those
9 roads are often widely used.

10 MR. THOMPSON: Uh-huh. Right.

11 MS. LEWIS: And (inaudible) used and then they
12 not generate the level of traffic. Even I-17 between Phoenix
13 and Prescott didn't generate enough, didn't have enough traffic
14 to generate a viable toll project, at least at this point, for
15 the kind of project that was projected.

16 So again, it's really a matter of (inaudible) we
17 have enough public revenue to be able to use and leverage
18 private funding for the projects when they are viable, and I
19 think it -- I can say that one advantage of being able to use
20 them in the urban areas is that it may then free up some
21 additional help with revenues to be used for all the projects
22 for which P3s don't work, both urban and rural projects for
23 which P3s are not going to be viable. So the hope is that it
24 would generate -- it would leave a little money, extra public
25 money left over that might be able to use -- be used for one of

1 those projects.

2 But in terms of screening them for viability as a
3 P3, we would absolutely screen. And smaller projects and rural
4 projects for P3s to see if they were available, and the idea of
5 using a P3 structure without financing, design, build or a
6 design, build, maintain, the ability to do that in rural
7 communities or in rural Arizona is absolutely viable, and many
8 of the projects that are on our list are, in fact, outside of
9 the metropolitan areas to look at these possible P3s. So
10 there's definitely a way to use this. I think hopefully
11 procurement methodology for projects of all sizes.

12 MR. THOMPSON: Madam Chair, Gail, thank you very
13 much.

14 CHAIRWOMAN BEAVER: Ms. Lewis, with regard to the
15 tax credit which you were speaking of up there, and as an option
16 to everything, can I just have some clarification? Within the
17 state of Arizona, the legislature has not yet authorized
18 something like that, so right now it's just more a conversation
19 than it is actual something that could be implemented? Am I
20 right?

21 MS. LEWIS: Madam Chair, what is being proposed
22 by the administration apparently right now with the federal tax
23 credits. So those would be tax credits that would be used
24 against our federal tax liability. There are tax credits in
25 Arizona for other things, but investment in infrastructure is

1 not one of them.

2 CHAIRWOMAN BEAVER: Thank you.

3 Is there any other question?

4 Thank you.

5 MS. LEWIS: (Inaudible.)

6 CHAIRWOMAN BEAVER: I'm kind of going because I
7 didn't get other one -- than the one I had. So is the next
8 thing the tentative five-year? I also -- there was a -- or is
9 this --

10 MR. ROEHRICH: Madam Chair, the Item 2 is the
11 state freight plan update.

12 CHAIRWOMAN BEAVER: Okay. I -- thank you.

13 Thank you. Mr. Kies.

14 MR. KIES: Thank you, Madam Chair and members of
15 the board. Welcome to (inaudible). I'm Mike Kies from the
16 Planning Division (inaudible). I'm here to give you an overview
17 on the state freight plan that ADOT has been working on for over
18 a year-and-a-half, and we are starting to get to the point where
19 we're wrapping up some of the conclusions.

20 What I wanted to go over with you today was what
21 is the state freight plan and why are we doing it, our approach,
22 some of the results of the analysis that was done based on the
23 needs, and then at the last item, that's, I think, the most
24 important is implementation strategy that we're talking about to
25 be documented in the freight plan.

1 So the reason that I thought it was important to
 2 come to the board and talk about the freight plan is first, it
 3 is required and now with the passing of the FAST Act, which was
 4 passed in December of 2015, every state needs to produce a
 5 freight plan and submit it to FHWA within two years after the
 6 FAST Act was passed. So it's due to FHWA December of 2017. And
 7 one of the requirements in this freight plan is that it includes
 8 a project investment plan, which is a prioritized list of
 9 projects that is fiscally constrained against the new program
 10 that was included in the FAST Act, which is this national
 11 highway freight program.

12 So if you recall when the FAST Act was passed, we
 13 talked about the new freight program, and it brings about \$21
 14 million -- in the range of \$20 to \$25 million, it steps up, each
 15 year in the FAST Act. But it's in that range each year of
 16 funding that is now available through that FAST Act or through
 17 that program.

18 Starting in federal fiscal year '18, we need a
 19 freight program to be compliant with the FAST Act and accepted
 20 by FHWA to continue to spend those funds that are provided in
 21 this program. So that's the main issue is to -- one of the
 22 reasons why we're doing a freight plan, and also why I think
 23 it's important for you, the Board, to understand what's being
 24 documented in that freight plan.

25 Another requirement that came out of the FAST Act

1 was that each state should have a Freight Advisory Committee.
 2 We already had formed a Freight Advisory Committee before the
 3 FAST Act, but that Freight Advisory Committee now provides
 4 advice to the DOT on freight issues.

5 So talking about the Freight Advisory Committee,
 6 who is on our Freight Advisory Committee? Well, it's a mix of
 7 freight interests, including cities, our planning partners, like
 8 the metropolitan planning organizations and the Council of
 9 Governments, but then you also see on the list things like major
 10 railroads, Union Pacific, BNSF. You see port authorities. You
 11 see trucking companies like Knight Transportation. One thing
 12 I'd like to point out is that the Port of Los Angeles feels that
 13 our freight plan is important to them that they've committed to
 14 serving on our Freight Advisory Committee.

15 And so this committee has been formed, and their
 16 main role to date has been to provide advice on the freight
 17 plan. We are hoping to finalize the freight plan in the next
 18 six months or so. At that time, our thought is to reestablish
 19 the Freight Advisory Committee with a new role as providing
 20 advice as how we implement the plan from there on instead of
 21 just providing input on the plan itself.

22 So really briefly, I was going to go over the
 23 approach that we took to the freight plan. These are all of the
 24 steps. And you don't need to understand all of those steps, but
 25 it was broken into three major elements going over the goals

1 first, then an analysis of our needs, and then lastly,
2 prioritization of projects, and the last step that we haven't
3 completed yet is (inaudible).

4 MR. HALIKOWSKI: Madam Chair, I'm glad we don't
5 need to understand those, because I can't read them anyway.

6 MR. KIES: That's sort (inaudible). As soon as I
7 noticed you couldn't read it, I (inaudible). I do believe we
8 have copies of the --

9 MR. ROEHRICH: You can't read the copies either.

10 MR. KIES: Oh, I'm sorry. Well, then I'm double
11 sorry. We'll -- I'll get a copy to everybody.

12 MR. HALIKOWSKI: Thanks.

13 CHAIRWOMAN BEAVER: We will trust you right now.

14 MR. LA RUE: But verify.

15 CHAIRWOMAN BEAVER: Yeah. Trust but verify.
16 Right.

17 MR. KIES: (Inaudible.)

18 UNIDENTIFIED SPEAKER: (Inaudible.)

19 MR. LA RUE: Yeah.

20 MR. KIES: (Inaudible.)

21 MR. LA RUE: Where's that bell? Where's the
22 gong?

23 MR. ROEHRICH: I need the bell. I better get
24 the bell.

25 MR. LA RUE: Bring the gong.

1 MR. HALIKOWSKI: Why don't you just walk us
2 through it, Mike?

3 MR. KIES: All right.

4 MR. HALIKOWSKI: If that's okay.

5 MR. LA RUE: Yeah.

6 MR. KIES: So the goal phase of the plan includes
7 a series of goals that --

8 MR. ROEHRICH: Slide 6? Is that -- I just want
9 to make sure. Look on the bottom right. You're on Slide 6.

10 MR. KIES: So Slide No. 7. Slide 7. We'll go to
11 Slide No. 7. It's a -- there's a pyramid-shaped graphic that
12 shows our set of goals.

13 Well, what I liked about this was that we
14 structured this as so the pinnacle goal that the freight plan is
15 looking to do is improve Arizona's economic competitiveness.
16 That's what freight is all about. However, the way we
17 structured these goals is that we have the low-hanging fruit at
18 the bottom, is how I refer to it, and then we work up the
19 pyramid shape leading to economic competitiveness.

20 So at the bottom of the -- of the graphic, we see
21 some of those low-hanging fruit as working in partnership,
22 increasing the effectiveness of our performance monitoring,
23 ensuring that the system is preserved. Those are -- those are
24 the first items that could be tackled with the freight plan.

25 Then the next level is where we start really

1 programming meaningful projects that increase mobility, increase
2 safety and the reliability of our freight system, and all of
3 that is driving us towards economic competitiveness.

4 If we move on to Slide 8, some of that
5 low-hanging fruit that was identified in the plan includes these
6 six strategies of policy decisions, keeping focused on our key
7 commerce corridors, which we've talked about in a lot of
8 discussions previously, we're -- number 2 there is to the
9 freight plan suggest that we focus on preservation first, then
10 move on to modernization where we improve some of the safety
11 features of our system and then focus on expansion as some of
12 the later (inaudible).

13 If we go on to the system analysis and needs,
14 (inaudible) Slide 10, which it looks like we might have
15 (inaudible).

16 So Slide 10, this is the national freight
17 movement by truck across the country. I think everybody
18 realizes that -- has an exposure to the freight industry. In
19 Arizona, we have a pivotal role nationally. There's -- you can
20 see major corridors crossing our state, I-40, I-10, Interstate
21 15 that provide those critical links from the eastern part of
22 the U.S. to the L.A. basin and the Port of Long Beach and L.A.

23 When we decided to do this freight plan, we
24 understand that there's this national movement of freight
25 through/across the state. But we don't -- we didn't want the

1 freight plan to focus on as a national freight plan. It is
2 Arizona state -- Arizona's freight plan. We understand the
3 movement across the state, but we wanted to focus on what is
4 important to Arizona to increase our competitiveness and improve
5 our freight movements in the state.

6 With that, the team looked at the top ten
7 economic sectors in this state that are influenced by freight
8 movements. You can see them there, things like agriculture,
9 mining, high-tech manufacturing, and really go deep into these
10 sectors to understand their supply chains, where -- how trade
11 moves in these sectors. This is just an example map some of the
12 analysis that was done. If you look at natural resources, which
13 is in the bottom left-hand map here, you can see a lot of
14 interaction with Mexico, with our copper industry and some of
15 our sand and gravel movements. The manufacturing is the top
16 right. Looking at a lot interaction between Mexico and
17 California, which are our two biggest trading partners.

18 With all that said, when you put all of those top
19 ten sectors together and you subtract out the (inaudible)
20 freight, and so this map now takes away those movements of
21 freight that are, let's say, from California to New Mexico or --
22 and across the state, you can see that I-40 really is downgraded
23 as a route that provides as much (inaudible) to the state of
24 Arizona itself, and you see I-10 west of Phoenix really becoming
25 that main tether to California, and the ports of L.A. and Long

1 Beach that really fuel a lot of our economy. And so when this
2 analysis was done, we really see that I-10, I-17 and parts of
3 I-40 become those critical key commerce corridors that support
4 our freight movements in Arizona.

5 With that said, we moved on to prioritization of
6 projects.

7 CHAIRWOMAN BEAVER: Mr. Kies. Board Member La
8 Rue.

9 MR. LA RUE: Thank you, Madam Chair.

10 Mike, back on the map that you showed. Yes. So
11 is that a snapshot in time map on a particular year? Is that --

12 MR. KIES: No. Well, the year that our analysis
13 was done, the data was from 2014. (Inaudible) newer than that.
14 But this is showing those ten sectors that I showed before, and
15 the compilation of all of the movements within the state of
16 Arizona on our highway system and where those ten sectors most
17 -- rely mostly on movement of freight.

18 MR. LA RUE: Okay. That helps, because I think
19 the national map you showed us was a snapshot in time of 2007, I
20 believe, and then a forecast in 2040, which I'm happy to see you
21 got away from, because I wanted to pick it apart, but then when
22 I saw that you had already picked it apart and gone much
23 further. So I think here, this is nice to have a snapshot in
24 time, but as you think about the growth of the state, between
25 now and 2040 and what that looks like, you know, that would also

1 be interesting, because that's -- we're building to the future,
2 in addition to taking care of the present.

3 MR. KIES: Correct. And Board Member La Rue, but
4 the team did look into -- I just didn't put that map in.

5 MR. LA RUE: Okay.

6 MR. KIES: So there is -- there is a 20 -- I
7 think they were using 2035 as their design year, and they did
8 predict out the movement of these sectors.

9 MR. LA RUE: Perfect. Excellent. Thank you.

10 MR. KIES: So what this map shows is that I
11 mentioned the Freight Advisory Committee earlier that was
12 brought -- has been providing advice throughout the study. Our
13 team brought a whole list of projects that was compiled from
14 needs from Maricopa Association of Government, Pima Association
15 of Governments, the State's DQAZ, which is the long-term vision
16 for the State of Arizona, and used the Freight Advisory
17 Committee and some criteria like freight reliability or travel
18 time or freight movements to come to a prioritization of the top
19 20 freight improvement projects for the state, and this map
20 shows them, you know, in red, those notes are where -- are those
21 projects (inaudible) can't read it, but then the big yellow
22 circles represents how much those projects cost. So you can see
23 the bigger yellow circles are the more expensive projects,
24 versus the little yellow circles are less expensive.

25 However, there is one glaring omission in this

1 map is that there are no yellow circles shown on the Phoenix
 2 metro area. When we started the freight plan, we worked with
 3 our COGs and MPOs to come up with a scope of work. And at that
 4 time the Maricopa Association of Governments had already decided
 5 and already had underway a straight freight plan, and they are
 6 going on a parallel path to the State's freight plan. As we
 7 start to wrap up our freight plan, they are not at the point
 8 that we are in their process.

9 So what I'm showing you here is what I would call
 10 our plan B. We have a date where this freight plan is due to
 11 Federal Highways by December of 2017. We are moving forward to
 12 document all of the information in the freight plan
 13 acknowledging that MAG is on a separate path. So we are showing
 14 the top 20 priorities. We're prioritizing projects still with
 15 the expectation that MAG is going to be coming along with us;
 16 however, those projects aren't on the list yet.

17 So what I'm calling it, this is plan B where
 18 we've prioritized all the projects that we know outside of the
 19 MAG area, and we've included a list of projects from the MAG
 20 area that are freight important, like the SPINE, I-17, I-10,
 21 US-60, the COMPASS corridor that MAG did.

22 However, plan A would be that by the time we wrap
 23 up this plan, we have fully evaluated the MAG projects just like
 24 all of these projects.

25 So the slides that I'm showing you from here on

1 out are prioritization and ranking of projects, again, with
 2 those MAG projects not included.

3 CHAIRWOMAN BEAVER: Mr. Kies.

4 MR. KIES: Yes.

5 CHAIRWOMAN BEAVER: With regard to the freight
 6 carrier, is this inclusive, or is it just strictly the roads?
 7 Does it also include freight traveled by rail?

8 MR. KIES: This list of projects is purely for
 9 highway, highway movements. The freight plan did look at rail,
 10 did look at air cargo, but the requirements of the FAST Act is
 11 that we -- because there's this national highway freight
 12 program, which is through FHWA, funding program primarily for
 13 highways, we focused the plan of projects on highways. And so
 14 that's (inaudible).

15 CHAIRWOMAN BEAVER: With regard to our
 16 responsibility to airports, would that not need to be -- I mean,
 17 is this something that can be -- we can submit an initial one,
 18 but can you update it as, you know, additional information comes
 19 along, just as in the case with MAG, if MAG cannot be added into
 20 it, or is it once it's submitted, it's fixed?

21 MR. KIES: Madam Chair, I apologize. I probably
 22 should have clarified.

23 The freight plan covers all modes of freight. It
 24 covers rail. It covers air cargo. There was an analysis
 25 similar to what I showed, you know, about the movement of the

1 different sectors of freight. And there's also an indication of
 2 the needs for the air cargo and rail side of the house; however,
 3 I would move forward to the listing of the projects, and that's
 4 where the freight plan really focuses on highways.

5 So the air cargo and rail is included in the
 6 plan, and it doesn't need to be added in later. However, we did
 7 not (inaudible) the board to prioritize projects. Now, that --
 8 as you asked, we have a State Aviation Fund and we have an
 9 aviation group in ADOT. They do do a statewide aviation plan,
 10 and those projects should be coming out of that plan.

11 CHAIRWOMAN BEAVER: Board Member Hammond.

12 MR. HAMMOND: I wasn't clear on the plan A, plan
 13 B scenario. If MAG doesn't come up with something by that date
 14 in 2017, we submit the plan without Maricopa County ever being
 15 included? Or if they do come up with a plan, do we incorporate
 16 that plan into ours? Are we the ones tasked with submitting or
 17 can they submit separately? What -- how do those plan A and
 18 plan B get reconciled?

19 MR. KIES: So plan B would be that -- well, is
 20 what you're seeing in front of you. And separate from this list
 21 that I'm going to show you, there is a list of projects
 22 identified in the MAG area that are freight sensitive
 23 (inaudible). So plan B would be that -- yes, there's a list of
 24 projects that relate to the MAG area, but they're not
 25 prioritized. They do go through a ranking of criteria and

1 analysis, because we are partnering with MAG to do that work for
 2 us. So -- and we believe that that's still compliant with the
 3 FAST Act that those projects that are listed on the MAG area are
 4 -- would still be able to be eligible for that freight funding
 5 that's part of the FAST Act.

6 So plan B, in my opinion, meets everything except
 7 that when you look at lists and maps like this of priorities of
 8 projects, the MAG projects are not included on the list as
 9 prioritized.

10 MR. HAMMOND: I don't know that you answered my
 11 question. So if -- are they going to submit a separate freight
 12 plan, or does everything go through ADOT? And if everything
 13 goes through ADOT, and we submit it because -- without MAG, do
 14 we add it later? I mean, what -- I mean, I (inaudible) would
 15 want to submit a state plan with MAG's projects included.

16 MR. KIES: Right.

17 MR. HAMMOND: It would seem far short of ideal to
 18 submit it without it. So how do we get it? And if we don't get
 19 it, how does it get put back in later?

20 MR. KIES: So yes, it's the State that submits
 21 the freight plan to FHWA. I do not believe, unless Karla, you
 22 could correct me, and I do not believe there's an option for
 23 MPOs to submit a separate freight plan and be FAST Act
 24 compliant.

25 MS. PETTY: I believe you're correct, Mike.

1 MR. KIES: Okay.

2 MS. PETTY: (Inaudible.)

3 MR. KIES: With either plan A -- or what I'm
4 calling plan A or plan B, MAG's projects are included in the
5 freight plan. Both options, they're included. One option, they
6 would be prioritized, and MAG projects may be shown as a high
7 priority in the freight plan. The other option, they're just a
8 list of projects that are in the freight plan and acknowledged
9 that they're projects that should be considered for funding.

10 Does that answer your question?

11 MR. HAMMOND: Yeah.

12 CHAIRWOMAN BEAVER: Mr. Kies, have you done this
13 presentation for MAG yet?

14 MR. KIES: Well, I haven't personally, but MAG is
15 on our Freight Advisory Committee. They're on our Technical
16 Advisory Committee, which (inaudible). We've -- in preparation
17 for preparing this presentation, people in my group have been
18 talking directly to MAG to, you know, get an update on where
19 they are in their study, when we're going to go able to get
20 together and bring their projects in the fold. So this is not
21 new news to (inaudible).

22 MR. LA RUE: Madam Chair, if I may.

23 CHAIRWOMAN BEAVER: Board Member La Rue.

24 MR. LA RUE: And I would really defer to
25 Mr. Sellers, because he's probably been awake at the MAG

1 meetings more than I have, but my -- no, I'm awake, but I --
2 maybe not have clued into this as keenly as I should have, but I
3 think the key distinction here -- and to me, I guess it's not
4 alarming for me as I sit here is on this board -- is that the
5 projects, to my understanding, will get submitted into a plan.
6 It's just that the Maricopa County projects through MAG may not
7 have a priority (inaudible). And as you can imagine at MAG, you
8 know, there is a very deliberate process. There is a process
9 that goes through, and there's many jurisdictions that sit
10 around that table, you know, in this process to look at how they
11 rank projects. So I would not be surprised if they don't get to
12 where it's a prioritized list in the right time frame.

13 But I would think what is helpful as we do get a
14 list of projects that gets included into the statewide freight
15 plan and gets submitted, and then how MAG creates priorities to
16 that would be, you know, MAG's purview. And Jack, I defer to
17 you if you've got more insight on that.

18 MR. SELLERS: Well, I guess really my only
19 comment on that is that the statewide plan that's before you is
20 the only thing that makes sense. You know, I understand why we
21 work on the MAG issues as a separate entity, but certainly
22 having integrated into a statewide plan is the only thing that
23 makes sense in the long run.

24 MR. ROEHRICH: Madam Chair, if I could.

25 CHAIRWOMAN BEAVER: Yes. Mr. Roehrich.

1 MR. ROEHRICH: Mike, is it fair to say that when
 2 we submit the initial plan in December of this year, as you
 3 said, you want to bring this freight advisory team back together
 4 but -- and start talking about implementation. We'll have the
 5 ability to adjust implementation over time, whether that's at a
 6 yearly basis or some annual basis, just like when you develop a
 7 five-year program, just like when we develop a (inaudible) or
 8 whatever. So that priority can be adjusted as MAG finishes
 9 their process, as we, the State, continue to look at
 10 developments and planning for the future, we will be adjusting
 11 that plan. So it's not we submit it December, you know, we're
 12 just locked in. It's a point in time. It's a way to keep the
 13 process moving. But we will be able to keep adjusting it and
 14 follow the process, some process of what (inaudible) developed
 15 for this, just like we do all our other programs. Is it fair to
 16 say that?

17 MR. KIES: That's fair to say. Yes. Thank you,
 18 Floyd.

19 CHAIRWOMAN BEAVER: Mr. Hammond.

20 MR. HAMMOND: One final question on this issue.
 21 How relevant is it to talk about the 12 top priorities, because
 22 I assume the MAG input would have a huge (inaudible) if not a
 23 majority. So is there -- what kind of value is this 12
 24 priorities (inaudible)?

25 MR. KIES: Well, thank you, Mr. Hammond, and

1 that's really why I wanted to make that point, because we're
 2 getting to the point where we want to wrap up the freight plan.
 3 We want to meet the December deadline, so we want to have a plan
 4 that meets all the requirements, which one of the requirements
 5 is to have a prioritized list. So that's why I refer to it as
 6 plan A and plan B.

7 We don't want to go forward -- we would rather
 8 not go forward with plan B, but right now that's how we're
 9 setting up the plan, so that if we need to, we can submit it to
 10 FHWA. We would like to go forward with plan A, which would then
 11 probably change this list of projects, because we could imagine
 12 I-17, especially in the urban area, coming up with a very high
 13 project. So that's really why I wanted to make that statement
 14 and make that clear before we got to the table, because one
 15 might say to themselves where are all the Phoenix metro projects
 16 (inaudible).

17 MR. SELLERS: Madam Chair, if I could, I'd just
 18 make one --

19 CHAIRWOMAN BEAVER: Mr. Sellers.

20 MR. SELLERS: -- comment on this, and that is
 21 that if you look at the Freight Advisory Committee for ADOT, a
 22 lot of the same people are on the MAG Transportation Policy
 23 Committee and Regional Council.

24 MR. THOMPSON: Madam?

25 CHAIRWOMAN BEAVER: Yes. Mr. Thompson.

1 MR. THOMPSON: Madam Chair, I'm assuming that
2 just similar to the ADOT project five-year plan, that this plan
3 will also be reviewed periodically, every so often.

4 MR. KIES: Yes, Mr. Thompson. That's true. So
5 FHWA requires that we do it once every five years, but there's
6 nothing that stops us from doing it every year or on a more
7 timely basis than five years, but the requirement is once every
8 five years.

9 MR. THOMPSON: Right.

10 MR. KIES: But I can imagine us doing it more
11 often.

12 MR. THOMPSON: Thank you.

13 CHAIRWOMAN BEAVER: I think, Mr. Kies, one of the
14 questions that I would have, if these are placed for the freight
15 improvement priority, how does this factor in to the statewide
16 funds that we have that we're -- you know, there's that
17 distribution between MAG and PAG and the statewide. How do the
18 funding -- like, if this all seems to lend itself more to an
19 urban area, is that going to come out of the statewide?

20 MR. KIES: So there's a couple things here, and
21 thank you for asking that. That's one of the main reasons that
22 I thought it would be helpful to present this information to the
23 Board, is because this is one element of a prioritization
24 technique to feed into our five-year program.

25 When we talk about our five-year program, we talk

1 about all the priorities, preservation, safety, and freight is
2 one of those elements. And so this plan is sort of one data
3 point in that prioritization process, which you call P2P,
4 planning to programming, for all of the projects coming into the
5 five-year program. So I felt that the Board should understand
6 what's going into the freight aspect so that when we talk about
7 the five-year program, it's one layer of what we consider.

8 And then second, as far as funding, again, this
9 plan creates projects that are eligible for that freight
10 funding. If you recall, when the FAST Act was originally
11 passed, we had a conversation with the Board (inaudible) there's
12 this new program called freight funding. And when we talk about
13 the Casa Grande accord, about dividing it between Greater
14 Arizona, Phoenix metro, or MAG, and Tucson metro, the conclusion
15 was that we take it off the top and it be available statewide.

16 So this plan helps us see if there's places in
17 the state where that funding makes the most sense over and above
18 the Casa Grande accord division.

19 Does that answer your question?

20 CHAIRWOMAN BEAVER: Yes. Somewhat, yes.

21 MR. KIES: Okay.

22 MR. ROEHRICH: Well, Madam Chair, Mike, if I
23 could, some -- I wanted to make sure --

24 CHAIRWOMAN BEAVER: Mr. Roehrich.

25 MR. ROEHRICH: -- that I understand. I wanted to

1 make sure that I understand that.

2 Really, as you said, this is a freight plan that
3 prioritizes projects that have a nexus to freight.

4 MR. KIES: Right.

5 MR. ROEHRICH: But one part of what the project
6 would be. If you look -- because if you look at these -- a lot
7 of these projects are either in the program (inaudible) planning
8 them. This looks strictly from a freight perspective, but these
9 projects still have to go through our regular programming
10 process. They still have to come to the Board for priority
11 within the five-year program or within our development program.

12 So even though -- if one method of analyzing
13 projects to meet the requirement for freight and about the 20
14 plus million a year that we have that might go to this, that
15 could only be a partial funding for any of these. They still
16 have to be fully funded, fiscally constrained and brought into
17 the five-year program. So you take freight out, these are just
18 improvement projects that are going to come through the
19 programming process, but it's eligible to use those freight
20 funds that the FAST Act put aside.

21 MR. KIES: Sure. That's a (inaudible) --

22 MR. ROEHRICH: But the fact -- and those are
23 limited funds to the, whatever, the 25 million. So it will only
24 be a portion of what any of (inaudible) projects would be.

25 MR. KIES: Yeah. The freight program represents

1 (inaudible) percent of the total federal aid program.

2 MR. ROEHRICH: Right.

3 MR. KIES: Which is about \$700 million each year.

4 So based on the performance criteria, which was
5 travel time of freight, reliability, those type of criteria,
6 this is what the team came up with and the Freight Advisory
7 Committee endorsed as a ranking of projects. However, the
8 Freight Advisory Committee felt that there should be one more
9 (inaudible) of priority given to this list, which was which of
10 these projects when you take the amount of freight that it --
11 that each project benefits.

12 And I -- the way that I would explain that is
13 let's say I-10 between SR-85 and Loop 303, that project provides
14 benefit to the freight, but it also provides a lot of benefit to
15 the other traveling public, like commuters and people on
16 vacation going to California and things like that. So the
17 Freight Advisory Committee asked the team to say -- do one more
18 level of screening and say which of these projects provide the
19 biggest benefit purely to freight, for a lack of a better way to
20 describe it, and they chose to use a criteria of what percentage
21 of the traffic is being benefited -- what percentage of the
22 traffic is freight, and therefore, is benefiting from this --
23 this project.

24 And that's where you'll see that this is -- the
25 list that I showed you, this table is the pure priority list,

1 but then the Freight Advisory Committee said, okay, from a
 2 freight perspective, let's give a bonus to those that are higher
 3 proportion of freight traffic. And we get I-40 at US-93, 55
 4 percent freight. I-10 at US-191, 54 percent freight. And that's
 5 where in the freight plan you'll see that -- the ultimate
 6 priority, at least with the list we have now is that these two
 7 projects come up as number one and two. And the number two
 8 project there, I-10 at US-191 is already funded in the program.
 9 So it's already moving forward, and therefore, there's a lot of
 10 emphasis on I-40 at US-93. Not to take away from the emphasis
 11 on these other projects that are being funded by other -- by the
 12 rest of the program.

13 Any questions or concerns about...

14 CHAIRWOMAN BEAVER: Well, it presents another
 15 question with regard to these top 12. I-17 is not identified in
 16 here at all, when, in fact, on the statewide map, it identified
 17 it as being high priority for freight.

18 MR. KIES: That's correct. And again, this goes
 19 back to the MAG issue, is that those I-17 projects are primarily
 20 from the center of Phoenix, up towards Anthem and Sunset Point,
 21 and those projects are going to be prioritized when the MAG
 22 information comes forward, so... So they're on -- I-17 is on a
 23 list. It's just not on the prioritized (inaudible).

24 CHAIRWOMAN BEAVER: Okay. A follow-up to that.
 25 The next question would be with regard to these 12 priority, had

1 those MAGs been included in it, would that maybe have skewed
 2 this a little bit?

3 MR. KIES: I believe it would definitely change
 4 it. Again, that's why (inaudible) calling this plan B.
 5 (Inaudible.)

6 Really quickly, the last item that is being
 7 included in the freight plan is definition of the national
 8 freight network, which is a -- which is something that federal
 9 highways has defined in relation to the freight funding that's
 10 available, and FHWA provided for us the primary freight network,
 11 which includes all of our principal interstates, which is the
 12 map that you see on this slide.

13 Part of the freight network is all the
 14 interstates that are not on the primary freight network, which
 15 is I-8, which is included in this freight network. But then the
 16 states and MPOs are given the task to identify critical urban
 17 and critical rural freight corridors up to a certain level of
 18 mileage, which is 10 percent of our primary freight network,
 19 which we have 1,000 miles on the primary freight network. So
 20 we'd have 100 miles in urban areas to assign and 200 miles in
 21 rural areas.

22 Currently, MAG and PAG are going on a process to
 23 identify those critical urban corridors in their areas so I can
 24 show you how the analysis came out of the rural state corridors,
 25 which is 205 miles. And when we went through some analysis and

1 looked at freight movements and tonnage and values, and this is
2 the freight corridors that are in addition to the primary
3 freight network. So this is off the interstate system.

4 The recommendation in the freight plan is that we
5 add 189 in the Nogales area, SR-85 between Gila Bend and
6 Buckeye, and the entire stretch of US-93 from north of
7 Wickenburg to Nevada as additions to our freight network, as our
8 critical rural freight network. And then the last element of
9 the plan is to add in the critical urban corridors, which we're
10 partnering with MAG and PAG on that at this time.

11 With that said, that's the information I have
12 that overviews the freight plan. Again, it's our intention to
13 integrate MAG freight projects, which primarily include a lot of
14 things that are coming out of the SPINE study and the US-60
15 COMPASS study that MAG is (inaudible) and has already completed
16 the US-60 COMPASS study. And then we are having a Freight
17 Advisory Committee meeting to go over the recommendations in the
18 freight plan in March, and then (inaudible) leading to a
19 submittal that is due to FHWA before December 2017. We are
20 hoping to do it before that time frame. If everything came
21 together correctly, we would hope to submit it at least by the
22 end of this summer. So with that, that's all the information I
23 have (inaudible).

24 CHAIRWOMAN BEAVER: Mr. La Rue.

25 MR. LA RUE: Thank you, Madam Chair.

1 And Mike, if I could, I want to re-attempt
2 Deanna's question, because I listened to your answer, and I
3 still couldn't -- it didn't sink in quite right.

4 So if I go back to slide 13, which is where you
5 showed, you know, that nice map which I like, and to me it's --
6 you know, it's really kind of, you know, arteries or veins,
7 whatever you want to call it, running through, carrying the
8 lifeblood, and you see the I-17 corridor lights up a little bit
9 there today.

10 Then if you go over to the priorities page, which
11 Diana pointed out -- Deanna pointed out, said there is no I-17
12 project, and then she asked that question, you mentioned MAG and
13 MAG's study, which, you know, I was awake long enough to know
14 that we are studying, you know, the I-17 SPINE from -- through
15 Phoenix up to Black Canyon phenomenally. But MAG is not
16 studying, to my knowledge, from Black Canyon City north where
17 your map really shows. And so I took Deanna's question really
18 to be more where is this I-17 even hitting in here north of
19 Phoenix, forgetting about MAG? I mean --

20 CHAIRWOMAN BEAVER: Uh-huh. Exactly.

21 MR. LA RUE: At least that's the way I received
22 your question.

23 CHAIRWOMAN BEAVER: (Inaudible.)

24 MR. KIES: And I agree with you, it would make
25 sense that that be on the list, and I would ask the team and --

1 it is sort of interconnected with MAG, but the analysis of
 2 freight reliability coming out of the metro area all the way up
 3 through Cordes Junction and splitting (inaudible) Prescott and
 4 Flagstaff. So the team wants to handle that as one corridor
 5 (inaudible).

6 Yeah. We could do an independent analysis. So
 7 that -- so again, so the projects all the way to Sunset Point
 8 are on the list that's going to be included. We do hope that
 9 before we submit this that we (inaudible).

10 When we do get to the five-year program
 11 presentation, you will see that from a staff level, we are
 12 putting a high emphasis on I-17. And, you know, again, like
 13 Floyd said, freight is one of those aspects as to why a project
 14 is a priority to the five-year program, but you'll hear a lot
 15 more about I-17 before the morning is over.

16 CHAIRWOMAN BEAVER: Could I just add one
 17 additional thing? With it not being identified at all in those
 18 top 12, would that make them -- it not eligible for the 21.3
 19 million in federal funding that would be available?

20 MR. KIES: So our interpretation, and we've
 21 checked with the FHWA freight office, and I'll look -- I'll see
 22 if Karla gives me a funny face, but is that -- as long as we
 23 provide a list of projects that we believe are freight important
 24 projects in the state, that that is the bar to be eligible for
 25 the freight program. (Inaudible.)

1 MR. ROEHRICH: So Mike, if you identify the top
 2 12, but your whole list, you may have a list of 100. I don't
 3 know what it is. You didn't (inaudible).

4 MR. KIES: Sure.

5 MR. ROEHRICH: And so in that would be 17, and
 6 other corridors, probably other segments of 40, even other
 7 segments of 10 and I-8, whatever, that's in the whole list that
 8 it has a freight component, but it didn't make the top 12?

9 MR. KIES: Correct. We have a --

10 MR. ROEHRICH: But as long as it's on that list,
 11 it's eligible.

12 MR. KIES: That is our interpretation, and with
 13 the head nod from Karla, I'm confirming that it's correct.

14 We have a list of projects that totals up to \$3.5
 15 billion that is included in the freight plan. That freight
 16 program money that's allocated to Arizona, I think, adds up to
 17 about 170 million. So 170 million versus --

18 MR. ROEHRICH: Over five -- over five years.

19 MR. KIES: Over five years.

20 MR. HALIKOWSKI: Madam Chair, to that point.

21 CHAIRWOMAN BEAVER: Okay.

22 MR. HALIKOWSKI: I'm sorry. Mr. Stratton.

23 CHAIRWOMAN BEAVER: Mr. Halikowski.

24 MR. HALIKOWSKI: Mike, some of these projects, as
 25 I'm looking at it, we're doing anyway.

1 MR. KIES: Uh-huh.

2 MR. HALIKOWSKI: In spite of the freight
3 prioritization. So under that 3.5 billion, it would be
4 interesting to see how much overlap there is, because you're
5 likely going to fund those anyway without the freight
6 prioritization.

7 MR. KIES: Correct. And I think that's one of
8 the reasons why the Freight Advisory Committee felt like there
9 needed to be another (inaudible) level for -- because your
10 (inaudible) a lot of these projects are going forward anyway, so
11 based on general need and they wanted to put a higher emphasis
12 on freight projects that had a higher freight benefit. And that
13 -- I believe that's why the Freight Advisory Committee had us go
14 through (inaudible), so that (inaudible), but this is the most
15 important freight project.

16 CHAIRWOMAN BEAVER: Okay. Mr. Sellers, and then
17 Mr. Stratton will have a question for you.

18 MR. STRATTON: Madam Chair, thank you.

19 We just had a presentation last week on the
20 proposed idea of reversible lanes between Black Canyon City and
21 Sunset Point with an estimated cost of \$125 million. I guess my
22 assumption would be that that would not have been looked at in
23 this study at this point because it's too new a project.

24 MR. ROEHRICH: Well, Madam Chair, Mr. Sellers, we
25 had looked at that reversible lane before we started this to, in

1 fact, look at what happens with the congestion when there are
2 incidences along I-17 that has caused those longer backups.

3 So I think the nexus for that reversible lane
4 study was more traffic congestion, management, flow of traffic,
5 as opposed to just a flow of freight. But it has a freight
6 component, because freight will use that if we divert traffic
7 over to that.

8 MR. HALIKOWSKI: So we've been looking at I-17,
9 as Floyd said, for a number of years, because the weekend
10 phenomenon, as we call it, is alive and well, and you see that
11 happening every weekend. So really, what you see here, 25
12 million, you're talking about, when you're looking at a billion
13 dollar program, I mean, every little bit helps, but the size of
14 this freight prioritization in the overall program is relatively
15 small. So mostly I-17, we were looking at from the prior
16 perspective is to relieve that traffic congestion, but that
17 occurs mostly on the weekends, which is why it's difficult, as
18 Gail was saying, from a P3 perspective, to generate enough
19 traffic and actually pay through private funds and tolling for
20 additional lanes.

21 So essentially, we're looking at 17 as a
22 multi-use corridor, commercial, non-commercial, how you keep
23 both of those traffic modes flowing without impeding either one
24 since they're both important. But again, I keep going back to
25 this, and I don't want to get too caught up in the freight

1 prioritization, because these are projects we know we're going
 2 to have to do anyway, and this just gives you an idea that,
 3 well, there's another added point or two in the ranking when
 4 you're looking at the five-year plan that it's also a priority
 5 for freight.

6 CHAIRWOMAN BEAVER: Mr. Stratton.

7 MR. STRATTON: Thank you, Madam Chair.

8 Mike, should I assume then that once you receive
 9 the MAG program integrated into this that you'll then bring it
 10 back to the Board for input prior to submitting to the FHWA?

11 MR. KIES: If that's the Board's pleasure, yes,
 12 I'd be happy to.

13 MR. STRATTON: I would like for that to happen.

14 And also, it appears it would be after the five-
 15 year plan is adopted. So I would also like the projects that
 16 are going to be done in the five-year plan anyway be identified
 17 on this plan so that we can see which ones (inaudible), so to
 18 speak.

19 MR. HALIKOWSKI: Uh-huh.

20 MR. STRATTON: Thank you.

21 CHAIRWOMAN BEAVER: Thank you.

22 Do we have any other questions?

23 Okay. Thank you.

24 MR. KIES: Thank you, Madam Chair.

25 CHAIRWOMAN BEAVER: (Inaudible) sort of be up

1 next anyway.

2 Okay. The next item on the agenda is the
 3 2018-2022 Tentative Five-Year Transportation Facilities
 4 Construction Program Review. Ms. Ward.

5 So you're the one that brings the money to the
 6 table, and then somebody else will bring a project to the table
 7 and then (inaudible) bring a project.

8 MS. WARD: (Inaudible.)

9 UNIDENTIFIED SPEAKER: Good morning.

10 MS. WARD: (Inaudible.)

11 So we're starting off with money. (Inaudible).
 12 That's where the development of the program begins. Defining
 13 just how many -- how much we have available in the funding that
 14 can then, once identified, provide those numbers to the
 15 Multi-Modal Planning Division, and then they begin the
 16 programming process.

17 So what we'll go over this morning is funding
 18 sources that fold into the program. We will (inaudible) the
 19 Highway User Revenue Fund numbers where we closed out in '16 and
 20 what the forecasts are saying for the Regional Area Road Fund
 21 (inaudible) forecasts are. We'll then move to federal aid
 22 availability, and then financing mechanisms that will be
 23 available to (inaudible) support '18 to '22 program. And then
 24 I'll let you know what the actual adjustments are (inaudible).

25 So starting off with HURF. Okay. So in '16, we

1 ended about -- we ended up with 5.1 percent growth, and a little
 2 under the \$1.4 billion in revenue flowing to HURF; 1 billion 356
 3 million, this is -- it was a little above forecast, about 25
 4 million. But keep in mind if you look at the blue bars on that
 5 chart, you will note some of these presentations I start out
 6 with "happy new year," "welcome to 2007," because we are still
 7 -- we have still not achieved the revenue levels in HURF that we
 8 achieved back in 2007. So it's just below the line, and we
 9 should in 2017 finally -- (inaudible) get back to the revenue
 10 (inaudible) 2007.

11 In terms of the conversation of the revenue flow
 12 in HURF, they have not changed much. We're still holding at 80
 13 percent of the revenue flow into HURF coming from fuel taxes,
 14 representing about 51 percent, and then VLT, vehicle license
 15 tax, representing approximately 29 percent, as you can see on
 16 the pie chart.

17 In terms of when we go into some more detail on
 18 fuel taxes, you can see the gas gallons sold per year reflected
 19 in the bars on this chart, and (inaudible) on the handouts that
 20 were provided, the specifics of the data. If you look at 2007
 21 compared to where we end in 2016, again, we still have not
 22 reached 2007 levels, even though gas prices in 2016 are about 41
 23 cents lower.

24 The use fuel, pretty much the (inaudible) same
 25 story. (Inaudible). We haven't reach 2006 levels, and even

1 though the prices are 31 cents cheaper, we experienced in -- I
 2 apologize. Going back to gas. We experienced growth rates in
 3 2016 of about (inaudible). 4.3 percent growth over our
 4 preceding year. Understand the reason I go back to emphasize
 5 that is these numbers that I provide to you, the picture that
 6 I'm trying to provide you, the FY '16 numbers form the base on
 7 which forecasts -- the forecasts are developed. So the growth
 8 rates that we experience in that -- in FY '16, they feed into
 9 the overall forecast in the process. That's why I wanted to go
 10 back there.

11 MR. HALIKOWSKI: Kristine, I'm not sure
 12 everybody's familiar with the definition of "use fuel." I use
 13 that term, you get asked about it, so...

14 MS. WARD: You got me. Yes. "Use fuel," same as
 15 "diesel." They are used interchangeably. I guess I've been
 16 here at ADOT long enough now that I've converted over to using
 17 acronyms and words that no one knows.

18 Moving on to vehicle license tax and the revenue
 19 that we have been experiencing, we (inaudible) congratulate
 20 ourselves. We have caught up to 2007 levels. We experienced
 21 7.1 percent growth over -- in 2016, over the 2015 levels, and
 22 finally reached \$396 million, whereas in 2007 we were about \$393
 23 million.

24 So let's just talk a minute about our
 25 forecasting process. So the way we develop our forecasts is I

1 feel quite fortunate, I walked into a very sound and solid
 2 process when I came into this job, and the process for
 3 developing those forecasts is that the (inaudible) gathers a
 4 series of (inaudible) and other transportation experts around --
 5 from around the state, and it's comprised of a panel called the
 6 RAP panel, risk analysis -- called our risk analysis process.
 7 And it's comprised of about 12 to 15 (inaudible). They provide
 8 us with growth rates associated with a series of variables. For
 9 example, those variables would be things like population growth,
 10 employment growth, personal income growth. And those variables
 11 are then provided to a contractor (inaudible) they put them in a
 12 model, run a series of simulations that output, and what they
 13 provide us is a -- estimates of -- based on the probability, the
 14 probability of various growth rates being realized.

15 So from that, with FY '16 as the base for those
 16 forecasts, those forecasts were completed. Now, in that process
 17 of interacting with the -- that group, that team of about 10 to
 18 15 folks, some of the comments that we got back during the
 19 session were they were not anticipating a recession over this
 20 next period, which was interesting, because technically,
 21 historically, we would be (inaudible) for another recession,
 22 it's been five to seven years since the last. They did have a
 23 repeated -- repeatedly commented on local uncertainty.

24 But one thing that is interesting here is that
 25 panel met in August, and it was prior to the election. And I'd

1 be very interested to know what their comments would be
 2 post-election in terms of how that might influence. But this is
 3 where -- this is where they ended up, and for HURF, they
 4 forecasted -- we got forecast (inaudible) growth rate of
 5 approximately 3.6 percent over the next five- to six-year
 6 period.

7 To put that in perspective, HURF annual growth
 8 historically, prior to the Great Recession, ran between 4 and 6
 9 and a half percent. So we are still not achieving what we
 10 achieved pre-Great Recession in terms of growth rates.

11 Overall, what does that -- what does all of that
 12 data mean? It means that if you compare our last year's
 13 forecasts from September of '15 to this year's forecasts,
 14 September of '16, what this does is it -- it adds \$323 million
 15 over that six-year period into the program, and that is what you
 16 will -- that is what you will see as we -- when this all
 17 culminates as to dollars flowing (inaudible) now keeping in mind
 18 that this is HURF. Highway User Revenue Fund. This is not the
 19 State Highway Fund. So on that \$323 million, the State Highway
 20 Fund (inaudible) 47 percent of those dollars will flow in and --
 21 to the State Highway Fund, and therefore flow in to support the
 22 (inaudible).

23 Are there any questions at this juncture?

24 (Inaudible conversation.)

25 MS. WARD: No questions are good.

1 All right. So in terms of Regional Area Road
 2 Fund, for 2015 we experienced about 3.8 percent growth. Retail
 3 had stable growth, about 6.2 percent. Restaurant and bar, about
 4 5.7. One thing to note here that will be reflected later on
 5 that you might have a question about is note that our actuals
 6 that we experience in 2016 were below our estimates. And so the
 7 forecasts that you will be seeing here in a moment will be
 8 growing off of a lower base. So therefore, you will actually
 9 see the dollars were -- the forecaster actually gave you some
 10 dollars out of the program (inaudible) Regional Transportation
 11 Fund. But you'll see that here in a moment.

12 Another component here that you'll -- that
 13 impacted that (inaudible) actual growth is that we experienced
 14 in terms of contracting, we actually experienced a negative
 15 growth due to a legislative change, but that should be working
 16 itself out now. I think (inaudible).

17 In terms of retail sales, (inaudible) 12-month
 18 rolling, we finally eclipsed 2007 and the retail sales tax grew
 19 about 6.2 percent over -- over 2015. We are still, of course,
 20 below -- we still -- we just got over 2007. So we got about
 21 \$214 million in 2016 out of retail.

22 This, however, is where (inaudible) revenues,
 23 what this slide depicts. Contracting revenues are nowhere close
 24 to 2007 models. You will note that the revenues from 2007
 25 compared to 2016, 2016 is about half, half the revenue amount

1 that we experienced in revenue levels of 2007.

2 I guess that's all I have to say about that. Any
 3 questions?

4 Okay. So based on that forecasting process that
 5 I described to you, we provided the RAP panel's figures to the
 6 contractor, and what they came up with was at a 50 percent
 7 competence interval, we anticipate a compound growth rate of
 8 about 5.1 percent for the remaining life of the tax. And you'll
 9 see some of the growth figures here. Over, the -- I'm sorry.

10 UNIDENTIFIED SPEAKER: (Inaudible.)

11 CHAIRWOMAN BEAVER: Mr. Hammond.

12 MR. HAMMOND: I'm sorry. Going back to that
 13 contracting slide, wasn't there a change in the way the State
 14 collected contracting revenues? Is that the result, or is this
 15 strictly the result of lower production?

16 MS. WARD: Madam Chair Beaver, Mr. Hammond, the
 17 -- this is the result of we are seeing the growth rates
 18 diminished in that -- in 2016 (inaudible) change in the
 19 (inaudible), you are correct. But the overall revenues that
 20 have been coming from contracting, it has literally not
 21 recovered from the 2007 level. We had over \$70 million -- you
 22 can see via that blue bar in 2007, over \$70 million in
 23 contracting revenues, whereas in 2016, we're below -- we're
 24 around the \$35 million range.

25 Madam Chair, Mr. Hammond, does that answer your

1 question?

2 So as I mentioned, when you would take those
3 forecasts and compare them to the 2016 forecasts and compare
4 them to the 2015 forecasts, the result is about \$138 million
5 coming out of the overall (inaudible). And if you'll recall,
6 the Regional Area Road Fund revenues go through December 31st of
7 2025. So that's why you're seeing in 2026 that significant
8 change in revenue (inaudible).

9 Moving on to federal funding. So what this chart
10 depicts is the estimated federal formula funding being provided
11 to Arizona between '17 -- through the federal fiscal year '17
12 through federal fiscal year '20. The reason you only see it
13 through '20 is because the FAST Act expires in 2020, and for the
14 purposes of development of this program, this five-year program,
15 what we've done is since the program goes through 2022, we have
16 assumed federal funding levels just remaining flat (inaudible).

17 Apportionments. In the FAST Act, grow at about
18 2.2 to 2 and a half percent for the life of the FAST Act.
19 (Inaudible.) We then take those federal dollars, and a portion
20 of them are available to the statewide program and a portion of
21 them are yet distributed to -- our local -- distributed to the
22 locals.

23 So not all of the federal funds that were
24 provided to the State are available to the statewide program.
25 What this chart shows is the distribution of -- between the

1 locals and the statewide program. That statewide, the large
2 blue, dark blue section, is what becomes available. And if --
3 in a future (inaudible) rolls into the five-year program, and
4 (inaudible) beyond FY 2020, we have assumed that the revenues
5 from the federal (inaudible) remain flat (inaudible).

6 Moving on to financial mechanisms. (Inaudible.)
7 So what we have (inaudible), the '18-'22 program is estimated
8 bonding of approximately over a billion dollars. 505 million of
9 that is for the statewide program, and then there's an
10 additional 520 million that will be issued in (inaudible) bonds
11 for the MAG program.

12 You might note that there are limited -- you
13 might note that there are limited -- each color there represents
14 a different -- one of our (inaudible) and ground represent --
15 that brown block represents dollars that we -- HURF bonds that
16 we would be forecasting (inaudible).

17 You might note that there's not a lot of
18 (inaudible) up there, and the reason for that is the department
19 used to experience coverage levels. We used to have coverage
20 levels that ranged between five and six times coverage.
21 (Inaudible) more capacity. And that was the recommended levels
22 to maintain our rating with the rating agency.

23 We haven't had the joy of experiencing those
24 coverage levels for some time, and so we are trying to fill
25 those coverage levels back up some, and so that's why you see

1 HURF primarily (inaudible) here, and we're leveraging our
 2 federal revenues early on -- that's what the green bars
 3 represent -- (inaudible), which is bonding against our federal
 4 (inaudible). Overall, like I said, a million 25 is (inaudible)
 5 that anticipated. That will ultimately depend on cash flow.

6 (Inaudible conversation.)

7 UNIDENTIFIED SPEAKER: (Inaudible.)

8 MS. WARD: There we go. So moving on to
 9 (inaudible) -- there we are.

10 So we're moving on to the actual program itself,
 11 and I believe Mike mentioned earlier the cost of (inaudible).
 12 So once the funding is determined, the department begins the
 13 process by identifying the amount of funds that will be the
 14 program (inaudible).

15 If you'll recall, in 1999 the Casa Grande accord
 16 took place where transportation stakeholders from across the
 17 state got together and agreed upon the percentages of ADOT
 18 resources that would be programmed into each region. Part of
 19 that agreement was regarding (inaudible) certain facilities
 20 (inaudible) where a certain facility has statewide benefit. So
 21 there are dollars that are taken off the top. And after those
 22 dollars are taken off the top, then these outpatients -- these
 23 percentages are applied. So on the MAG region, 37 percent of
 24 the funding identified is programmed in the MAG region. 13
 25 percent of the funding identified for the (inaudible) is

1 programmed in the PAG region, and 50 percent is programmed in
 2 Greater Arizona.

3 CHAIRWOMAN BEAVER: Just from a historical note,
 4 could you just for the benefit of our newest board member, could
 5 you kind of explain the Casa Grande accord and what -- what
 6 caused that to come about?

7 MS. WARD: Well, I can't speak precisely to the
 8 events that happened at -- preceding the Casa Grande accord, but
 9 the basis of it was that the -- coming to what is the
 10 appropriate -- how do we allocate our limited fund -- limited
 11 fund (inaudible), and what region (inaudible) what should each
 12 region be allocated in terms of when we program the five-year
 13 program.

14 When we say, "Okay. Here's all these projects."
 15 Well, how do you determine what -- how much each region gets in
 16 terms of those projects? So there had to be -- the Casa Grande
 17 accord came about because they were looking -- those various
 18 regions came together to determine what was appropriate and to
 19 negotiate what was appropriate for each of their regions based
 20 on various variables like population. Do you program more in
 21 the urban centers and less in the rural centers, or more in
 22 rural areas and less in the urban, knowing that (inaudible) get
 23 in and out of those regions? So it came down to how did you
 24 reallocate to what (inaudible) allocate are limited
 25 transportation fund dollars.

1 MR. ROEHRICH: Madam Chair, if I can also add to
 2 that. It wasn't just the COGs and MPOs that got together. It
 3 was also a combination of board members as well as ADOT senior
 4 staff that sat down, as Kristine said, and really looked at what
 5 the overall needs were of the system compared to the regional
 6 needs and how you'd balance that funding, because the funds that
 7 are generated are not generated equally around the state.
 8 Obviously they're collected in the major urban areas, but yet
 9 you've got a whole statewide system and a need. So this was a
 10 way to come together cooperatively through this group and
 11 establish these funding levels for this region that would allow
 12 them, the department, State Transportation Board, to spread
 13 those funds -- within those regions throughout the state to
 14 address the system as a whole.

15 CHAIRWOMAN BEAVER: Thank you.

16 MS. WARD: So in terms of the process (inaudible)
 17 what this process is called is a resource allocation process,
 18 and so the first step in that process, as I mentioned, is FMS,
 19 financial management services within ADOT provides the figures,
 20 the revenue available -- the available revenue numbers to MPD.
 21 MPD then takes those -- takes those items that have (inaudible)
 22 off the top items, and then the remaining funds are distributed
 23 -- are programmed according to the rack percentages.
 24 (Inaudible) then provides some estimates in MVD with regard to
 25 subprogramming, and then NPD develops the rest of the program.

1 So there's a lot of numbers on this page. So I
 2 have tried to add arrows to point out the things that are most
 3 important to (inaudible). So all of the revenue sources that I
 4 had the financing mechanisms that I just reviewed with you are
 5 what ultimately fold in and provided a total (inaudible) revenue
 6 as depicted by that green arrow.

7 And there are other -- a couple of other
 8 additional items that I want to cover with you here, and what
 9 you -- what I want to point out is in this year, it is the first
 10 year that we do not have a line for operating tax requirements.
 11 Now, you will recall that -- the board members that have been
 12 here a few years will recall that over the last few years, we
 13 have had to actually hold some dollars back in order to reach
 14 adequate operating cash levels. Our balances (inaudible) when
 15 it started, actually, they were under a million dollars, and our
 16 payroll runs about \$11 million. So that was a little bit of a
 17 problem. So looking -- we have finally, after many years,
 18 reached the operating cash levels that we need to achieve in
 19 order to provide the programs. So that's that very top purple
 20 arrow you see.

21 The next thing in this program that is new is the
 22 -- in achieving those operating cash levels, we are now able to
 23 reinstitute the HURF swap program. And those two arrows that
 24 you see are kind of a shaded or a light purple represent the
 25 HURF swap program reinstituted beginning in federal fiscal year

1 2018. We are meeting actually later this week with FHWA to work
 2 through some final little items, and then we will soon be
 3 meeting and rolling it out to the locals over the next six to
 4 eight months.

5 And lastly, if you'll look -- actually, two more
 6 things. If you'll note, also, that we've got FASTLANE grants
 7 captured in these numbers, as well as General Fund
 8 appropriations that (inaudible).

9 CHAIRWOMAN BEAVER: Ms. Ward, with the HURF swap,
 10 is that something you're going to be kind of reporting to us as
 11 it's rolled out, or are you going to be giving us an update on
 12 it or can you?

13 MS. WARD: Yes, ma'am. I certainly can.

14 MR. HALIKOWSKI: Madam Chair, Mike, thank you for
 15 pointing that out. I mean, we announced this without much
 16 fanfare that we're going to reinstitute their swap program, but
 17 believe me for our county and local governments that have been
 18 forced to use federal funds all these years with all of the
 19 federal strings and attachments, rolling out the HURF swap
 20 program this year is a big event for us, because we'll be able
 21 now again to streamline and save money on those local projects,
 22 and so be able to use state dollars instead of federal. So
 23 Kristine, thank you for the management you've done all these
 24 years as we've tried to save up enough money to get this
 25 reinstituted.

1 MR. LA RUE: Madam Chair, if I may.

2 CHAIRWOMAN BEAVER: Yes, Mr. La Rue.

3 MR. LA RUE: So Kristine, can I -- so on page 20
 4 is your debt -- planned debt, and it shows some proceeds, and
 5 how do I map it to this page to show where it's dropped in, or
 6 can I?

7 MS. WARD: Okay. So if you go to financing
 8 mechanisms, so you'll see on that previous slide a \$75 million
 9 issue in FY '18.

10 MR. LA RUE: Yeah.

11 MS. WARD: And what you see here is a 64 million
 12 (inaudible). That's net of debt service.

13 MR. LA RUE: Okay. So the billion you've showed
 14 me (inaudible) we've got to take out from that. And so really,
 15 we're only (inaudible) the 400.

16 MS. WARD: This -- so if you'll recall, that
 17 billion broke down into two components.

18 MR. LA RUE: Right.

19 MS. WARD: One for the statewide, one for MAG
 20 RTP.

21 This chart, what this reflects is the
 22 statewide --

23 MR. LA RUE: Oh, statewide only.

24 MS. WARD: (Inaudible.) They didn't get us from
 25 (inaudible). So I -- perhaps I could make this a little more

1 clear. What you see here is the statewide debt issuance net of
2 debt service.

3 MR. LA RUE: Okay. I was losing some money
4 somewhere, and I just didn't know where I was losing it. So
5 thank you.

6 MS. WARD: (Inaudible.)

7 MR. LA RUE: But you've got it.

8 MS. WARD: (Inaudible.)

9 MR. ROEHRICH: Kristine, I (inaudible) the RARF
10 bonds are not in here though.

11 MS. WARD: They are not (inaudible) released.

12 MR. ROEHRICH: Okay. Just wanted to make that
13 clear.

14 MR. LA RUE: Thank you, Madam Chair.

15 MS. WARD: Anything else on that (inaudible)?

16 CHAIRWOMAN BEAVER: I think we're good right now.

17 MS. WARD: All right.

18 CHAIRWOMAN BEAVER: Moving along.

19 MS. WARD: So in terms of where that leaves us
20 for funding for the tentative five-year program, '18 through
21 '22, the revenues (inaudible) support of making some adjustments
22 to (inaudible) some of the years that have already -- you
23 already approved in the '17 to '21 program. So modifications in
24 that program (inaudible) see where that one arrow is pointing.
25 84 million in '18. That, of course, is made up of that \$54

1 million FAST grant as well as (inaudible) on the general
2 (inaudible). That's next year's (inaudible). So in '19, we
3 adjust the program by 85 million in increased funding. In
4 (inaudible) in FY 20-21, 75 million, and the new fifth year is
5 \$775 million.

6 So with any forecast, there are assumptions and
7 there are risks. And so we currently -- we have the session,
8 the legislative session starting. One can never be assured
9 exactly what will come from it. So we have got risks associated
10 with legislative action. Right now, the executive budget holds
11 HURF and State Highway Fund harmless. It's kept funding
12 levels -- DPS funding levels at the same level as preceding
13 years.

14 We do not yet know the legislative proposal.
15 This -- these forecasts assume that the special distributions to
16 the cities and the counties of approximately \$30 million will
17 indeed as stat- -- as current statute provides will not go
18 beyond 2018. And then, of course, we've got, you know, risk.
19 We've got new administration, and we don't know how Congress
20 will behave in terms of the FAST Act expiring during this five-
21 year program. And then, of course, we have our regular economic
22 risks of recession and of inflation and (inaudible).

23 With that, I would be happy to take your
24 questions.

25 CHAIRWOMAN BEAVER: No questions? Thank you.

1 MS. WARD: Thank you very much.

2 CHAIRWOMAN BEAVER: Mr. Kies.

3 MR. KIES: Thank you, Madam Chair.

4 So Kristine gave all the details about the
5 funding side. Now what I wanted to cover was the levels of
6 project spending that we intend -- or we recommend that the
7 board consider for the upcoming five-year program.

8 With that, the contents of the staff's
9 recommendation for the five-year program include projects that
10 are divided into three categories of expansion, modernization
11 and preservation. The previous five-year program, when we --
12 this is the entire state, which includes the programs in the MAG
13 region and the PAG region, plus Greater Arizona, which is
14 outside Phoenix and Tucson, was -- preservation was funded at 41
15 percent of the program, and expansion at 44 percent.

16 This five-year program, we're looking at
17 preservation at 36 percent of the program, expansion at 52
18 percent, and then modernization at 12 percent. This does not
19 mean that we're suggesting that a lot of the spending on
20 preservation to go down. It just -- as Kristine talked about,
21 some of the revenue forecasts are going up. We've added more
22 revenue from the FASTLANE grant, from two disbursements from the
23 legislature for I-10 and 189.

24 And also, the MAG region is going through a
25 rebalancing program, as they see their revenues going up. So

1 I'll show you the details of the preservation spending, but even
2 though it's less of the entire program, it is -- we are asking
3 the Board to consider raising the amount of money that we spend
4 on preservation.

5 With that said, when we just look at Greater
6 Arizona -- and the rest of this presentation now is about
7 Greater Arizona without talking about MAG region and the PAG
8 region in Phoenix from Tucson -- but those two groups are going
9 through an independent process of looking at their five-year
10 program, and in February, I'll be able to bring information
11 about Greater Arizona, MAG and PAG all together.

12 But for Greater Arizona, outside of Maricopa and
13 Pima Counties, the recommendation is that we spend about 59
14 percent of that program on preservation and 21 percent of
15 expansion, with the remainder on modernization. The last five-
16 year program, again, we had 61 percent of the program going to
17 preservation, and only about 14 percent to expansion. Again,
18 we've got added revenues that are available for expansion, and
19 that's why you're seeing some of the difference, difference in
20 the program.

21 So what I'd like to present to you is the five-
22 year program in these bar charts, which represent each of the
23 five years of the five-year program, starting in '18 and going
24 to '22. Green being the amount of funding that we recommend to
25 spend towards preservation; red, modernization; blue, the

1 expansion program. And then you see some other colors that are
 2 representing the amount of cost to develop the projects, and
 3 then the gold bar is the amount of funding to plan the program
 4 and plan projects across the state.

5 So what this slide shows is taking advantage of
 6 some of those revenues that are increasing that Kristine talked
 7 about, making some adjustments in the preservation program, the
 8 number that we've always been shooting for for the five-year
 9 program has been a consistent spending level of \$260 million.
 10 And in this five-year program, we believe that we can keep that
 11 average pretty much at 260 million per year across all five
 12 years, and you see that for the last five-year program, we've
 13 made some adjustments where preservation's gone up 12 million in
 14 '18. You see 30 million increase in '21 to get us right up to
 15 that 260 number. A 10 million increase from what we've seen in
 16 the development program previously in '22 to get us to that 260
 17 number. And so we feel that this -- this spending level will
 18 make some advances in our preservation condition over this five
 19 years.

20 With that said, that kind of leaves the rest of
 21 the program, then, for us to look at the priorities. You can
 22 see the modernization program that we are rapidly increasing to
 23 about a level of 90 million per year, and what I want to want to
 24 focus on, the rest of the program is what is contained in the
 25 expansion program, which is what projects are represented in

1 blue as we go across and what are those funding amounts that we
 2 recommend.

3 So the first year is 2018. We are -- we have two
 4 main projects in the expansion program. US-93 Carrow to
 5 Stephens. That's 35 and a half million, and then I-10, which is
 6 a group of several projects that we've talked about. 85 million
 7 at SR-87 in Picacho. 40 million for Early to I-8, and then 12
 8 million for a dust detection system, which is all grouped
 9 together, being partially funded by the FASTLANE grant that we
 10 were awarded. So for fiscal year '18, we proposed 172 million
 11 of expansion improvements to (inaudible) projects.

12 With that said, we'll move on to fiscal year '19.
 13 Fiscal year '19, as you recall, over the summer we talked about
 14 some adjustments in the five-year program with the opportunity
 15 for the FASTLANE grant and some legislative money that was
 16 provided to us during the last session. We suggested with --
 17 and you -- you concurred that we should accelerate the 189
 18 project in fiscal year '19. So this is what we're proposing in
 19 the five-year program. That represents 69 million of this 94
 20 million of expansion money in fiscal year '19.

21 You might ask the number keeps growing a little
 22 bit on 189. It used to be 64 million. Then it was 65 million.
 23 Now it's 69 million. In the previous five-year program, we did
 24 have 4 million of -- identified in fiscal year '18 for design of
 25 189. We now propose to combine that together. So it's

1 design, build together in fiscal year '19, and that's where the
2 number of 69 million comes from. 65 for construction and 4 for
3 design.

4 We do propose 25 million additional to the
5 expansion program in '19 for some design efforts of upcoming
6 projects, including two on US-93, one at Cane Springs and one --
7 it's called the West Kingman TI, which was that number one
8 freight priority that -- I don't want to bring up the freight
9 program again, but that was where that project came in as a
10 number one priority on the freight plan. And then \$15 million
11 of design money towards the projects that we recommend later in
12 the program for I-17 from Anthem to Sunset Point.

13 Moving on to the third year, 2020, again, as we
14 talked about over the summer, talking about the funding
15 adjustments, we had talked about the Gap project, which is near
16 Wickenburg in -- on US-93. That is proposed as a \$41 million
17 project in the future, 2020. And the other 20 million for
18 expansion projects are, again, some design efforts on US-93 at
19 Big Jim Wash, a design effort on SR-260 at Lion Springs, and
20 then advancing that West Kingman TI project to its right-of-way
21 phase in fiscal year '20.

22 That gets us to the last two -- two years of this
23 plan. Fiscal year '21 and '22. Staff's recommendation is that
24 we focus both of those fiscal years, the amount of money that
25 remains for expansion projects on Interstate 17 somewhere

1 between Anthem and Sunset Point. That represents \$128 million
2 that's available in the statewide five-year program.

3 Also, with the rebalancing effort that MAG has
4 been doing, they have proposed that up -- \$250 million could be
5 proposed to this corridor through their funding, which brings us
6 to a total of 178 million that we feel is available for I-17 in
7 those -- in these several fiscal years.

8 So what does that mean? Well, the goal for I-17
9 would be that -- to add additional capacity, and probably a lane
10 in each direction on I-17 between Anthem and Sunset Point
11 eventually. The Board -- you did see last month a presentation
12 on a reversible lane option between Black Canyon City and Sunset
13 Point. That is an option of a way that capacity could be added
14 to I-17. So all of these are ideas that are on the table.

15 If we go to the next slide, what I wanted to
16 bring to the attention of the Board is that we are -- in
17 combination with MAG, we are showing that there could be as much
18 as \$178 million available for I-17 in this five-year program.
19 However, if you look at the planning level cost estimates of
20 what it would take to get a third lane in each direction all the
21 way from Anthem to Cordes Junction, which is the main junction
22 between Prescott and Flagstaff, it adds up to \$447 million. In
23 round numbers, at staff level, we've been calling it \$500 just
24 because it rolls off the tongue easier.

25 So just wanted to bring to the Board's attention

1 that this 178 million is a lot of funding, but it doesn't --
 2 doesn't complete a third lane in each direction in the corridor.
 3 However, this is a corridor that projects can be implemented
 4 (inaudible). A third lane could be added in a certain location
 5 with coming back later with more funding to add that lane or the
 6 reversible lanes that you saw last month, could be done in one
 7 section and lanes could be added in another section.

8 Gail Lewis also mentioned that we're currently in
 9 an analysis of if there are an opportunity to add another
 10 revenue source such as tolls in some way to this corridor, how
 11 would that -- how much revenue would that bring to the equation?
 12 So our recommendation is that we continue to develop this
 13 corridor with the anticipation to spend at these funding levels
 14 during this -- this five-year program. However, it does not
 15 fully address all of the issues along I-17 between Anthem and
 16 Cordes Junction.

17 Any questions or concerns about that?

18 I'll move on then to the development program,
 19 which is the next five years of the program, from 2023 to 2027.
 20 Again, we're looking at an opportunity in the development
 21 program to raise the amount of money that's spent towards
 22 preservation. We're currently updating our long-range plan, and
 23 we just did an analysis of the needs over the next 25 years for
 24 our highway system. And yet, again, preservation is looked at
 25 as needing more funding in the future. And so our new number

1 that we want to start growing towards is 320 million in here.
 2 And you see here in the development program how we are proposing
 3 to gradually climb up from the 260 number in the five-year
 4 program to a \$320 million a year spending in the development
 5 program.

6 With that said, then you can see the
 7 modernization spending, roughly about 90 million a year, and
 8 then we have the expansion money left over for the projects that
 9 you see on the top, the construction of US-93 at Cane Springs
 10 and Lion Springs, on 260 and 23. Two other 93 projects in
 11 fiscal year '24 and '25, improvements along I-19 at Rio Rico and
 12 Ruby, which is what we have talked about in previous development
 13 programs in '26, and then a new priority coming forward in the
 14 development program that has a lot of conversation that's going
 15 around.

16 The section of I-10 from Casa Grande to Loop 202,
 17 which is the crossing of the Gila River Indian Community, and
 18 staff feels that we really need to start putting attention and
 19 funding towards that corridor. This \$33 and a half million is
 20 nowhere near, again, what the funding levels that would be
 21 needed for that section, but again, that section of -- could be
 22 (inaudible) corridor where, again, segments of lane could be
 23 added or interchange could be improved.

24 MR. HAMMOND: Madam Chair.

25 CHAIRWOMAN BEAVER: Yes, Mr. Hammond.

1 MR. HAMMOND: Mike, is it correct to say this
2 slide shows probably better than any the decreasing funding for
3 expansion if we don't come up with additional revenue sources?
4 That top line is clearly going to disappear in about two years
5 (inaudible).

6 MR. KIES: Madam Chair, Mr. Hammond, that's a
7 great observation. In fact, update of the long-range plan
8 suggests that (inaudible) fully fund our preservation program
9 from -- between now and 2040, we should be spending in the range
10 of \$385 million. And if we took the results of our long-range
11 plan at face value and just adjusted our numbers, then that blue
12 bar would have disappeared. And so this is sort of a compromise
13 between fully funding whatever long-range plan (inaudible)
14 preservation and still allowing some opportunity for expansion
15 projects.

16 CHAIRWOMAN BEAVER: Based on the dollar amount,
17 the yellow bar will be gone, too.

18 MR. KIES: Yeah.

19 With that said, I want to move on to the airport
20 program, which is, again, (inaudible) focus for the federal
21 board meetings about the level of funding in our Aviation Fund
22 and the amount of projects that can move forward.

23 For the Board's information, I wanted to review
24 the spending levels that were proposed -- that were approved for
25 the previous five-year program in fiscal year '17. Again, this

1 was in advance of the legislature sweeping \$15 million from the
2 Aviation Fund, and we all know where that led us to. You can
3 see that the various programs that the aviation group manages,
4 and it was anticipated the total program spending of \$29
5 million.

6 For fiscal year '18, it's been proposed to pull
7 that back quite a bit to allow the funds to recover from the
8 sweep, fully pay our commitments out of the Aviation Fund. As
9 you can see, the suggestion from the aviation group on the
10 amount of funding that's spent -- that's dedicated to '18, 3 and
11 a half million dollars for the federal project match, which is,
12 if I go back to '17, very close to what we've been allocating
13 that continued the federal aid part of the aviation program to
14 go forward as fully expected. But then you can see zero dollars
15 for the State program, which is grants that are just funded out
16 of State money out of the Aviation Fund. A much less number for
17 the Pavement Preservation Fund, and then a reduction in the
18 planning services. So a commitment of only 5 and a half million
19 dollars of new funding for fiscal year '18 to the Aviation Fund.

20 Now, as we've had discussion at the staff level,
21 again, the five-year program is a plan, and plans change, and if
22 the Aviation Fund seems to have recovered and revenues are
23 increasing at any time during fiscal year '18, we could go back
24 out to our sponsors and say, "Hey, we would like to start
25 entertaining state grants," and open that program back up again.

1 But right now, for the five-year program, this is what the
2 aviation staff recommends as (inaudible).

3 MR. THOMPSON: Madam Chair.

4 CHAIRWOMAN BEAVER: Yes. Mr. Thompson.

5 MR. THOMPSON: On the over all aviation funding,
6 where is the consideration for tribal projects?

7 MR. KIES: So Madam Chair, Mr. Thompson, the
8 Aviation Fund is a competitive ran program in its entirety.

9 MR. THOMPSON: Right. Right. Uh-huh.

10 MR. KIES: And the tribal airports are equally
11 eligible to compete for -- to state grants and also federal
12 funding. So tribal airports are included in the opportunity to
13 compete for these funds.

14 MR. THOMPSON: Thank you very much. I'd like to
15 know more about that.

16 MR. KIES: Okay.

17 MR. THOMPSON: Maybe -- not today. Maybe later
18 on. Thank you, Madam Chair.

19 MR. KIES: We can have that, that conversation.

20 MR. THOMPSON: Yeah.

21 MR. KIES: With that said, the next step for the
22 five-year program is -- so this was to create a dialogue about
23 staff's recommendation for the funding levels in this five-year
24 program and the development program. We will come back to you
25 at the February board meeting, based on your comments today,

1 with a tentative program that we would ask you to approve, which
2 would then go forward into public comment. So public -- there
3 would be then public hearings in March, April and May, in
4 association with the -- with your board meetings.

5 We would then compile all those comments and come
6 back to you at a study session in May, and we would show you the
7 proposed changes to the tentative program to become the final
8 program and have a conversation about that, then bring the final
9 program back to you in June for your approval so that it can be
10 delivered to the governor's office before June 30th; therefore,
11 starting our new fiscal year '18 in -- on July 1st.

12 With that, that's all I had. You may see some
13 additional slides in the handout, which is anticipating
14 (inaudible) questions that you have. (Inaudible.)

15 CHAIRWOMAN BEAVER: Well, Mr. Kies, I have one,
16 and it's just based on Mr. Hammond's question about those bars
17 going away, and I guess my question is preservation's important
18 because we don't like potholes. But at the same time, if we put
19 everything into preservation, I mean, and we do away with the
20 planning aspect and some of those precursors that you have to
21 do, and you know, or even the design in order to have projects
22 sort of in the pipeline -- I guess the old term was shovel
23 ready, so I don't know what the new term's going to be -- but
24 that seems a little bit unhealthy. So where is the healthy
25 balance?

1 MR. KIES: Well, Madam Chair, from staff's
2 perspective, we believe this is a healthy balance to establish
3 getting the spending level and preservation within the next 10
4 years up to 320 million. Again, as Mr. Hammond pointed out, it
5 does not provide a lot of room for expansion projects, but it is
6 a level that would not deteriorate our existing system at a rate
7 that we don't (inaudible). But it still would not be funding on
8 a level that fully encompasses all (inaudible).

9 CHAIRWOMAN BEAVER: But it seemed like the dollar
10 amount that was being discussed would be far greater than just
11 what is allowed in that tenth year.

12 MR. KIES: Well, you mean -- is your comment
13 referring to preservation? The long-range plan?

14 CHAIRWOMAN BEAVER: Well, yeah. Yes. As the
15 preservation increases, the funding for it, we have to do away
16 with, say, expansion, but it seems like the dollar amount -- I'm
17 sorry. I didn't capture that -- but the dollar amount that you
18 had mentioned when you were discussing with Mr. Hammond exceeded
19 that 33,5. So if that went away, something else is going to go
20 away, too. So if we're just going to restrict preservation --

21 MR. KIES: Correct. So the number I mentioned to
22 Mr. Hammond was that our long-range plan had identified a
23 spending level to be fully funded until 2040 for our
24 preservation level, raises that number up to 385. So that's \$65
25 million additional above that 320, and you're absolutely

1 correct, Madam Chair. The 33 and a half that's shown in that
2 last year for expansion would be part of that, but yes, other
3 priorities such as modernization or planning activities or the
4 development activities would have to be cut back too to get to
5 that full level. Staff doesn't believe that that's a -- that
6 that's a prudent thing to do. That's why we're showing this
7 compromise of raising preservation to 320 and still funding
8 modernization at 90 million and allowing about 30 million or so
9 for expansion opportunities.

10 CHAIRWOMAN BEAVER: Okay. So when you were
11 projecting out that 385, that's just saying how much would be
12 needed. It's not necessarily how it would look on one of
13 these --

14 MR. KIES: Correct. Yes.

15 CHAIRWOMAN BEAVER: -- charts.

16 MR. STRATTON: Madam Chair.

17 CHAIRWOMAN BEAVER: Yes. Mr. Stratton.

18 MR. STRATTON: This is more of a comment to the
19 board and the staff rather than a question, and then I've
20 actually had this conversation with Mike. Over the past years,
21 the board has changed, the staff has changed and priorities will
22 change, but as ADOT has jumped around the state doing projects,
23 whether it be on 93 or 260 or wherever, doing some improvements,
24 it causes another problem where you go from four lanes to two
25 lanes to four lanes. We have created bottlenecks, and therefore

1 other problems, and the citizens in those communities or those
 2 areas that use those highways (inaudible) a lot of comments from
 3 me, I don't know about the rest of you have, but I believe that
 4 we should focus on cleaning up some of that in a timely manner
 5 to where we complete those projects, and those problems go away,
 6 and then we can move to other projects, too. So I think we
 7 should be considering some of these 93 and 260 and the others
 8 earlier in the (inaudible).

9 CHAIRWOMAN BEAVER: Mr. Stratton, I would say
 10 with regard to that, this I-17 thing, based on the segment,
 11 doing it in segments, I could see that that would be problematic
 12 there, also, where again, you get into the bottleneck, you know.
 13 And that was the issue over there by Cottonwood and Camp Verde
 14 area, you know. You've got it wider, then it goes narrower,
 15 so...

16 MR. STRATTON: And the same issue exists in
 17 Graham County on 191, from I-10 going into Safford (inaudible).

18 CHAIRWOMAN BEAVER: Mr. Hammond.

19 MR. HAMMOND: I'm certainly not going to
 20 (inaudible) in favor of bottlenecks, but it's interesting how
 21 the choice to do I-10 between Tucson and Phoenix actually
 22 worked, where if the alternative was to have not done the
 23 expansion that was done five, six years ago in the name of not
 24 creating a bottleneck, (inaudible) promptly (inaudible)
 25 situation. The stretches that aren't done actually flows fairly

1 well. The two -- when you get up to the Gila River, it gets
 2 scary there on occasion, but yeah. My guess is as a board we
 3 always make choices, so -- but cleaning up -- yeah. I mean, if
 4 we've made messes out there, we certainly need to address them.
 5 But the idea of maybe doing nothing on some of these areas and
 6 putting it all over onto others, I am not sure, Board Member
 7 Stratton, that's really what you meant, but I just wanted to
 8 make my point on how well I-10 has functioned in spite of the
 9 fact that it still has those two bottlenecks (inaudible).

10 CHAIRWOMAN BEAVER: Mr. Stratton.

11 MR. STRATTON: Thank you, Madam Chair, Board
 12 Member Hammond.

13 I was not suggesting in any way that we eliminate
 14 or not look at other areas. I'm just saying that I believe we
 15 need to look at the areas where we have caused problems and see
 16 where we can put those projects in at the earliest possible
 17 date.

18 CHAIRWOMAN BEAVER: Anything further?

19 MR. THOMPSON: Madam.

20 CHAIRWOMAN BEAVER: Mr. Thompson.

21 MR. THOMPSON: Madam Chair, Mike, members, I do
 22 feel, too that preservation is very important. But if we wait
 23 any longer, it's going to be costing us more money to make those
 24 repairs. And the other thing is that I also have the same
 25 concern. (Inaudible) we be completing the I-17 projects, how

1 would we begin to think about pulling plans together to complete
2 what we have planned and to do on that I-17 segment? So...

3 MR. KIES: Madam Chair, Mr. Thompson, that was
4 essentially what I was trying to point out with the slide that
5 shows the planning level costs that would fully build out one
6 new lane in each direction all the way to Cordes Junction far
7 exceeds the amount of money that we're seeing available for the
8 I-17 corridor. So right now, at this point in time, we don't
9 have -- we do not have a plan to fully -- what we intend to do
10 is look at where are the most critical needs in this section of
11 I-17. Where do the accident numbers show that another lane
12 would provide (inaudible) to future accidents? You know, how do
13 we relieve the weekend crunch, as the director had mentioned,
14 you know, up the hill at -- to Sunset Point? And again, as we
15 get into 93 and some other corridors like 260, we focused on
16 those higher -- with limited funding, we focus on the highest
17 need first, and then anticipating the future to come back to
18 complete the corridor.

19 CHAIRWOMAN BEAVER: This is more of a comment,
20 but I just see we're kind of in a catch-22. We can't afford to
21 do complete projects, and so when we break it up into segments,
22 then we get these bottlenecks, and then we have -- we have
23 people wanting us to do these full improvements, which are way
24 too costly that we can't even afford them. Yet when we try to
25 do it in segments, then it comes to our attention, well, now

1 you've got a bottleneck there. But it -- you know, then the
2 alternative is to do nothing, I guess, and leave it as is and
3 continue with the, you know, outcry that we have. So we're
4 darned if we do, darned if we don't.

5 MR. KIES: (Inaudible) Madam Chair, that we feel
6 from that level, this is the best recommendation that we can
7 make to you based on the money levels we have. Again, if
8 there's any suggestions about how we could reprioritize or
9 change that, well, we would -- we would take your comments and
10 then formulate the tentative program in February around those
11 discussions.

12 MR. STRATTON: Madam Chair.

13 CHAIRWOMAN BEAVER: Mr. Stratton.

14 MR. STRATTON: Is there any list of the
15 preservation projects that you are proposing within the five-
16 year plan?

17 MR. KIES: We do. I didn't bring it with me, but
18 yeah, we have a spreadsheet of all the preservation projects.
19 And when we do the tentative plan in February, we will provide
20 that to you ahead of time, but we can provide it now if you
21 would like to see it in its draft state.

22 MR. STRATTON: No. Prior to February would be
23 fine.

24 MR. KIES: Okay.

25 CHAIRWOMAN BEAVER: Well, just out of fairness, I

1 know over on my side of the state, preservation is very
2 important, you know, where there's been erosion --

3 MR. THOMPSON: Uh-huh.

4 CHAIRWOMAN BEAVER: -- with the roads and things
5 like that. So -- again, and potholes, and you know, things like
6 that, but there is an importance to it. I just think sometimes
7 the general public -- and I don't know what we could do to
8 better state our case publicly in terms of the fact when we do
9 things in segments, we realize, you know, you know, if we could
10 have, you know, whatever our perfect picture is, you know, we
11 would do the whole thing. But from a dollar standpoint, we
12 can't afford to. So by doing it in segments, we are going to
13 have these bottlenecks from time to time. I know these that
14 we're talking about on 93 have actually been in the plan, taken
15 out of the plan, put back in the plan, you know. So -- and
16 those, too, are bottlenecks, situations out there on the 93.

17 So I don't know. I guess if I was to say one
18 thing, if we could maybe look at how we can better communicate
19 with the public that we're aware of this situation when we do
20 these segmented-type projects, but at the same time, from a
21 financial standpoint, that's the best way that we can move
22 forward.

23 MR. KIES: Thank you, Madam Chair.

24 And to Board Member Stratton's comment, we --
25 this map that was provided on Slide No. 3 does at least map out

1 all the preservation projects that are anticipated to be in the
2 five-year program. So all the purple colored lines (inaudible).

3 MR. STRATTON: I did see those. It's a little
4 hard to identify exactly where they were.

5 CHAIRWOMAN BEAVER: (Inaudible) some of us are
6 visually impaired.

7 MR. KIES: (Inaudible).

8 CHAIRWOMAN BEAVER: Mr. La Rue.

9 MR. LA RUE: Madam Chair, thank you.

10 And Mike, you know, once again, a good
11 presentation, and maybe if you go back to Slide 10, which really
12 highlights, I think this -- this cycle maybe more so than any
13 cycle that I've been on the Board, but I'm probably overstating,
14 is one that -- you know, in the prior -- prior cycles when we've
15 gone out in the greater community, we really connected the
16 stakeholders in the rural Arizona and those things, and it's
17 very important. It's very important again this year, but I
18 think this year even more so it's going to be very important to
19 connect with the MPOs and those, because you know, like this --
20 just this segment here, you know, this is a MAG on the south
21 end. It's a Greater Arizona on the north end.

22 These numbers are just mind blowing. There's no
23 way given what we see here that that's, you know, ever going to
24 fit in in my lifetime, but I think it's one where we need to
25 really work together with everybody to say what is the right

1 investment at the right time to alleviate the traffic.

2 And given because so much of it is in the MAG
3 region that impacts, we need to -- I see the same thing on I-10.
4 I think what surprises me, I like -- I'm glad to see that I-10
5 piece in the six through ten, but when I think ten years out
6 we're going to get relief down there, where every time there is
7 a fatal accident, it has -- basically chokes the traffic between
8 here and Tucson, Tucson to Phoenix. I know people that -- many
9 businesses have places in Tucson now, much like many in Tucson
10 have in Phoenix. I hear from executives all the time that say
11 they get the traffic map, and they'll have dinner in Tucson if
12 there's a fatal accident, or they'll delay their departure in
13 Phoenix to Tucson just because of what's happening on the
14 roadway. And while that's a great workaround in the short-term,
15 now to go tell these guys, you know, you're going to do that
16 work around for the next ten years, that's an interesting
17 thought.

18 But again, it's -- it's, I think, working very
19 closely with MAG and PAG on those issues, because it's really
20 benefiting the motoring public and those constituencies. And
21 while I feel for Greater Arizona and some of the smaller
22 regions, Steve -- and I do travel. I travel a lot these last 60
23 days. There's a lot of preservation needs everywhere. We've
24 created some bottlenecks. I -- and I know it's important to
25 them. I just don't know if it's rising to the level of the

1 freight and commerce and the stuff that's happening on these
2 major corridors, and it's going to be a tough year to balance as
3 I see some of these projects. But again, I think these numbers
4 are unbelievable. So I have no question. Just more of a
5 comment and a thank you.

6 CHAIRWOMAN BEAVER: Mr. Stratton.

7 MR. STRATTON: I'd just like to say I do agree
8 with Board Member La Rue that we do need to listen to the COGs
9 and the MPOs and to staff, and I also agree with Board Member
10 Thompson on the preservation, having been in that role before --
11 it is necessary to save those dollars for the future. If you do
12 it now, it costs one dollar. In the future, it's going to cost
13 you five to eight dollars. So it's very important that we do
14 that, too. There is a balancing act, but the Board and the
15 staff over the years that I've seen has done a tremendous job
16 listening to the citizens and to the COGs and the MPOs, and I
17 think this year will be very important as we travel around to
18 public hearings.

19 MR. LA RUE: You know, and if I could (inaudible)
20 as my thoughts, you know, what I -- what I'm hearing kind of
21 from Gail's presentation and the finance presentation and Mike's
22 is really this thought that a P3 is going to come in and cure
23 everybody's problem. Just ain't going to happen. And so what I
24 did -- what I heard in Gail, and I also heard elsewhere, which I
25 like, is we're really looking at what are the other alternatives

1 that we can implement on this corridor that gets us where we
 2 need to be in the short term, which really that is not only our
 3 staff. It's really listening to the stakeholders, and it's
 4 listening to the others that are impacted, like you said,
 5 because we -- those alternatives, which end up being interim
 6 fixes, impacts, you know, everybody. So I think that's the path
 7 we're probably headed down. In this next decade, assuming
 8 nothing happens in Washington and this -- you know, billions of
 9 dollars doesn't rain from the sky...

10 CHAIRWOMAN BEAVER: Mr. Halikowski.

11 MR. HALIKOWSKI: Yeah. I would just like to talk
 12 about billions of dollars raining from the sky. As much as I
 13 would wish for that, there are systemic things that I think the
 14 Board needs to be aware of, which I talked about at Valley
 15 Partnership last week when I was on the panel there. And that
 16 is because we've been starved for State dollars since I
 17 essentially started as ADOT director in 2009 when the crash hit,
 18 we don't have these big projects designed, environmentally
 19 cleared and sitting on the shelf. So if billions of dollars
 20 were to rain down and you had to spend it very quickly, like we
 21 did with the stimulus money, within a year, we'd be doing a lot
 22 of preservation. And unfortunately, until we are able to
 23 generate sufficient State dollars and pull them away from
 24 maintenance and preservation, we're forced to use federal
 25 dollars to do these kind of studies. But as we know, based on

1 fiscal constraint, I can't environmentally clear the project to
 2 completion unless we have reasonable funding to show that we can
 3 pay for it when the study's done.

4 So it's kind of a double whammy on us right now,
 5 because we don't have a lot of these sitting on the shelf ready
 6 to go. And I'm concerned that if dollars do come forth and you
 7 get into that competition for projects, those projects that are
 8 shovel ready are going to be the ones that get funded.

9 So we need to be cognizant of the fact it's not
 10 just about having money in the future. It's having these things
 11 studied and environmentally cleared, because the longest part of
 12 the five-year program is getting your project into the five-year
 13 program.

14 CHAIRWOMAN BEAVER: Thank you. It just
 15 reinforces all the staff's work is very important.

16 MR. KIES: Well, Madam Chair, if there are no
 17 other questions or comments or revisions, we would -- staff
 18 would move forward with the five -- this concept of a five-year
 19 program, put that together as a tentative program that we'd
 20 bring back to you in February, and then previous to the February
 21 meeting is when we would provide you the book, which includes
 22 the list of all projects that are envisioned to be a part of the
 23 tentative program and ask you for your approval in February.

24 CHAIRWOMAN BEAVER: Are we okay with that?

25 UNIDENTIFIED SPEAKER: Uh-huh.

CHAIRWOMAN BEAVER: Okay. Thank you.

MR. KIES: Great. Thank you.

(End of requested excerpt.)

Adjournment

Chairwoman Beaver gaveled the meeting to a close adjourning at 11:48 am.

Meeting adjourned at 11:48a.m. MST.

Deanna L. Beaver, Chairwoman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, February 17, 2017
City of Benson
Council Chambers
120 W.6th Street
Benson, AZ 85602

Pledge

The Pledge of Allegiance was led by Vice Chair William Cuthbertson.

Roll call by Board Secretary Linda Hogan

In attendance: Deanna Beaver, William Cuthbertson, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.

Absent: Joe La Rue.

There were approximately 50 people in the audience.

Opening Remarks

Chairwoman Beaver thanked the City of Benson for the wonderful dinner on Thursday evening. She then proceeded to explain that she wanted to include a history note and then read an article from *The Arizona Republic*, December 30, 1945 about road safety.

Title VI of the Civil Rights Act

Floyd Roehrich reminded all attendees to sign in and fill out a survey card to assist our Civil Rights Department.

Call to the Audience:

The following members of the public addressed the Board:

1. Shane Dille, City of Flagstaff, Deputy City Manager, re: looking forward to having the Board join them in a couple of months in their area and proceeded to request that the replacement of the four street bridges over I-40 be placed in the 5-year plan. He expanded on his request with various points as to why it should be addressed. They were offering money on the table as well.
2. Ann English, Cochise County Board member, re: thanked the Board for coming to Benson (the gateway to Cochise County) and added that they are grateful for the work being done in Cochise County and proceeded to outline some of what's being done. She added that since they were appointees of the Governor, they use their influence to get them the HURF swap funds back, especially as rural counties.
3. Peggy Judd, Cochise County Supervisor, re: she really just wanted to thank the Board and welcomed them to the county. She added that she appreciates the beautification and not just the functionality of the projects that ADOT builds in the State.
4. Carmen Miller, resident of St. David, re: large truck traffic coming through their area on Highway 80 is one of their major concerns. They are coming together as a community group to look at this and others hoping to be able to offer the Board solutions with their vision(s) for their communities.

5. Scott Sinclair, resident of St. David, re: he proceeded to address his concern involving Post Ranch Road. He mentioned that he had passed out a packet and wanted to address some of the maps in it and proceeded to do so and continued to express his idea of the State taking control of Post Ranch Road.
6. Cyndi Sinclair, resident of St. David, re: wanted the Board to know why they should care about 3.5 miles of dirt road (Post Ranch Road) and added all of the groups that they have come before to address the concerns her husband had previously spoken to.
7. Kee A. Begay, Navajo Nation Council, re: has been advocating for the state right of way in the northeastern part of the state, particularly State Highway 191 – big traffic that gets congested especially during the summer with visitors passing through. He was asking for their continued support to allocate some funds, direction/support for what he is working on. He wasn't just asking for help but wanting to know how they could come together to help each other. He thanked them again for their service.

(Beginning of excerpt.)

CHAIRWOMAN BEAVER: That is all of the call to the public that I have, unless there's some, so I guess we'll move on now to the district engineer's report.

Mr. Lane.

MR. LANE: Good morning, Madam Chair, members of the Board. Welcome to the South Central District. I would like to thank the City of Benson for the lovely dinner last night. The facilities were nice. It had a very nice view of the golf course. I really enjoyed that, so thank you very much.

Let's see if I can get this to work.

So I'll start off by, you know, showing a slide and letting everybody know about the -- kind of the limits of the South Central District. The area that we're in here is a -- the new portion of the South Central District that came in a couple of years ago when we kind of reshifted the district. So the City of Benson, Sierra Vista and Tombstone. This is all a new operating area within the South Central District. It was formerly under the management of the Safford District, and with Bill Harmon. So hopefully we've been carrying that same relationship forward as we migrate through this.

Lots of big things happening in the Tucson District -- or excuse me -- the South Central District these days. The first big thing is the Ina Road traffic change in the city of Tucson. Last Wednesday, we closed that interchange,

closed all the exit ramps on all four quadrants of that interchange, and we also closed the crossing of Ina Road, underneath Ina and also across -- or underneath I-10 and also across the railroad tracks. You can see up on the top up there, that's that -- kind of the finished product of it.

So the contract is \$124 million in construction dollars. The contractor is a joint venture between Sundt and Kiewit. So as you can see, we're going to take Ina Road and go over I-10 and also over the railroad tracks. So these are the ramps coming up each side.

In addition to that, Ina Road will also be widened at the Santa Cruz River. So that's the existing bridge that will be replaced. I didn't have a rendering of this one, so we kind of made this one up here. And that's the other side of the new bridge. There will be two bridges going over Ina Road, over the Santa Cruz River.

So it's about a 25-month project. It just started. The motto is: Keep your eyes on the prize. There's going to be a lot of challenges as we move forward with this. We're navigating through them. Traffic had some challenges the first day, and each day gets a little bit better, and as we go through this, people will find their way, and we're hoping that it works very well. It's going to be quite an improvement to the community when it's all done, so we're really looking forward to this one as we progress.

Oh, we wanted to talk more about some of the closure as well. So we closed all the ramps. One of the things that happened that we had an opportunity on this was the County completed the bridge early. So they were putting a new bridge at the Sunset -- Sunset Road, which is the next traffic interchange south of Orange Grove. And they completed that bridge one month early, which is going to be quite -- take quite a bit of traffic load off of the Ina and the Cortaro issue. So we -- with that in mind, we ended up having to -- we ended up closing the Orange Grove ramp to move people down to the Sunset to allow us more storage capacity to take up that extra volume and get them off of the freeway. So that's one of the reasons why we've got Orange Grove closed, the Orange Grove ramp closed. Orange Grove is still open. It's just the ramp is now -- instead of being a quarter mile, it's now a mile long. So we have a lot more storage capacity for the vehicles. That's the thing I wanted to point out to you guys.

And the next large project we have going on in the South Central District is the Ajo/I-19 traffic interchange. This is phase one. The contractor is Ames Construction. It's a \$40 million contract, and we're constructing a single point urban interchange, a SPUI. So this contract is split into two phases. I'm going to see if I can go up here and kind of give you the first -- the first phase is going to be the construction of the actual single point interchange, all the ramps going on

and off and such, and then next -- yeah.

Next year we're going to go into phase two of the project. So it's a completely different project that we'll advertise this summer, and at that point we're going to be putting over on the west over here new bridges over the Santa Cruz River. There's a new ramp that's going to be coming all the way -- starting just underneath the traffic interchange and going all the way down to Irvington, which is down here, and that's called a braided ramp, and the ramp for the I-10 -- for the on ramp for I-10 actually goes over that braided ramp. And then phase two is also going to consist of widening I-19. So that project is moving along quite well. We've got Ames Construction on that one, and we'll see how we move into phase two.

Another large project we have going on in the South Central District is our SR-86 Valencia to Kinney project being done by Ashton Construction. It's a \$41 million project. It's a seven-mile construction of a main arterial west of town. So it starts at Valencia -- or excuse me -- at Kinney Road and heads west all the way out to the airport, and that's moving along nicely as well. You can see a lot of drainage work on that. It's a very interesting area. It drains very flat in that area.

So this one doesn't have a higher -- high dollar value, but it's a very unique project to the area. And this is

1 as I-10 over goes -- goes over Craycroft, and you've probably
 2 drove -- some of you might have driven past this on the way
 3 over, and that's being done by Granite Construction. It's a
 4 \$3.5 million contract, and the unique thing we're doing with
 5 this is we're using temporary bridge structure for the phasing
 6 in this. So as far as I know, this is the first time we've used
 7 a temporary bridge structure.

8 So the plan that we're going to do, and you can
 9 kind of it see it on the bottom, that's a view of the foundation
 10 that we're building for the temporary structure. So there's the
 11 westbound -- excuse me -- the eastbound side and there's the
 12 westbound side, and we're going to put a temporary bridge in --
 13 right in the middle of it. I tried to get a view of the same
 14 thing.

15 This is a model that was done, a rendering that
 16 is done, and you can see how the traffic up on this side's going
 17 to swap -- we can swap both directions. So, for example, in
 18 this one, we've got this direction coming this way, and this is
 19 where the old bridge was.

20 So we can take out that entire bridge and replace
 21 it while this one is still in operation. We still keep the
 22 capacity out there. The struggle we have is that there's really
 23 no way to reduce capacity during construction. If we had phased
 24 it that way, it would have been a tremendous cost increase. We
 25 found this to be a pretty effective and efficient way to

1 maintain capacity while we increased the structural capacity of
 2 the bridges.

3 So I want to talk to you about some of the
 4 current construction we have going on besides those. Let's see
 5 if I can (inaudible).

6 We have quite a few smaller jobs going on. Let's
 7 see. We've talked about the Ashton project. We've got the
 8 Craycroft bridges. We've got a project going up on SR-270 being
 9 done by NGU, a pavement preservation project. Another project
 10 being done down on SR-82 in the Sonoita area, which is being
 11 done by Southern Arizona Asphalt, and that one is moving along
 12 quite nicely. Kinney Road TI project down there is also being
 13 done by Granite, and that's a deck resurfacing project for the
 14 facility going over I-10, scour/retrofit project going on. And
 15 then, of course, we've got a tree trimming project going on on
 16 I-19 all the way from Nogales all the way up to the San Javier
 17 Mission on I-10 -- or I-19.

18 Now, I wanted to talk about some of the current
 19 things that are in the current program in this area to give some
 20 of the people an opportunity to see what things are coming up.

21 CHAIRWOMAN BEAVER: Mr. Lane, excuse me. Board
 22 Member --

23 MR. HAMMOND: Hammond.

24 CHAIRWOMAN BEAVER: -- Hammond. Excuse me. Drew
 25 a blank. Mr. Hammond would like to ask you a question.

1 MR. LANE: Sure.

2 MR. HAMMOND: Yeah. Of the three big projects in
3 the Tucson area, they roughly add up to a couple hundred million
4 dollars.

5 MR. LANE: Uh-huh.

6 MR. HAMMOND: How much of that is paid for by the
7 half cent tax on residents and State money? What's kind of the
8 rough percentage of that?

9 MR. LANE: So I guess the question is you're
10 talking about what money is PAG and what money is -- what
11 money is PAG and what money is federal funding. I don't have
12 that information on top of me -- or with me right now. I can
13 get that for you. PAG typically participates quite a bit in
14 it. Mainly because of the cross street function and such in
15 the facilities. So again, I just don't have that with you --

16 MR. HAMMOND: Would it be safe to say more than
17 half?

18 MR. LANE: It depends on the project. For Ina
19 Road, no.

20 MR. HAMMOND: Okay.

21 MR. LANE: No. Ina Road would probably be --
22 and Ina Road is a unique one, because Ina Road has not only tag
23 funding in it. It also has the Town of Marana. Has a portion
24 of their own separate from PAG funding, and then there's also
25 the federal funding in there.

1 MR. HALIKOWSKI: Madam Chair, Mr. Hammond, I see
2 Mike Kies (inaudible) looking at his spreadsheets, so
3 (inaudible) numbers ready for you.

4 MR. LANE: So I can tell you that the Marana
5 portion is about \$23 million on that one. I think that the
6 portions that ADOT is managing, which would include the PAG
7 portion as well, is about 101 million, 102 million, which comes
8 up to about the 124 that we showed on there. That split, off
9 the top of my head, I'm going to guess probably 20 or 30
10 percent.

11 MR. HALIKOWSKI: We'll get some numbers for
12 you.

13 MR. LANE: We'll get some numbers for you.
14 Does that answer your question?

15 MR. HAMMOND: Yeah. I guess my overall point is
16 (inaudible).

17 MR. LANE: Yes.

18 MR. HAMMOND: I see these folks sitting out
19 here needing resources, and a lot of what's going on in the
20 Tucson area right now is the half cent sales tax that we saw
21 being posed, so that was kind of my point.

22 MR. LANE: Uh-huh. And I think the additional
23 point is that that money -- a lot of the money out there is
24 dedicated to the PAG region. So there's a certain value that is
25 both contributed by the RTA in the PAG region, and also a

1 portion of that value has to be spent in that region.

2 Okay. So -- okay. So we'll talk about some of
3 the projects that we have in the current five-year program that
4 are kind of in this area. In Cochise County, we've got a couple
5 of intersection improvements coming up. One in fiscal year '17,
6 which is SR-90 at the Buffalo Soldier Trail. One of them in
7 fiscal year '18, which is SR-92 with the Foothills Trail. And
8 then we've got a pavement preservation job on SR-92, from SR-90
9 to Kachina, and then a scour/retrofit of a bridge structure on
10 SR-82 with the Rain Valley Wash.

11 And then in Santa Cruz County, we talked about
12 the SR-82 being under construction. You've got pavement -- a
13 good size pavement preservation project coming up on I-19 from
14 Tubac to Arivaca. On SR-82, we've got another scour/retrofit at
15 the Sonoita Creek and another one just down the road at the
16 Blanca Wash Bridge (phonetic). And then the big one coming up
17 in Santa Cruz to current plan, it's set for fiscal year '21 in
18 the tentative plan if it were to be approved in June. I believe
19 the plan is to move 189 up to the fiscal year '19.

20 So that kind of gives you an idea about what's
21 going on down here. I didn't want get into -- too much into the
22 other regions just to educate the -- educate everyone down here.
23 So you've heard a lot about Post Ranch Road. So I'm going to
24 talk a little bit about Post Ranch Road. I think that gentleman
25 that came up gave quite a more in-depth information than I did.

1 I'm going to take advantage of this map over here, because I
2 walked in and I saw it, and I thought, Boy, they can see that
3 really well." So let's just use that.

4 You can see Post Ranch Road goes -- here's SR --

5 MR. ROEHRICH: I don't know if the Board can see
6 that, though, Mr. Lane.

7 MR. LANE: Can you guys see that one? I thought
8 they might be able to see it certainly better than turning their
9 heads 180 degrees.

10 So SR-80 goes here. SR-90 is over here, and Post
11 Ranch kind of goes in between. You can see that this is the
12 town -- the city limits. This is the city limits, and this is
13 the State Trust land in the middle in there. So the challenge
14 with Post Ranch Road is that it's all private property, aside
15 from the State land portion. As far as we know, and I could be
16 wrong -- I've only been researching this for a few days now --
17 but there is public right-of-way in here.

18 So the State, in terms of my district, we have
19 not received any formal submissions for this large subdivision
20 and this large planned community down here on the west side to
21 say what they're going to do with Post Ranch Road. There are
22 two access points on it. One on SR-90 and one on SR-80 that are
23 both paved with full turnouts. The one on the east side is
24 narrower. The one on the west side seems to be a little bit
25 newer. And yes, they're gated off.

1 It's my understanding that access has been
 2 provided to all the people that need it. They all have a key.
 3 There's a lot of utility companies that go in there. I know
 4 that the City of Benson has a wastewater facility down there
 5 that they need access to and things like that. So access for
 6 the property owners is provided. But there is no -- there is
 7 no public road out there in terms of right-of-way that I can
 8 -- that I've been able to determine.

9 So at this point, without any kind of formal plan
 10 or any formal submission, there's really nothing for ADOT to
 11 proceed with. So if someone were to come to us and ask us, "Can
 12 you do this," we would steer them more towards the local
 13 jurisdictions, because it's been kind of a local facility, and
 14 as you heard before, the local communities have graded it in
 15 the past and done work on it. It's on their local plans and
 16 such. So hopefully that gives you kind of an ADOT viewpoint,
 17 I think, of what we see as going on down there.

18 And that was the end of my presentation. Does
 19 anybody have any questions?

20 CHAIRWOMAN BEAVER: Mr. Stratton.

21 MR. STRATTON: Mr. Lane, if you could go back
 22 to the area (inaudible) district -- the first slide, I
 23 believe. (Inaudible) quite large district.

24 MR. LANE: Yes.

25 MR. STRATTON: (Inaudible) Arizona. The only

1 projects I -- that you showed us was within Tucson, which
 2 obviously is because PAG is helping a great deal. Do you have
 3 any projects going on in Mr. Cuthbertson's district and my
 4 district?

5 MR. LANE: Going on right now, we talked about --
 6 let's see. We have that one on 287 in Pinal County that we
 7 talked about with you that NGU was doing a pavement pres. up
 8 there on the west side on Florence Boulevard. I believe that
 9 one's up in Pinal County up in your area. I don't think we have
 10 currently under construction, if that's what you're talking
 11 about, in those areas.

12 What I didn't do today, and I can do for the next
 13 month, because I'm coming in -- you'll be up in Tucson next
 14 month -- is I can talk about that, what we've got in the current
 15 five-year plan and go more into depth as to what that is. My
 16 point of what I was trying to do today was to communicate
 17 locally to give the local people a little bit more of an idea
 18 about what they had. So yes, we have quite a few projects going
 19 up in both areas, both in the long-term plan and I don't --
 20 construction, I think we're pretty much where we are.

21 MR. STRATTON: I know there are some in the
 22 tentative plan. I'm -- but I'm speaking about this fiscal year.
 23 Do you have any projects going at all, any pavement pres.,
 24 anything?

25 MR. LANE: I just don't have that --

1 MR. STRATTON: (Inaudible.)

2 MR. LANE: Yes, we do. I just don't have that --

3 I didn't prepare that information. I made it more of a local

4 presentation this time.

5 MR. STRATTON: Thank you.

6 MR. LANE: Thank you.

7 CHAIRWOMAN BEAVER: Thank you. We'll go on now

8 to the director's report. Mr. Halikowski.

9 MR. HALIKOWSKI: Thank you, Madam Chair. I

10 really don't have a formal report for you, but under last minute

11 items, I did want to touch on something that an audience member

12 brought up. Supervisor English mentioned bringing back HURF

13 swap, and as you know, we've been eager to do that for the past,

14 I would say, six years. During the economic downturn, we had to

15 suspend HURF swap because of State cash flow issues. I'm happy

16 to say that through the hard work of Kristine Ward and her

17 financial management team, we will be re-instituting the HURF

18 swap this year for all of our jurisdictions, and we're happy to

19 do that. It just has been a matter of getting our finances

20 stable enough that we're able to put that State money out in

21 exchange for the federal. So the good news is we'll be bringing

22 that back in the end of this calendar year.

23 CHAIRWOMAN BEAVER: Well, that's a nice little

24 present.

25 MR. HALIKOWSKI: Thank you.

1 CHAIRWOMAN BEAVER: Thank you. We'll move on

2 now --

3 MR. THOMPSON: Madam Chair.

4 CHAIRWOMAN BEAVER: Yes. Board Member Thompson.

5 MR. THOMPSON: I know there's a (inaudible) ask

6 about certain projects, and I believe that (inaudible).

7 (Inaudible) through the discussion that we can go tell them

8 that, you know, this is the status of those questions for

9 (inaudible)?

10 MR. HALIKOWSKI: It probably would be more

11 appropriate to discuss the five-year plan with Mr. Kies and

12 also with Mr. Hammond when they come up to do their

13 presentations.

14 MR. THOMPSON: Okay. Thank you very much.

15 MR. HALIKOWSKI: Thank you.

16 CHAIRWOMAN BEAVER: Okay. We'll move on now to

17 the consent agenda. Did we have a motion -- first, is -- does

18 anyone have anything that they want removed from the consent

19 agenda where there can be additional discussion? If not, is

20 there a motion to approve the consent agenda as presented?

21 MR. SELLERS: Move for approval.

22 MR. CUTHBERTSON: Second.

23 CHAIRWOMAN BEAVER: It's been motioned by Board

24 Member Sellers and seconded by Vice Chair Cuthbertson -- excuse

25 me. To approve the consent agenda as presented. All those in

1 favor?

2 BOARD MEMBERS: Aye.

3 CHAIRWOMAN BEAVER: All those opposed? Motion
4 carries.

5 We'll now move on to legislative report. I
6 think there was a straw draw and maybe Mr. Bruce Bartholomew
7 won.

8 UNIDENTIFIED SPEAKER: Actually, I won and then
9 Bruce asked to present, Madam Chair.

10 MR. BARTHOLOMEW: It is my honor.

11 Madam Chair, members of the Board, I'm Bruce
12 Bartholomew, the federal liaison for ADOT's government
13 relations. But I know you have the full legislative report
14 there. I just want to go through a couple of items that are
15 moving right now. Senate Bill 1025, it's the bill to establish
16 the objective standard of negligence, has passed the Senate
17 Judiciary Committee by a 5 and 2 vote. It's now waiting
18 placement on a calendar for a final vote.

19 Senate Bill 1211, the ADOT Omnibus, has passed
20 both the Senate, Transportation and Technology Committee and the
21 full Senate by a wide margin, and that now moves to the House.

22 On the federal side, the big news really is the
23 Secretary of Transportation, Elaine Chao, was confirmed by a
24 very wide margin, a lot of these confirmation votes being quite
25 heated. I think only six members voted against her, and those

1 were really on principle grounds, nothing against the secretary.
2 Her priorities are going to be, thankfully, infrastructure.
3 That meshes well with President Trump's view, meshes well with
4 the view of about all 50 transportation departments of the
5 State. So we're following that very closely.

6 The House has held an infrastructure hearing.
7 That really is the big legislative item that most
8 transportation departments are watching. They've held an
9 infrastructure hearing. They've talked a little bit, but
10 there's really no formal infrastructure bill there to look at.
11 The plan is for a trillion-dollar investment in infrastructure
12 over ten years. That's a very high number. Unless the
13 administration comes out with details, we're likely to have to
14 wait another month or so. The House is not going to move on
15 infrastructure until they get the FY '17 budget out of the way
16 and the repeal of the Affordable Care Act, the increase in
17 military spending and tax reform, and then we expect the
18 infrastructure package, more details to come out.

19 So that is what I have. If there's any
20 questions, I'd be happy to answer them.

21 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

22 MR. SELLERS: You know, I feel like I follow the
23 -- what's going on in the legislature pretty closely, but I'm
24 not familiar with House Bill 2461.

25 MR. HALIKOWSKI: (Inaudible) offer a little bit

1 of comment on that. (Inaudible) already prohibits us from
 2 tolling existing an infrastructure unless there's some kind of
 3 expansion that we're doing to it. So I have to tell you, Madam
 4 Chair and Board Member Sellers, I'm a little confused as to the
 5 intent of this bill. But apparently it's part of a larger
 6 effort by some groups to ensure that ADOT has to go back to the
 7 legislature for permission if we want to enter into a P3, and
 8 these groups obviously oppose any sort of toll roads in the
 9 State. So I don't know all the other small particulars of the
 10 bill, but you know, in essence, it's going to make it more
 11 difficult and -- for the department to enter into P3 agreements.

12 MR. SELLERS: Well, hopefully the fact that I've
 13 not wrote that much about it means it's not getting much
 14 traction.

15 MR. HALIKOWSKI: So I always hate to comment on
 16 pending legislation, because as you know, anything can happen
 17 before the end of a session, but my intel is that this
 18 particular measure probably doesn't have a lot of wheels to it,
 19 shall we say.

20 MR. SELLERS: Thank you.

21 MR. HALIKOWSKI: Madam Chair.

22 CHAIRWOMAN BEAVER: Yes. Director Halikowski.

23 MR. HALIKOWSKI: I did want to comment on two
 24 other pieces moving through the state legislature. Bruce
 25 mentioned the Omnibus Bill, and the reason that one is very

1 important to ADOT has to do with the NEPA process. As you know,
 2 we go through extensive environmental reviews and have to submit
 3 those to the Federal Highway Administration and US DOT for
 4 ultimate approval. Some states are allowed to stand in the
 5 place of the federal government and conduct their review
 6 (inaudible) states, such as Texas and California are able to do
 7 this now. They have saved as much as up to 64 percent of the
 8 time to complete the environmental review by entering into this
 9 agreement and standing in place of the federal government.

10 If this bill gets approved, we will be able to
 11 move through our NEPA processes much faster since we would do
 12 what Texas and California does. So this is a very important
 13 piece for us, and Mr. Hammond can talk a little bit more about
 14 it if you have further questions when he comes up. So I just
 15 wanted to mention that from a NEPA process standpoint, we really
 16 want to see that bill go through.

17 The other one is Senate Bill 1205. And as you
 18 know, we've been subject to many lawsuits and our risk
 19 management premiums are going up, even as we build everything
 20 according to the specification, and (inaudible) provide some
 21 protection for the Department of Transportation if everything is
 22 built according to spec, then we wouldn't be in the negligence
 23 position that we find ourselves in currently. (Inaudible.)

24 CHAIRWOMAN BEAVER: Director Halikowski, thank
 25 you. If there's no additional questions, thank you --

1 MR. BARTHOLOMEW: Thank you.

2 CHAIRWOMAN BEAVER: -- Mr. Bartholomew.

3 Okay. Now we will move on to the financial
4 report by Kristine Ward, the Chief Financial Officer.
5 (Inaudible.)

6 MS. WARD: Good morning. Let's see here. So I
7 am happy to report that -- start out with reviewing the Highway
8 User Revenue Fund revenues. They are right on target with about
9 807 million collected year to date. We are also enjoying VLT
10 renewal growth at the highest levels we've had in ten years. So
11 we are finally starting to see slight normalization there.

12 To add on to what the director was saying and
13 with regards to the questions on HURF swap, I am very happy to
14 report that that project is right on schedule. We'll be having
15 a meeting in early March -- I believe it's, like, March 3rd --
16 with our COGs and NPOs and planning -- the planners so we can
17 start rolling that program out to them so they can then in turn
18 start building projects into their tips with HURF swap being
19 considered. So we are -- we're right on schedule, and we're
20 very happy about it, and the communications plan is now rolling.

21 CHAIRWOMAN BEAVER: Ms. Ward, with regard to --
22 because I know this is important (inaudible) even when it gets
23 into the -- kind of the rural communities and the -- you know,
24 that might not might not be as closely involved with the COGs or
25 those other organizations. Is there a way that we can be in

1 contact, maybe, with the Arizona league of cities and towns
2 where they can kind of disburse or -- you know, the information
3 out to kind of all communities that this is back and...

4 MS. WARD: Madam Chair, there -- I believe we
5 have already had some very informal contact with League of
6 Cities and Towns. We haven't done a formal presentation or
7 anything to them so they could then disburse it to their
8 members, but it is -- the COG and NPO planners are a -- are
9 typical groups that we communicate with on these matters, about
10 these matters. So if you would like, I'll check on and report
11 back to you the status of any communications with League and --
12 Leagues of Cities and Towns.

13 CHAIRWOMAN BEAVER: Well, the question comes up
14 is because in August is usually when they have their annual
15 Arizona League of Cities and Towns conference.

16 MS. WARD: Uh-huh.

17 CHAIRWOMAN BEAVER: Where the majority of the
18 communities are there. So I don't know if that's an
19 opportunity, maybe --

20 MR. HALIKOWSKI: We'll work with them, madame
21 chairman. We've been actually watching this very closely on
22 behalf of their members. We'll also work with Kevin Adams from
23 Bureau of Transportation Advisory Committee is another
24 (inaudible). So we'll ensure there's plenty of communication.

25 MS. WARD: Madam Chair, Director Halikowski, if

1 it would please -- I can bring back -- we have got a
 2 communications plan associated with this. I spoke with Kevin
 3 Adams last week on this matter, and I believe we are on schedule
 4 also for roads and streets, which is in April to present it
 5 there as well. But to wrap it up in a bow, I can give you --
 6 get you the individual presentations that are on schedule.

7 MR. HALIKOWSKI: If you'd like, Madam Chair, we
 8 can just email you the communication plan and then the Board can
 9 review it (inaudible).

10 CHAIRWOMAN BEAVER: Okay. Board Member Stratton.
 11 Did you want to? No. Okay.

12 MS. WARD: Thank you.

13 Moving on to the Regional Area Road Fund. Again,
 14 we are within forecast target range. We're running -- actuals
 15 are running a little ahead of forecast, which is always nice
 16 with about \$200 million collected year to date.

17 With regard to the federal aid program, I have no
 18 updates there, nor on the debt management or cash management,
 19 but I would like to give you a brief update on the Aviation
 20 Fund. We are still having significant cash constraints in that
 21 fund. We continue to process the deferred payments, but we did
 22 -- we had believed that we would have all the deferrals paid off
 23 by the end of March, and that will not be the case. We've seen
 24 an acceleration in reimbursement requests. So we are looking at
 25 those. We're going to speak with the airports to really try and

1 firm up our numbers so we can get -- so I can come back to you
 2 with a solid plan of when we believe we can have this situation
 3 resolved.

4 With that, it concludes my presentation. I'd
 5 be happy to answer any questions.

6 CHAIRWOMAN BEAVER: Does anyone have any
 7 questions they want to ask to Ms. Ward? Mr. Stratton.

8 MR. STRATTON: Kristine, on the Aviation Fund, I
 9 believe a couple months ago when we were discussing that about
 10 the 17, I think that we deferred out of the program.

11 MS. WARD: Uh-huh.

12 MR. STRATTON: Excuse me. I believe you guys
 13 have been asking a discussion if those 17 projects would receive
 14 any special place or when they -- when the money came back in
 15 the applications, they would receive any preferential treatment
 16 and application. Now, has that taken place?

17 MS. WARD: So Madam Chair, Mr. Stratton, I would
 18 defer the -- that question to Mr. Kies in terms of the actual
 19 projects. I actually focus on the money end of it. So the
 20 prioritization of the projects, I will -- I'd defer to Mr. Kies
 21 on that.

22 MR. STRATTON: Thank you.

23 CHAIRWOMAN BEAVER: Thank you.

24 MS. WARD: Thank you very much. Have a great
 25 day.

1 CHAIRWOMAN BEAVER: We now move on to Item 6, the
2 2018-2022 Tentative Five-Year Transportation Facilities
3 Construction Program review approval for public comment.

4 Mr. Kies.

5 MR. KIES: Thank you, Madam Chair. Before we
6 move on to the five-year program, with -- is it okay if I cover
7 some of the recent action items I was given over the past couple
8 items?

9 CHAIRWOMAN BEAVER: Yes, please.

10 MR. KIES: Okay.

11 CHAIRWOMAN BEAVER: First of all (inaudible).

12 MR. ROEHRICH: First of all, if I could, Mike,
13 I think that would be better if you did that under Multimodal
14 Planning Division report.

15 MR. KIES: Okay.

16 MR. ROEHRICH: Talking about those items. Just
17 talk about the tentative under this item.

18 MR. KIES: Sounds great. I will. I will come
19 back with the numbers on the Ina and Ruthrauff and the Aviation
20 Fund on Item 7.

21 MR. HALIKOWSKI: We want to keep Ms. Kunzman
22 happy.

23 MR. KIES: Great. Thank you, Madam Chair. In
24 past years I have presented to you the overview of the tentative
25 five-year program that we're asking for you to approve today so

1 that we can take it forward to public hearings in March, April
2 and May. This year I'd like to pass the torch on to one of my
3 staff members, who's actually doing some of the work to give you
4 the details, and so I'd like to introduce Mr. Bret Anderson to
5 give you the overview.

6 MR. ANDERSON: Thank you, Mike. Thank you,
7 members of the committee, Madam Chair. Appreciate your time.

8 My name is Bret Anderson. I'll be taking the --
9 taking you through the tour or the journey, if you will, for the
10 2018 to 2022 draft tentative five-year program.

11 This program -- I'll give you an overview of what
12 the plan is and how we're going to get to a final program.
13 We'll go through some background here, give you some background
14 information. We'll cover our assets of our conditions of where
15 we're at, and I'll go over the five-year program. We'll talk
16 about the PAG, Pima Association of Governments tentative
17 program, MAG's, Maricopa Association of Governments, their
18 tentative program, as well as the airport program, and then
19 cover some next steps.

20 So again, the background on this, how this all
21 comes together is it's developed collaboratively with your board
22 and ADOT divisions with the internal groups. We meet on a
23 monthly basis in the whole month of November and December
24 getting ready our priorities and putting things together to
25 present a tentative program to you for -- to go out for public

1 comment. This program demonstrates how federal and State
 2 dollars will be obligated over the next five years. It's
 3 approved annually, and each fiscal year, July 1 is when we
 4 approve that program or get that fiscal year started.

5 I'll go over some of our assets now that we have
 6 -- as bridges and roads that we have. Our system is worth \$20.7
 7 billion. That's a B, with a billion. That includes the
 8 bridges, the guardrails, everything that goes along with this.
 9 One thing I would point out, that that does not include the
 10 maintenance that we have -- that we put into it on an annual
 11 basis. If we were to replace this system, it would cost well
 12 over \$200 billion to replace it. Keeping in mind that we need
 13 to have a mind set towards our preservation program, keeping
 14 things on track.

15 This next slide we have here is the condition of
 16 our bridges. One thing I will note out that it says that 3
 17 percent of our bridges statewide are in poor condition.
 18 However, when we say "poor condition," these bridges are still
 19 safe to travel on. They are safe bridges to be -- it's just
 20 that they're failing below the levels that we feel comfortable
 21 or that ADOT wants to maintain and make sure that we're keeping
 22 on track.

23 I would also like to note here that the -- notice
 24 the yellow and the green parts on this pie chart. The yellow
 25 part has grown over the last year. Last year we had 51 percent

1 in 2015, and it has grown to 55 percent, and then the -- the
 2 green part, last year it was at 45 percent. It is now at 42
 3 percent. So we're losing a little bit of ground on our
 4 preservation bridges. Doesn't mean that it's bad, but we just
 5 want to make sure that we're spending enough money to take
 6 care of our bridges. And again, just wanted to reiterate that
 7 the 3 percent, poor, we do have -- they're safe to travel and
 8 (inaudible) to go on.

9 MR. HALIKOWSKI: Madam Chair, I just want to
 10 point out for the Board (inaudible), it's far less expensive to
 11 take a bridge from fair condition back to good than it is to
 12 take a bridge from poor condition back to good. So one of the
 13 strategies that we're having a lot of discussion about is which
 14 do you go after first? And how do you spend your money the most
 15 wisely? Because over the years we've deferred some maintenance,
 16 as you can see, the yellow growing in the bar chart up there.
 17 So I just want to note that this is an item that we're
 18 continuing to look very closely at as we're watching what's
 19 happening with the yellow.

20 MR. ANDERSON: Thank you, Director Halikowski.
 21 Appreciate that. Thank you.

22 CHAIRWOMAN BEAVER: Bret, or Mr. Anderson, I
 23 would just like to comment on this, because in the news
 24 recently, you know, with the national level where they're
 25 talking about the infrastructure and bridges seems to come up in

1 the -- you know, where all the bridges are falling apart, and do
 2 you want to be on one of those bridges and so forth. You know
 3 you know, they're talking about this on a national level, and I
 4 think -- I feel comfortable in reassuring the state of Arizona,
 5 the residents and the people that travel through Arizona that we
 6 do have engineers and departments and individuals that are
 7 staying on this -- on top of this. So...

8 MR. HALIKOWSKI: The other thing I'd say, Madam
 9 Chair, is be careful of national numbers, because some of those
 10 states that they're included, Pennsylvania, for instance, they
 11 have very old bridge structures.

12 MR. ANDERSON: Yeah. True.

13 MR. HALIKOWSKI: And they take care of all of the
 14 bridges in the state, not just on the state highways. So some
 15 of those bridges probably date back to the 1800s, and so when
 16 you're looking at national numbers, Arizona's got a relatively
 17 young bridge system --

18 MR. ANDERSON: Correct.

19 MR. HALIKOWSKI: -- compared with many other
 20 states. So while we are in good shape, I just want to make sure
 21 we keep an eye on trends, and when we're deferring maintenance
 22 that we're making the right choices about what we do with our
 23 bridges.

24 CHAIRWOMAN BEAVER: Thank you.

25 MR. ANDERSON: Thank you. Well said. Thank you.

1 The next slide that we have here is the condition
 2 of our interstate. The top bar graph there identifies the IRI,
 3 or International Roughness Index, and you'll notice that the
 4 green bar is still on a downward trend. We would like to see
 5 our interstates in a little bit better condition. We're doing
 6 everything we can to -- with the funding that we have available
 7 to bring that up to our standard that we have. At ADOT we want
 8 to keep 80 percent of our interstates in a good or fair
 9 condition.

10 And the bottom graph is identified as the
 11 non-interstates, and you'll notice that the green bar is a
 12 little bit on a downward trend. And we still want to make sure
 13 that we're spending every -- saving as much as we can to
 14 preserving our system, because it does cost a lot of money to
 15 replace our system. So cheap -- preservation (inaudible) look
 16 at that is kind of taking care of your vehicles and doing the
 17 oil changes, and these are the things that we would need to do
 18 to keep our bridges, roads in a good or fair condition.

19 MR. HALIKOWSKI: Yeah. And just on that, Madam
 20 Chairman [sic], we do have some hot spots we're doing right now.
 21 I-40 and I-17, we've met some bad weather this year, and that
 22 combined with the amount of volume of truck traffic that we're
 23 seeing on that facility, we've got some hot spots there. We're
 24 doing quite a bit of patching, but we've got plans to as soon as
 25 the weather breaks do some reconstruction and repaving up there.

1 We'll take care of those issues.

2 So again, when I look at overall averages, you
3 know, they don't look bad, but then I don't want to also dismiss
4 the fact this we have certain areas that we critically need to
5 get on to.

6 MR. ANDERSON: Thank you, Director.

7 This next slide covers our -- this includes all
8 of the funding that we have for the MAG and the PAG regions, as
9 well as the Greater Arizona. If you'll notice, last year we
10 had -- about 41 percent of our program was at preservation, and
11 44 percent was expansion, and this year it's proposed that we
12 have 52 percent of our program in expansion, and 36 percent is
13 preservation.

14 The reason for most of the expansion that we see
15 there is that the Maricopa Association of Governments is going
16 through a repurposing, rebalancing of their funds, and so there
17 is a lot of -- this -- when you include the taxes that go to
18 Maricopa County and Pima County, this is the reason that you see
19 a large increase in the expansion area. And again, this does
20 include MAG and PAG, and we'll get to the Greater Arizona piece
21 in a couple slides.

22 MR. THOMPSON: Madam Chair.

23 CHAIRWOMAN BEAVER: Yes.

24 MR. THOMPSON: I think I know what "preservation"
25 means. We certainly do appreciate addressing the I-40 issue,

1 and then 17 as well, and I think I also understand expansion,
2 make two lanes four lanes. Can you tell me a little bit about,
3 being the newest member of the Board, the modernization?

4 MR. ANDERSON: Sure. Madam Chair and Board
5 Member Thompson, we can get to the modernization. I'll cover
6 that in about a few more slides.

7 MR. THOMPSON: Okay.

8 MR. ANDERSON: It goes exactly what we talked
9 about. I'll talk about the examples that go in there. A lot of
10 them are safety projects or intelligent transportation systems
11 and some other things there. I do have a couple slides that
12 cover that information.

13 MR. THOMPSON: Thank you, Madam Chair.

14 MR. HALIKOWSKI: Madam Chair, Board Member
15 Thompson, it's an excellent question. As we were discussing
16 these numbers last week, Dallas and I are trying to put together
17 easy-to-understand definitions. What do we mean by
18 "maintenance"? What do we mean by "preservation"? What do we
19 mean by "modernization"? Because maintenance and preservation
20 often get confused, and you'll see that in some of these
21 instances as we're discussing about, you know, maintenance might
22 be doing some kind of fog coat or a seal over some asphalt, but
23 when you're talking about preservation, you may be actually
24 going down into the subgrade where we've got deterioration and
25 rebuilding the road bed up. So good question. We need to

1 better define those terms, and we'll talk about those today.

2 MR. ANDERSON: Thank you.

3 The next slides we get into is the -- this is
4 Greater Arizona. You'll note that this -- this slide has the
5 majority of the preservation that we have that we're going to be
6 taking care of. Expansion has increased from 14 percent to 21
7 percent due to some FASTLANE acts and some dedicated -- some
8 FASTLANE Grant acts or grant funding and then some dedicated
9 funding for I-10 and also 189 from the legislature.

10 The preservation is holding steady. Last year we
11 were at 58 percent, so this year we're at 59 percent. So we
12 feel like we're doing really good. We still need to catch up on
13 some areas, but we're still like -- we feel like we're holding
14 steady and being able to take care of our system that we have.

15 This next slide, I like this next slide because I
16 have been doing this five-year program for the last four and a
17 half, five years now, and this is the actual first year that we
18 really get to our goal of \$260 million. You see that out in the
19 2020, 2021 and 2022. We get to our goal of having \$260 million
20 set towards preservation. So this is a real exciting time, at
21 least for me and watching the numbers go up and move through the
22 system here. And those -- we'll talk about a little bit some
23 more numbers, the total overall program. We'll get into -- the
24 next couple of slides will identify where the funding's coming
25 from and how we're breaking down each one of those blocks in

1 that -- in this graph.

2 In 2018, we're proposed to have \$35.5 million put
3 on US-93, and then -- the Carrow to Stephens section, and then
4 we also, through actions that you guys took back in September or
5 last year to be able to move the I-10 projects from outer years
6 from the fourth -- or the third and fourth years, move them up
7 into our first year of our program, which was the \$85 million
8 that we had for Picacho Peak, the \$40 million that we had for
9 the Early to I-8 section and then there were some 12 -- about
10 \$12 million set for some ITS and some dust detection that's gone
11 on there. So we were able to advance those from the third and
12 fourth years up into the first year, and that -- so that's what
13 we're reflecting in this five-year program.

14 In 2019, we're proposed to get some design
15 started on Carrow -- Cane Springs on 93. The I-40/US-93 West
16 Kingman TI, phase one, doing some design there. And then you'll
17 notice, too, that we're getting ready to design on the I-17
18 project. These projects will all have construction in later
19 years. One big construction project that we're looking at is
20 the 69 million for the SR-189, the design build. This is only
21 the phase one. So we wanted to point on that out to you at this
22 time.

23 Moving on into 2020, it is proposed that we have
24 \$41 million on 93 for construction, and then starting the design
25 for the Big Jim Wash. If you're not aware of where these are at

1 in the state, I do have a map that comes up after all of these
 2 slides and we'll identify where these are. And then we're
 3 starting the 260 design at Lion Springs for \$5 million, and then
 4 you'll see \$10 million set aside for the right-of-way on the
 5 U.S. 93/I-40 West Kingman TI.

6 And then in our fourth and fifth years for our
 7 program, or 20 and -- excuse me, that's '21 and '22, we're
 8 proposing that we put some money towards the I-17. The design
 9 was scheduled back there in 2019. So we're getting ready to do
 10 the construction for that. \$128 million, roughly, for I-17,
 11 Anthem to Sunset Point. And then along with \$50 million coming
 12 from Maricopa Association of Government. Once -- it's in their
 13 proposed program, but it is a tentative program, and they are
 14 again rebalancing that, so we may see some changes there, but we
 15 wanted to make sure that it is all contingent upon their
 16 approval. So I wanted to point out one thing on the I-17
 17 projects, is that this funding that we have available here is
 18 not enough to cover the entire proposed recommendations that we
 19 have. It only covers just about -- a little under half of the
 20 proposed recommendations here. So we're still a little bit
 21 short. We don't know exactly the scope of the work that we're
 22 going to do. We have an idea, but how we go about implementing
 23 that is still a work in progress. So we do have some
 24 shortcomings and we're working on those, and -- but this is the
 25 recommendation that's we're having for the I-17 segment.

1 And as I proposed, as I said, here's the map that
 2 we have, if you're not familiar where those projects are. Of
 3 course, the 189 is down there by the Nogales -- the
 4 Mexico/Arizona border. And then one thing that I'd want to
 5 note, too, is a lot of these projects are following the proposed
 6 I-10 corridor all the way up to Las Vegas or up to the Nevada --
 7 Arizona/Nevada line. There's a couple projects that we're
 8 working on with the 260 and I-17. But this really falls along
 9 the I-11 corridor and taking care of our commerce and trying to
 10 make Arizona a competitor in the market there.

11 My next slide we have is the six- to ten-year
 12 program. You'll note that I had -- we have the design started
 13 and we're having -- proposing the construction for a lot of the
 14 projects that we have. In 2023, there's the construction for
 15 the 260, the Lion Springs segment, and the \$35 million for Cane
 16 Springs, and then the construction for the I-40 West Kingman TI,
 17 and then some other projects that we're proposing out there.

18 And then you'll -- one thing I would like to note
 19 -- notice, too, is we're currently completing our long-range
 20 plan. It is recommending that our preservation go to 320
 21 million. So at this point, we were able to gradually move that
 22 up from 260 up to \$320 million in order to maintain our system
 23 at the level that it is today.

24 So that's our six- to ten-year, Chair.

25 CHAIRWOMAN BEAVER: Member Hammond.

1 MR. HAMMOND: I noticed in the five-year that
 2 we've got half what we're going to need for I-17 (inaudible) all
 3 the board members (inaudible) very important corridor. If that
 4 doesn't come up or -- it appears because the six- to ten-year
 5 program doesn't have really any money in it for that, that you
 6 anticipate some other revenue sources making up that other \$200
 7 million, or if not, you'll do something for what's budgeted, and
 8 then it will appear in the 15- to 20-year plan on (inaudible)?
 9 Is that kind of what I'm seeing here?

10 MR. ANDERSON: Member Beaver, Member Hammond, so
 11 yes. The idea is to get a final result, get a final -- get --
 12 the goal is to expand I-17, add one lane in each direction,
 13 north and southbound, and then if we have to reduce the scope or
 14 try to get something or find some other funding, we'll be able
 15 to look at those options and be able to come with that -- I'll
 16 defer to Dallas when he comes up to talk about (inaudible) that
 17 as well, too.

18 CHAIRWOMAN BEAVER: (Inaudible.)

19 MR. ANDERSON: Okay. Great. Thank you. Great
 20 discussion.

21 So the next slide here, we're getting into Board
 22 Member Thompson's discussion about preservation. So this is
 23 just a sample. This is not all the preservation list. I
 24 believe you were emailed the tentative program and that would
 25 list everything out, and I will -- as I prepare the next five-

1 year program, we've done in the past -- given you by district.
 2 I'll get with my staff back at the office, and we'll put
 3 something together for each one of you to have a listing of all
 4 the projects in your district for the next five-year plan so you
 5 can have that --

6 MR. ROEHRICH: Madam Chair, if I could. At this
 7 time, Bret, maybe you or Dallas, if you're available, could you
 8 talk about what some of those different type of projects mean?
 9 When it says preservation. Again, so we can help differentiate
 10 preservation from either maintenance. It's listed there as type
 11 of work, but I want to make sure Mr. Thompson or any others
 12 realize what that means, those type of works that we have under
 13 preservation. And then maybe we'll touch on modernization when
 14 you hit that so we have specific examples of --

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 (Unintelligible conversation.)

17 MR. ANDERSON: So here's -- I've been -- we've
 18 been dealing with our planning to programming process over the
 19 last two years, and preservation is simply taking care of the
 20 top part of the asphalt or the concrete that's there. So we
 21 take and rotomill and replace, just -- typically just the top
 22 part of the pavement.

23 If you get into a reconstruction, that's a little
 24 bit deeper. You get into 6 to 8 inches, and that's a little bit
 25 heavier, costs a little bit more, and so those things take a

1 little bit longer.

2 As Floyd was talking about, some of the
3 maintenance stuff that you may see is maybe a chip seal or
4 those are minor pavement preservation projects that you will
5 come across, but a fog coat, something smaller, something just
6 at the very surface level that we're trying to take care of
7 that, it's -- I will look at it as -- maybe you could look at it
8 as a Band-Aid for the system that will maybe last for maybe two
9 to five years until we can get some -- get in there and do
10 something more permanent to take care of that. So that's where
11 you would see some of the difference between preservation,
12 modern -- preservation and rehab and reconstruction.

13 Was I close?

14 MR. HAMMIT: You're close. Let me add a couple
15 of...

16 Madam Chair, members of the Board, in our 260
17 that we've tried to get to, about 40 million of that is for
18 bridge preservation. And that could be a bridge replacement.
19 It could be a deck rehab or it could be joint repairs, as some
20 of the items coming to the Board as a construction project today
21 are those.

22 On our pavement side, as Bret was saying, there's
23 a couple categories. Out of the -- what's left after the 260,
24 take out 40 million. There's about 220 million for bridges. We
25 keep about 17 million, between 15 and 17 for a surface

1 treatment, strictly a preservation. That could be as the
2 director talked about earlier, a flesh coat. It keeps the
3 existing pavement -- now Mr. Sellers has me nervous. He's
4 taking my picture. But --

5 MR. HALIKOWSKI: He's actually preserving you.

6 MR. HAMMIT: Preserving me. There we go.

7 As we preserve that pavement, revitalize the life
8 of that asphalt, and a way of explaining it to my wife, it's
9 like when you dust and polish your wood, if you don't pull oil
10 on it, it's going to dry out. We can get a lot more life if we
11 put oil on our pavements. It will revitalize that asphalt and
12 give it more life. It won't crack up near as bad.

13 Then we get into the more destructive testing --
14 or projects where we mill it up and replace it, and we're going
15 to see, as I-40's showing us, we're going to do more
16 reconstruction, and we have not been doing that in the past.
17 Our system's newer, but we've hit that point, we can preserve
18 our car for a long time, but someday you have to get a new car.
19 We've done the maintenance very well, but there's parts of our
20 system where we're going to have to go and rebuild them.

21 If there's any more questions on preservation or
22 maintenance, I'd be happy to cover that.

23 MR. HALIKOWSKI: Dallas, modernization.

24 MR. HAMMIT: We can have that, but right -- it's
25 coming up next. I'll let Bret cover it, and if we need to get

1 more into it, I'll step in.

2 UNIDENTIFIED SPEAKER: (Inaudible.)

3 MR. ANDERSON: Madam Chair. Dallas, thank you.

4 So modernization projects are going to be about
5 \$40 million of that red bar that you had on the bar graph is
6 dedicated to -- is to -- I've got my mind on -- is dedicated to
7 safety. So safety leads many, many kinds of components. We put
8 safety to all of our projects. We always take safety very
9 high -- and we're serious about it. So we always try to put a
10 very -- a high element of safety into all of our projects that
11 we do, whether you're putting on, you know, some type of surface
12 treatment on the asphalt or guardrails up or signage and putting
13 all that together. In this next five-year program, we're making
14 -- we're maintaining, we're putting together all of the funding
15 that we have available in the safety area. We're -- we try to
16 spend every dollar on that every year.

17 A couple other specific projects that we're
18 touting as modernization is the Deck Park Tunnel lighting and
19 our port of entry truck screening. That's going to be across
20 the statewide. Also some other modernization projects are
21 passing and climbing lanes. A lot of those are going to be --
22 you can see on 93 we're adding passing lanes and climbing lanes
23 on those as well.

24 Some other modernization projects are traffic
25 signals, roundabouts, any kind of shoulder widening and then

1 some intelligent transportation things. We are still expanding
2 this area. These -- we realize there are some things that some
3 rest areas fall into this category. Taking care of those things
4 as well and modernizing those. ITS signs are -- overhead
5 variable message signs. Any kind of technology that's out there
6 would fall into a modernization type of category. Any time
7 you're trying to do anything besides widen or expanding, that
8 would probably fall into the modernization category.

9 CHAIRWOMAN BEAVER: Since you've brought up the
10 topic of roundabouts, and we had a gentleman earlier speak to
11 roundabouts, I kind of have my understanding of why we're
12 looking to that versus, you know, streetlights and things like
13 that, but I didn't know if you could maybe explain that for the
14 benefit of our minutes where the public --

15 MR. ANDERSON: Yeah. Sure.

16 CHAIRWOMAN BEAVER: -- understands why we're even
17 looking that direction.

18 MR. ANDERSON: I feel Dallas standing behind me.

19 CHAIRWOMAN BEAVER: Thank you.

20 MR. HAMMIT: Madam Chair, roundabouts are an
21 option. It's a tool in our toolbox when we have an intersection
22 on improvement. One of the things that we've found, that
23 roundabouts prevent fatal crashes compared to a signal by 95
24 percent. It's a huge benefit. We also find that they move more
25 traffic than a signal in many cases. The question comes up, do

1 we have roundabouts on state routes, and the answer is
 2 definitely yes. On 179, there's 11 of them. On State Route 89,
 3 between Prescott and Chino Valley, there's four roundabouts. On
 4 89A in the Clarkdale, Cottonwood area, there's five roundabouts.
 5 So we do use them. They're not the silver bullet. Sometimes
 6 the best solution is a traffic signal, but we look at the
 7 volumes and which way we can make the roadway safer.

8 A project's coming up in Yuma near the Araby
 9 interchange, and that's where all the packing sheds are, and
 10 we've had a lot of trouble with trucks making turns and
 11 movements in that area. The community came together, and we
 12 showed that roundabouts are the best solution in that area, and
 13 they got a lot of support. So they do take getting used to, but
 14 once communities get used to it, they're proposing them
 15 regularly for the right time. It is not the right solution for
 16 every situation. They do work in many areas.

17 MR. HALIKOWSKI: Madam Chair, Dallas failed to
 18 mention a couple of my favorite roundabouts on highway 87 in
 19 Payson, and prior to those roundabouts, I'd drive through there
 20 a lot. With stoplights, traffic on the weekend would just back
 21 up and freeze. Now it's not moving as maybe quickly in some
 22 cases, but it is moving at a steady pace. The other thing with
 23 roundabouts is that crashes tend to be a lot lower in severity,
 24 because the speed is lower than it might be in an intersection
 25 when somebody's going through on a green light, and they tend to

1 be more of a glancing instead of a head-on or T-bone-type of
 2 crash. So the fatalities are reduced, but also the crash
 3 severity is reduced a great deal, too. And as I get older and
 4 my bones get more brittle, that can be a factor in the severity
 5 issue.

6 MR. HAMMIT: And Madam Chair, and as the director
 7 said, he's right. You have those angle crashes.

8 MR. HALIKOWSKI: (Inaudible.)

9 MR. HAMMIT: Yes. Can we get that in the record,
 10 Linda?

11 The other thing, and I was the district engineer
 12 that pushed them to a council that had a lot of concerns in
 13 Chino Valley. Can trucks get through roundabouts? Well, when
 14 the mayor owns a trucking company, I had my work cut out for me
 15 to convince him, and we did. And when I could show him that
 16 that truck most of the time will not have to stop, it can yield,
 17 look to see if oncoming traffic, and now he can save money on
 18 fuel because he's not stopping and going again, and multiple
 19 times, we got a lot of support. We're designing our roundabouts
 20 better every time, and trucks are getting through side by side
 21 in dual roundabouts. So it is a tool. Like I said, it's not
 22 going to be the solution every time, but it is a tool we can
 23 use.

24 CHAIRWOMAN BEAVER: Mr. Thompson.

25 MR. THOMPSON: Madam Chair, I do have (inaudible)

1 Navajo reservation (inaudible) the state highway. There's quite
 2 a number of accidents happen in that location. So (inaudible)
 3 you know, how do I get to introduce that, or how does the public
 4 introduce that to this board for consideration?

5 MR. HAMMIT: Madam Chair, Mr. -- or Board Member
 6 Thompson, the first thing I would do, and I'll take it to the
 7 district engineer, but if you -- if the community takes it to
 8 their district engineer, they will review it, and they -- as
 9 Bret said, we meet as staff to make recommendations. All our
 10 recommendations, a lot of it come from our district engineers.
 11 So as -- in your area, Lynn Johnson, if someone reaches out to
 12 him, point that out, we can do a safety study and see what
 13 intersection improvement's the best for that area.

14 MR. THOMPSON: Thank you, Madam Chair.

15 CHAIRWOMAN BEAVER: Well, I didn't want to
 16 necessarily belabor this, but I just think sometimes the public
 17 really, you know, the very initial thing is, oh, we don't want
 18 those. But I also think also from a monetary standpoint, and
 19 with having less funds to work with, don't they tend to not be
 20 as expensive for maintenance as actually having lights at an
 21 intersection?

22 MR. HAMMIT: Madam Chair, generally long term we
 23 would get to that. Sometimes the initial costs, your right-of-
 24 way, depending on what was there earlier, you have a little
 25 bigger fingerprint, but definitely your long-term maintenance

1 and the reliability of the system. If the signal goes out, you
 2 know, people don't know what to do. The state law says it's a
 3 four-way stop, but we have problems. With a roundabout, nothing
 4 changes. They can go through that. So yes, you see a long-term
 5 benefit. Short term, it's very close.

6 CHAIRWOMAN BEAVER: Thank you for just addressing
 7 that topic.

8 MR. HAMMIT: You bet.

9 MR. ANDERSON: Thank you, Madam Chair, Dallas.

10 So in summary of this -- the Greater Arizona
 11 piece, we were able to keep all the expansion projects that were
 12 in the current five-year program, we've kept them in there,
 13 moved them up where needed and added some I-17 projects, added
 14 some design, get things ready to go for the next five-year
 15 program, and the funding was able to -- we believe able to
 16 increase the funding for the FASTLANE through some legislative
 17 funding for moving I-10 and the 189 project up.

18 So we'll get into the Pima Association of
 19 Governments. Here's the -- their proposed tentative program.
 20 They have several projects in there. You'll notice that the
 21 majority of their projects are expansion projects. They do have
 22 a dedicated tax fund that goes right to their projects, and they
 23 have to go to these -- to very specific projects. You'll notice
 24 that -- I won't go through every one of these, but there's a lot
 25 of the Ina Roads, the Houghten Roads. There's a lot of I-10

1 work being done, and SR-77, 86, and then there's some proposed
2 right-of-way in 2022 for I-10 and the SR-210 TI.

3 With that being said, I'll turn to MAG and cover
4 their area. So here's the proposed -- again, I wanted to make
5 sure that I'm very clear with this. As we've met with MAG and
6 working very closely with the Maricopa Association of
7 Government, their -- this is a proposed program. They are
8 redoing their cash flow and working on their projects, and we
9 want to make sure that we're cognizant of their changing
10 program. This is the proposed plan at this time. They're
11 looking for regional counsel here at the end of March, and
12 here's some of -- this highlights some of the projects that they
13 have. There again, notice that 90 percent -- over 90 percent of
14 their program is listed as expansion. That is, again, dedicated
15 to -- they have a dedicated tax fund to go right to expansion
16 projects. I won't go through all of these projects here, but
17 this is the proposed list for the '18 to 2022 plan.

18 Okay. So then moving on next into the airport
19 program, the airport program is -- by state statute is to be
20 part of the five-year program that is approved by the
21 Transportation Board every year on an annual basis. We work
22 very closely with our airport program as they are involved --
23 they are housed with the Multimodal Planning Division. This is
24 the statute that kind of governs that directive.

25 You'll see here that we have proposed -- this is

1 only for fiscal year '18, proposed \$8 million to go to the
2 airport program. Yes, this is down over the last few years.
3 We're in a -- I guess I want to use the term rebuilding mode.
4 They need to rebuild, balance -- build the balance up of the
5 Aviation Fund so we can be able to get our airport -- get things
6 back in -- back on track from the fall 2015 sweep of their fund.
7 So this is the proposed plan for 2018.

8 And then we can adjust throughout the year.
9 Again, plans -- these are plans. Plans are meant to change. We
10 have the mechanisms on a monthly basis and an annual basis -- or
11 a monthly basis to come to the Transportation Board and make
12 those changes if needed.

13 MR. ROEHRICH: Madam Chair, if I could, I think I
14 would kind of characterize the four as our focus on the aviation
15 program is going to be on having the money available that we can
16 use to draw down the federal grants. That's why you're going to
17 see the federal, state and local grant funds there. But as far
18 as -- because of the health of the fund, as far as funding just
19 State-funded grants, you can those are zeroed out.

20 As one -- as Kristine said, we will look at
21 paying all the deferred payments and look at building up a cash
22 reserve so we can start again addressing those grants that have
23 been given to us before that were state funded and other ones
24 coming forward. One of things we need to do is develop as well
25 a communication plan that we can take out to the airports and

1 the airport managers around the state so they can understand the
2 health of the fund and the steps that we need to take to ensure
3 that it's fiscally viable moving forward.

4 So that's kind of the basis of where the fund is
5 at now. That's why you're going to see the limited amounts that
6 are there, as well as those zeroed out amounts. Those would be
7 state funds that at this point we're going to have to hold off
8 on those as the program gets re-established as Bret (inaudible).

9 MR. ANDERSON: Thank you, Madam Chair, Floyd.

10 All right. So --

11 CHAIRWOMAN BEAVER: Board Member Stratton.

12 MR. STRATTON: This would be more to Floyd or to
13 John. I know I have personally talked to many of the
14 legislative people who want to know what devastation they caused
15 to our airport fund by sweeping it last year, the 15 million.
16 Are we doing anything formally as ADOT working with them,
17 letting them understand that? We're trying to look at
18 legislation to prevent that again in the future?

19 MR. HALIKOWSKI: Madam Chair, Board Member,
20 ADOT's not looking at any legislation to present -- prevent that
21 in the future simply because it's a budget policy issue. It
22 wouldn't be right and our place to go and try to lobby on behalf
23 of that particular thing. However, we do provide information to
24 the legislature and effects of their actions.

25 As far as the -- whether that's going to happen

1 this year, Kristine, I'd have to ask you about the governor's
2 budget. (Inaudible.) It's being held harmless.

3 MS. WARD: Correct.

4 MR. HALIKOWSKI: So there are no moneys coming
5 out of the Aviation Fund in the governor's proposed budget.
6 We'll keep tracking the budget activities of the legislature and
7 the executive as they move through, but we presented our budget,
8 I believe, two weeks ago. I present to the House subcommittee,
9 and there was no comment or intent that I could tell on the part
10 of the members to move anything from the Aviation Fund.

11 The actual discussion seems to be more going in
12 the other way of how do we take care of the highway patrol
13 without removing HURF funds to fund the PS. I think the
14 Aviation Fund should probably get a lot more discussion than it
15 does at the legislature simply because I think they don't quite
16 understand when they do the sweeps exactly, as you said, Board
17 Member, what those long-term effects are.

18 From our perspective, though, I would say that
19 ADOT needs to do a better job with the cash management, and
20 that's why Kristine has now got her group in charge of the cash
21 flow and watching the money and what's coming in, what's going
22 out, looking at the trends while we've got the planning side
23 still in Multimodal Planning Division.

24 So I can't blame the legislature entirely. I
25 think we can do a much better job at ADOT with the cash flow

1 management.

2 MR. STRATTON: Thank you.

3 MR. ANDERSON: Thank you.

4 CHAIRWOMAN BEAVER: Thank you.

5 MR. ANDERSON: Okay. So thank you, Madam Chair.

6 So the last slide that we have is just the rounding out the next
7 steps. So we are getting ready to do our public comment times.

8 They'll be part of the board hearings. They'll be part of the

9 -- as we go to March, April and May, we'll have them a little

10 bit a part of your -- just before your formal board meetings.

11 So we'll have those in March, April and May in Tucson, Flagstaff

12 and Phoenix. We'll reconvene again with a study session in May

13 to talk about everything that we heard, and if there's any

14 changes, then we'll present the final plan to you in June of

15 2016, and then we will deliver the formal approval with a letter

16 from Chairman Beaver and to the governor's office, and then we

17 will start fiscal year '18 on July 1 of 2017, and then I will

18 start my work again for the '19 to '23 program shortly after

19 that.

20 With that, I will -- I guess we're just looking

21 for a motion to go to public comment to -- if you agree with

22 these changes then we would -- or these recommendations. Then

23 we will go to public comment in March, April and May, and with

24 that, I'll turn it back over to Mike. Thank you for your time.

25 MR. KIES: Thanks Bret. Madam Chair, yes, as

1 Bret said, if there are no further questions or comments on the
2 tentative program as presented, we would ask that the Board
3 approve the tentative program, and then we -- that would allow
4 us to take what you saw and what you've been provided as the
5 list of projects to the public for the public hearings in March,
6 April and May.

7 CHAIRWOMAN BEAVER: Do we have a motion to
8 authorize ADOT staff pursuant to A.R.S. 28-6952 to proceed with
9 public hearings regarding the 2018-2022 Tentative Five-Year
10 Transportation Facilities Construction Program?

11 MR. STRATTON: So moved.

12 CHAIRWOMAN BEAVER: Motion by Board Member
13 Stratton.

14 MR. SELLERS: Second.

15 CHAIRWOMAN BEAVER: Seconded by Board Member
16 Sellers.

17 Without repeating what I just said, all those in
18 favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN BEAVER: All those opposed? The
21 motion carries.

22 We will now move on to Item 7, which is the
23 Multimodal Planning Division report. Mr. Kies.

24 MR. KIES: Thank you, Madam Chair.

25 I don't have any specific items, but I do want to

1 cover some of the items that had been brought up earlier in the
 2 meeting. To Board Member Hammond's question about how much
 3 private -- or regional funding has been included in a couple of
 4 the projects in the Tucson area, the Ina Road project, which is
 5 -- is ongoing and money is already being spent on that. The
 6 calculations appear to be that \$36 million of that project are
 7 coming from RTA funds, which is the local tax in the Tucson
 8 area, out of a project that rod had indicated is a total of 124
 9 million. So that's about 30 percent of that project is being
 10 funded by the locals.

11 The Ruthrauff project interchange there with I-10
 12 is another project where the locals are contributing a lot of
 13 funds. \$50 million of RTA funds is being dedicated to the
 14 Ruthrauff TI out of a total cost of \$110 million. So that's
 15 approaching half, about 45 percent of that project. So just
 16 those two projects, local funds are contributing \$86 million.

17 With that said, the other comment that was made
 18 earlier was about the aviation program and whether the projects
 19 that had been removed from the program by the Board would come
 20 in as a higher priority when they pass. The plan that we
 21 presented a month or two ago was that we intend to have a
 22 workshop with all the aviation sponsors and get ideas from our
 23 actual customers, the airports themselves about what we should
 24 be doing better to award and prioritize the grants and ask those
 25 questions if they believe it should be appropriate to give

1 prioritization to previous grants that were not approved. That
 2 is being scheduled for later in the spring. There's an Arizona
 3 airport conference that happens, I believe it's late April or
 4 early May each year, and the thought was since all the sponsors
 5 come to that conference that it would be a great time to have
 6 that workshop. So no, those discussions haven't happened
 7 (inaudible).

8 CHAIRWOMAN BEAVER: Board Member Stratton.

9 MR. STRATTON: I appreciate that, Mike, and to
 10 have the opportunity to participate and at least voice their
 11 concerns and come up with something between them that's fair.

12 MR. KIES: Great. Thank you.

13 CHAIRWOMAN BEAVER: (Inaudible.)

14 MR. KIES: With that, Madam Chair --

15 MR. HALIKOWSKI: I just -- I do have a question.
 16 We were approached by (inaudible) Rod Lane and I before the
 17 meeting. Anything in the plans about widening the highway
 18 through there? Because this apparently was linked to some
 19 issues with the port at Douglas that we're going to be widening
 20 for more truck traffic through the community. I have not heard
 21 anything.

22 MR. KIES: No. We have no plans about widening
 23 at all.

24 MR. HALIKOWSKI: Okay. All right.

25 MR. KIES: I believe the comment was that they

1 are -- they're starting to get concerned about the number of
2 vehicles going through their community and trucks and that they
3 may be coming to us with some exclusions that could be
4 (inaudible).

5 MR. HALIKOWSKI: (Inaudible) any widening in the
6 community. We'll -- we will meet with folks from Saint David,
7 Madam Chair, and further flesh this out, but I wanted to get it
8 into the record that we don't have any widening plans at this
9 point. So I provided my business card, and we will meet with
10 the residents and go through their concerns and answer things
11 that we (inaudible).

12 CHAIRWOMAN BEAVER: Thank you.

13 MR. KIES: Thank you, Madam Chair. I have no
14 other items for Item 7. If we want to move on to Item 8.

15 CHAIRWOMAN BEAVER: Let's move on to Item 8.

16 MR. KIES: Great. Thank you, Madam Chair.

17 Item 8 is the PPAC items that are being proposed,
18 and we have seven project modifications this month, which is
19 Items 8A through 8G, and unless there are any questions or
20 comments from the Board, I would ask the Board to approve Items
21 8A through 8G.

22 CHAIRWOMAN BEAVER: Do we have a motion?

23 MR. HAMMOND: So moved.

24 CHAIRWOMAN BEAVER: Moved by Board Member
25 Hammond. A second?

1 MR. CUTHBERTSON: Second?

2 CHAIRWOMAN BEAVER: Seconded by Vice Chair
3 Cuthbertson to accept and approve the project modifications for
4 Items 8A through 8G as presented. All those in favor?

5 BOARD MEMBERS: Aye.

6 CHAIRWOMAN BEAVER: All those opposed? Motion
7 carries.

8 We'll move on to new projects.

9 MR. KIES: Thank you, Madam Chair. There are
10 four new projects this month that were approved by the PPAC
11 committee. They're Items 8H through 8K, and unless there are
12 any questions or comments, I'd ask the Board to approve Items 8H
13 through 8K.

14 CHAIRWOMAN BEAVER: Do we have a motion to
15 approve?

16 MR. SELLERS: Move for approval.

17 CHAIRWOMAN BEAVER: Board Member Sellers made the
18 motion. Do we have a second?

19 MR. STRATTON: Second.

20 CHAIRWOMAN BEAVER: Seconded by Board Member
21 Stratton to accept and approve the new projects, Item 8H through
22 8K as presented. All those in favor?

23 BOARD MEMBERS: Aye.

24 CHAIRWOMAN BEAVER: All those opposed? The
25 motion carries.

1 MR. KIES: Thank you, Madam Chair.

2 CHAIRWOMAN BEAVER: We'll move on now to Item 9,
3 the state engineer's report.

4 MR. HAMMIT: Good morning again. On the state
5 engineer's report, currently we have 105 projects under
6 construction totaling about \$1.468 billion. We did finalize
7 nine projects in January totaling 6 -- or 8 -- 6.8 million, and
8 year to date, we've finalized 66 projects.

9 The director did mention NEPA assignment, and
10 what NEPA assignment is, right now when we go through -- and
11 NEPA is Environmental Protection -- what's the A?

12 MR. ROEHRICH: National Environmental Protection
13 Act.

14 MR. HAMMIT: Act.

15 We -- the Federal Highway Administration has to
16 sign those documents. They are the designated agency. Here in
17 Map 21, the bill before this, gave states the opportunity to be
18 a pilot. And California was the only state that stepped up to
19 do that, and they took over NEPA assignment and have been very
20 successful. In the FAST Act, they opened it up, they took away
21 the pilot. Any state can do that. So since then, Texas went
22 forward, Ohio, Florida. Those are all bigger states. Well,
23 we're seeing Utah just got their NEPA assignment and Alaska. So
24 we've seen that it can work for big states and smaller states.
25 We feel we can decrease the time that we get our environmental

1 clearances and do it ourselves. We're doing the -- most of the
2 work ourselves anyway. The Federal Highway Administration
3 reviews our documents and signs them, but our staff, through our
4 consultants, prepares the documents and moves forward.

5 The legislation the director talked about is a
6 state will have to waive a -- have a limited waiver of sovereign
7 immunity. In other words, if someone wants to sue, like on
8 South Mountain, the State of Arizona -- because now we've signed
9 it instead of the Federal Highway Administration, they can sue
10 us in federal court. That's what that limited waiver of
11 sovereign immunity gives is an individual or group who wants to
12 sue on a decision, they can do it in federal court versus state
13 court. We have to have that. That's a requirement for us to
14 take over that NEPA assumption. It doesn't mean they can expand
15 that to other areas. The state still has their sovereign
16 immunity. This is only a limited waiver.

17 We would move forward with taking the smaller
18 jobs, what we call the categorical exclusions, which is 90
19 percent of our work. We would move forward on that, and then
20 through about a year, year and a half process, we would have
21 full NEPA assumption to do any project that we have. The
22 director would be the ultimate signature versus the Arizona
23 division director for Federal Highways.

24 Any questions on that? And as we get further
25 into it, we can very much get a more in-depth information.

1 CHAIRWOMAN BEAVER: Board Member Thompson?

2 MR. THOMPSON: Thank you for that information. I
3 would assume that having the stamp of the engineer on the NEPA
4 paperwork, that should accelerate matters when (inaudible) goes
5 up to the federal government to process that through as quickly
6 as possible. I mean, that's my thinking. (Inaudible.) Is
7 there -- there must be some delay between the report leaving the
8 state of Arizona and then (inaudible).

9 MR. HAMMIT: Madam Chair, Member Thompson, one of
10 the things that ADOT's done is every state agency is we're going
11 through a lien process, and one of the big wastes that we see
12 are multiple reviews. So everything that we've reviewed as
13 staff and move forward, Federal Highways has to review. So it's
14 a second review, and that takes time, because a number of these
15 documents are very detailed. South Mountain were short, very
16 thick. And then if it takes legal review, now you send it to
17 another attorney. When we prepared it, we had our attorneys
18 already review it. So there's multiple reviews. That's where
19 we're going to see most of our savings in time. It isn't taking
20 shortcuts. It isn't doing the wrong thing. It is reducing the
21 reviews. There will be times that there's a decision that needs
22 to be made that's a risk, and now the State of Arizona could
23 assume that risk instead of the Federal Highway Administration.
24 They're much more conservative -- not much more. They're
25 somewhat more conservative in some cases than we are.

1 MR. ROEHRICH: Madam Chair, if I could.

2 CHAIRWOMAN BEAVER: Yes.

3 MR. ROEHRICH: But to -- Mr. Thompson, specifics,
4 this is not an engineering document, so it isn't actually sealed
5 by an engineer. It's an administrative and legal document that
6 has to be signed off at the highest levels of administration
7 right now in the state, which means that the division
8 administrator signs off on it, and either the state engineer or
9 the director signs off on it usually for ADOT. The goal is that
10 we can eliminate the steps for the administrator for the FHWA to
11 sign off on it, and we have that in our hands, but then as
12 Dallas said, the risk is that we are fully responsible for
13 defending it. But it's not like a sealed document like an
14 engineering document. So it's got a different level of review
15 and approval necessary to finalize that NEPA document or the
16 environmental document.

17 MR. THOMPSON: (Inaudible.)

18 CHAIRWOMAN BEAVER: Board Member Sellers.

19 MR. SELLERS: And I'm assuming that getting this
20 authority would be a significant advantage for us on projects
21 like State Route 30 advancing.

22 MR. HAMMIT: Madam Chair, Board Member Sellers, I
23 believe so. I think we can decrease the time that we spend on
24 an environmental clearance dramatically. What I heard, Texas
25 and Ohio presented at the latest -- the Transportation Research

1 Board this past January, both are saying they're seeing at least
 2 50 percent, and as the director said, sometimes 65 percent
 3 reduction in time. Ohio went a step further and put a dollar to
 4 time value, and their program's about twice as big as ours, but
 5 they're seeing \$10 to 15 million in savings because of that time
 6 saved. So if we're half as much, we can see 7 and a half to \$10
 7 million in savings, that's a good thing.

8 The next thing, and it was in the agenda that we
 9 wanted to talk about was our DBE -- changes in our DBE
 10 specifications.

11 CHAIRWOMAN BEAVER: Could you just for the record
 12 (inaudible) acronym?

13 MR. HAMMIT: What is a DBE? Yes. That was
 14 coming in there. A DBE program is the Disadvantaged Business
 15 Enterprise Program. So in this program, we set a goal. So as
 16 the department has an overall goal, and then each project we set
 17 a goal we would like to see these Disadvantaged Business
 18 Organizations Enterprises participate in our projects.

19 And you're going to see a lot of discussion later
 20 on on one of the projects that there was a question on that.
 21 But we set a goal. Once the project opened, the old way we were
 22 doing it was the apparent low bidder, they had five days from
 23 the day of opening to submit their DBEs with an affidavit from
 24 the DBE saying, yes, I have -- going to do this work at this
 25 dollar amount. We review it. If it looks right, we move

1 forward. If for whatever reason we had to go to the second
 2 bidder, we gave them another five days, you know, now you're up,
 3 you need to submit your paperwork.

4 Changes in federal regulations, they wanted to
 5 tighten that. They changed the rules and what the request was
 6 from Federal Highways, we would like at time of bid all bidders
 7 -- or within that first five days to submit their DBE
 8 affidavits. So even though you were second, third, fourth,
 9 fifth, you did not get the job, you would have to submit those
 10 DBE affidavits. We met with our contractors through the
 11 association of general contractors, AGC, and they said, "This
 12 does not bring a lot of value." Now, I'm a prime that didn't
 13 get the job, and I'm a DBE potentially who didn't get the job,
 14 and I have to go through the step to sign these affidavits for
 15 projects we didn't get.

16 So we went back and met with our federal partners
 17 and said, "Is there a compromise that we can come to?" And what
 18 they said, "The five days is rigid. But if you and your
 19 contractors come to the point where -- to be a responsive
 20 bidder," and that means I responded to everything in the bid
 21 documentation, "you have five days from the time of opening to
 22 submit my paperwork." So what -- what does that mean in real
 23 language? If I'm number one, I have to submit my paperwork in
 24 those five days, and I go forward. If I get thrown out and I'm
 25 number two, I make a business decision. Do I think there's a

1 problem with the number one bid? I'm going to turn in my
 2 paperwork in case they get thrown out or they withdraw, and now
 3 I'm eligible. If I do not do that within the five days, I will
 4 be a non-responsive bidder. So if it comes to me then, I don't
 5 get another five days. I have a non-responsive and we go to the
 6 next responsive bidder.

7 This does put some risk on the department. The
 8 risk is we would have to -- if everyone -- no one else turned
 9 theirs in, we'd have no more responsive bidders and we'd have to
 10 rebid the projects. So as we look through there, last year we
 11 had to remove the low bidder four times. That's it. Out of 150
 12 projects, we removed the low bidder four times. But the low
 13 bidder many times, as in this case you'll see today, when the
 14 low bidder did not reach their DBE goal, immediately the next
 15 one turned in their paperwork, because they -- they're watching
 16 why they didn't get the job, if they're going to protest,
 17 they're going to turn in their paperwork. So we don't think
 18 that risk is very high that we're going to have to reject all
 19 bids, but it is a risk, and it may happen somewhere along the
 20 way.

21 Any questions? I can get you the full spec, but
 22 basically the only changes, before, if you were number two and
 23 we went to you, you got another five days. Now you have to turn
 24 in all your paperwork five days after bid. That applies to
 25 every bidder.

1 CHAIRWOMAN BEAVER: I do have a question to ask.
 2 I was provided with this statement to read on behalf of
 3 Truesdell Corporation. Is that something -- is this --

4 MR. ROEHRICH: Madam Chair, we'll address that
 5 under Item 10E.

6 CHAIRWOMAN BEAVER: Okay.

7 MR. ROEHRICH: That specific Item 10E when Dallas
 8 gets to that.

9 CHAIRWOMAN BEAVER: Okay.

10 MR. HAMMIT: Summary of our projects. Thank you
 11 for -- well, that's all I have with the state engineer's report.

12 MR. ROEHRICH: I was going to say, you're moving
 13 on to Item 10, right?

14 MR. HAMMIT: Yes. I was going to -- I
 15 (inaudible).

16 MR. ROEHRICH: (Inaudible) sure Madam Chair
 17 agrees with that. The state engineer's moving on to Item 10.

18 CHAIRWOMAN BEAVER: Unless someone has additional
 19 question (inaudible). Okay. Proceed.

20 MR. HAMMIT: Thank you. Thank you, also, for
 21 approving the 11 projects under the consent agenda.

22 We do have eight projects that we need to discuss
 23 a little more. As you see this month, we did a little over \$36
 24 and a half million worth of projects, and if you look at the
 25 accumulation, we were within 6/10s of a percent of the estimate.

1 Year to date, we're around \$320.6 million worth of work, and
 2 we've come in .2 percent of -- between the engineer's estimate
 3 and the low bid. So we're doing pretty good in our estimating
 4 so far.

5 Our first project, if it pleases the Board to go
 6 to our first project.

7 CHAIRWOMAN BEAVER: Please.

8 MR. HAMMIT: Just for --

9 MR. ROEHRICH: Madam Chair, the Board -- this was
 10 also part of the (inaudible). I want to make sure that you saw
 11 that this was a part of the addendum.

12 MR. HAMMIT: Thank you, Floyd.

13 This was an ITS project in the City of Glendale.
 14 The low bid was \$634,450. The State's estimate was \$504,735.
 15 The bid was over the estimate \$129,715, or 25.7 percent. In
 16 talking to the City of Glendale, this is a local project. They
 17 would have to make up the difference. They have requested that
 18 the department rebid -- or work with them to rebid the project
 19 that will reduce the scope and get it within the -- their
 20 budget. So after reviewing the bids and working with the City
 21 of Glendale, we requested -- who requested the rescope -- the
 22 current project to budget, the department recommends to reject
 23 all bids.

24 CHAIRWOMAN BEAVER: Do we have a motion to accept
 25 the recommendation of staff to reject all bids --

1 MR. SELLERS: So moved.

2 MR. HAMMOND: Second.

3 CHAIRWOMAN BEAVER: -- for the amended Item 10A.

4 Motion was made by Board Member Sellers. Seconded by Board
 5 Member Hammond to accept and approve staff's recommendation to
 6 reject all bids for amended Item 10A.

7 All those in favor?

8 BOARD MEMBERS: Aye.

9 CHAIRWOMAN BEAVER: All those opposed? The
 10 motion carries.

11 Item 10B.

12 MR. HAMMIT: Thank you, Madam Chair. Item 10B,
 13 this is a project in the Town of Superior. It's basically a
 14 sign replacement project. The low bid was \$125,361.50. The
 15 State's estimate was \$167,100. It was under the State's
 16 estimate by \$41,738.50, or 25 percent. Where we saw the
 17 changes, we got better-than-expected pricing for the sign panel
 18 and hardware. We have reviewed the bids and believe it is a
 19 responsible and responsive bid and would recommend award to AJP
 20 Electric, Inc.

21 CHAIRWOMAN BEAVER: Do we have a motion to accept
 22 and approve the staff's recommendations to award the contract
 23 for Item 10B to AJP Electric, Inc.?

24 MR. STRATTON: So moved.

25 CHAIRWOMAN BEAVER: Motion by Board Member

1 Stratton.

2 MR. CUTHBERTSON: Second.

3 CHAIRWOMAN BEAVER: Seconded by Board Member --
4 or Vice Chair Cuthbertson, of the statement I just read.

5 All those in favor?

6 BOARD MEMBERS: Aye.

7 CHAIRWOMAN BEAVER: All those opposed? The
8 motion carries.

9 Item 10C.

10 MR. HAMMIT: Thank you, Madam Chair. Item 10C is
11 a sidewalk and lighting project in the Town of Camp Verde. The
12 low bid \$788,968.75. The State's estimate was \$706,984. The
13 bid came in over the estimate \$81,984.75, or 11.6 percent.

14 Before I get into the complete justification, the
15 apparent bidder on this project was a non-responsive bidder. It
16 had nothing to do with DBEs. They did not respond to the
17 advertisement. They took the bid, changed some of the bid items
18 and did not bid on other items. They -- which in our view makes
19 them non-responsive. So we would go to the next low bidder.

20 When we reviewed their bids, as you see there,
21 the differences that we saw on this project, we underestimated
22 the decorative light poles. They're not our standard, and they
23 met with the town and the electrical conduit [sic]. After
24 reviewing those, the department recommendation is to reject the
25 bid of resource -- of Earth Resource, Incorporated, due to it

1 being non-responsive. The department believes that the second
2 low bid is responsive and responsible and would recommend award
3 to Intermountain West Civil Construction, Inc.

4 CHAIRWOMAN BEAVER: Do we have a motion to accept
5 and approve the staff's recommendation to reject the low bid --
6 the name of that?

7 MR. HAMMIT: Earth Resources, Incorporated. Or
8 Corporation. Excuse me.

9 CHAIRWOMAN BEAVER: -- Earth Resources
10 Corporation as non-responsive and award the contract for amended
11 Item 10C to the second low bidder, Intermountain West Civil
12 Construction, Inc.?

13 MR. STRATTON: So moved.

14 MR. HAMMOND: Second.

15 CHAIRWOMAN BEAVER: It's been -- the motion was
16 made by Board Member Stratton and seconded by Board Member
17 Hammond to approve the motion as stated.

18 All those in favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN BEAVER: All those opposed? The
21 motion carries.

22 Item 10D. I would just like to have some
23 clarification. I did not know that we had a board district
24 number 31.

25 MR. HAMMIT: Where are we seeing -- maybe they --

1 CHAIRWOMAN BEAVER: It's incidental, I'm sure,
2 but...

3 MR. HAMMIT: Must have been three.

4 MR. HALIKOWSKI: It's that new stealth district
5 we have. I think we have a type of...

6 MR. HAMMIT: I was looking for all the districts
7 in between 8 and 31.

8 MR. HALIKOWSKI: Typical engineering.

9 MR. HAMMIT: Yeah.

10 This project is a bridge repair project in the
11 Phoenix area near the Loop 101 and I-10. The low bid on this
12 project was \$241,552.09. The State's estimate was \$210,394.24.
13 It came over the estimate by \$31,157.85, or 14.8 percent. As we
14 reviewed the bids, we underestimated the labor involved, both
15 for the removal and the friction course, but we have reviewed
16 the bids, and the department believes the bid is responsive and
17 -- is responsive and reasonable, and recommends award to FNF
18 Construction, Inc.

19 CHAIRWOMAN BEAVER: We have -- do we have a
20 motion to accept and approve staff's recommendation to award the
21 contract for Item 10D to FNF Construction, Inc.?

22 MR. SELLERS: Move for approval.

23 CHAIRWOMAN BEAVER: Motion by Board Member
24 Sellers.

25 MR. THOMPSON: Second.

1 CHAIRWOMAN BEAVER: Seconded by Board Member
2 Thompson to approve the motion as stated.

3 All those in favor?

4 BOARD MEMBERS: Aye.

5 CHAIRWOMAN BEAVER: All those opposed? The
6 motion carries.

7 Item 10E.

8 MR. HAMMIT: Thank you, Madam Chair. And this is
9 the project that you did receive the letter. If it pleases the
10 Board, I'll walk you through the processes that we've taken, and
11 then once we get to the point where the contract was submitted,
12 the letter, Floyd's agreed to read their response into the
13 record.

14 This, as I said, is a deck repair project on
15 Interstate 17 in Phoenix. The low bid was \$455,455 even. The
16 State's estimate 458,498.92; \$3,034.92 under the State's
17 estimate, or .7 percent. When the contractor, Truesdell,
18 Incorporated, submitted this bid, it did not meet the DBE goal.
19 As a contractor who does not meet the goal -- and I want to
20 clarify. This has nothing to do with our changes. This is the
21 goal that they were to meet. Had nothing to do with when they
22 submitted the five days. That's just the new requirement. When
23 a contractor does not meet the goal, they have the opportunity
24 to submit a good faith effort explaining why they could not meet
25 the goal and what efforts they took to reach it.

1 In this case, Truesdell did submit a good faith
2 effort. It was reviewed by our Business Engagement Compliance
3 Office, we call them BECO, for compliance. They did review the
4 contractor's bid and found that the -- using the requirements in
5 the specification that the good faith effort submitted by
6 Truesdell did not meet our requirements.

7 Truesdell then asked for a hearing, and as per
8 the specification, that hearing is conducted by me as the State
9 engineer with the contractor, our BECO group, our Business
10 Engagement and Compliance group. We also invited the second low
11 bidder, since they are an interested party, and had members from
12 the Attorney General's office there both to counsel us, and they
13 did ask a question.

14 We held that meeting on Monday, February 13th,
15 and Truesdell had the opportunity to present their case again.
16 They went through the items that they worked to get a DBE on
17 participation. This project is a fairly small project, and one
18 other thing unique with this project, there's a lot of unknowns.
19 So about half the work is force account work. So we budget so
20 much money, but we're going to pay time and material to do that
21 work. You cannot use any of that work to have DBEs working --
22 you know, to use that as a part of your goal.

23 And I also want to mention there were three
24 bidders. Two of the three, second and third, did reach their
25 goal or greatly exceeded their goal. So there was opportunity

1 to meet that.

2 Where the Truesdell, Incorporated, where they saw
3 their opportunity was in traffic control. Bird netting.
4 Because the time of the year. Painting, and then DPS officers.
5 We hire a vendor to bring in DPS officers. So the officers
6 aren't a DBE, but the contractor that organizes it for us, that
7 could be a DBE officer.

8 As they went through, their traffic control
9 subcontractor submitted a bid, and they noticed in this meeting,
10 they said two hours before bid time, they got that and noticed
11 that the traffic control contractor had not submitted permanent
12 signs. So they were anticipating this contractor to do both
13 temporary traffic control and permanent signs. There's three
14 permanent signs on the project. So they did contact him, say
15 can you do the permanent signs. They said that is not our book
16 of business. So they went with a non-DBE traffic control
17 contractor, which put them below the goal.

18 As we talked through there, we asked, "Well, did
19 you talk to other groups to do the signing? Did you separate
20 it?" They said they could not get anyone to bid the sign work.
21 As we heard from the second low bidder, it was pointed out that
22 there was another DBE traffic control group within the Phoenix
23 area that can do both temporary traffic control and permanent
24 signs, and Truesdell had not contacted this group. They also
25 pointed out that the traffic control and permanent signs are

1 very seldom brought in together. Usually you have a traffic
2 control group and a signing group, and they're not generally the
3 same -- the same sub.

4 Those were the biggest thing. If they would have
5 used a traffic control sub, they would have met the DBE goal.
6 We finished the hearing. A decision was reached that they did
7 not meet the requirements of our specifications. I sent a
8 letter out the following day on February 14th to Truesdell and
9 copied everyone there saying that the requirements were not met.
10 I received an email the next day requesting that they could send
11 a one-page document to be read at the Board, but they could not
12 make the meeting today. And so with that, if Floyd could read
13 that email -- or letter.

14 MR. ROEHRICH: Yes. "To the State Transportation
15 Board." I know it's one page. It's really tiny print, so
16 it's -- it may take me awhile. Although Michelle, can I do
17 this: "To the State Transportation Board: Yadda, yadda, yadda,
18 thank you." No? That doesn't work?

19 MS. KUNZMAN: Sure. Go for it.

20 MR. ROEHRICH: Okay. "Thank you for allowing
21 this letter to be read at your meeting. Circumstances prevent
22 me from appearing in person. An acknowledgement in this regard
23 is appreciated. The Truesdell Corporation has enjoyed working
24 with ADOT and other Arizona-based municipalities for over 40
25 years, and we look forward to continuing to do so. The decision

1 at hand to award to Truesdell, the apparent low bidder, or to
2 reject Truesdell's bid, will be presented to you as a matter of
3 specification with reference made to the E price (phonetic)
4 specification, and more specifically, Subsection 15.01.
5 Truesdell agrees that this specification provides guidance in
6 making this decision, but we also believe that the" guidances
7 provided -- excuse me -- "that the guidance it provides is
8 subject to human interpretation and predicated on the opinion of
9 a very few individuals. The Board is charged with deciding if
10 the opinion presented is truly in the best interest of the
11 State. I promise to keep this letter to a single page, and in
12 doing so, many of the details related to this matter must be
13 highly summarized or omitted."

14 "Truesdell is a responsible bidder, and its bid
15 was submitted timely and is responsive in every way, with only
16 its effort toward obtaining the DBE goal in question. Truesdell
17 contends that, in fact, our effort was indeed a good faith
18 effort and quite substantial. The DBE goal was set by the
19 department at 3.98 percent. Truesdell achieved 2.56 percent DBE
20 participation. The difference between 3.98 percent and 2.56
21 percent is 1.42 percent, with a low bid of \$455,455 submitted by
22 Truesdell, the monetary difference of DBE participation is
23 \$6,465. Both of these numbers are immaterial towards achieving
24 the overall DBE goal for the State on an annual basis. In
25 contrast, however, the next low bidder was 130 percent of

Truesdell bid, with FNF at \$593,866, which equates to \$138,411 of the taxpayer and the department's money. Both of those numbers are, in fact, material. The numbers alone surely would not justify the lack of a good faith effort, but the numbers do, in fact, provide a context for the Board to consider in deciding how many subjective -- how much subjectivity should be allowed to be incorporated in an opinion as to the adequacy of the effort made by Truesdell to achieve the DBE goal."

In the past letter -- excuse me -- "in the latest letter from the department, Mr. Hammit stated five points used to make his determination. All five of his points begin with the concurrence that, in fact, Truesdell extended effort. His opinion, however, was that the effort was insufficient. This is subjective. Many of the arguments lack reasonableness. The first argument is that, yes, Truesdell contacted BECO early on. However, the follow-up contact, once the firm had difficulty meeting the DBE goal, occurred on the morning of the bid opening. We contend that this is, in fact, normal. Until the morning of the bid, we were working hard to achieve adequate participation and only later in the process, the morning of the bid, did we conclude that we may have difficulty in achieving the goal. So we called BECO again to see if they could help."

"Effort. The second point in the letter refers that when Truesdell determined that DBE intended to bid, we were not certain enough in our own mind. This is subjective."

"The third point refers to giving more of the work to DBEs. This project is very unique in that over half the project was determined by the State to be force account. 233.5K over 455K." While Truesdell will likely achieve the goal -- "while Truesdell would likely achieve the goal and look into doing so, if the force account work was allowed to be included in the total, the State arbitrarily remove -- arbitrary removal of all force account work from the opportunity and form the evaluation. The department limited the scope, not Truesdell. Truesdell sought DBEs for every scope remaining."

"The fourth point is erroneous and remains an incorrect interpretation of the facts. Truesdell did not insist that any DBE perform anything that they didn't want to. Truesdell only received one quote for certain other items from a non-DBE sub who refused separate the work. We extended extra effort to allow the DBE to provide a competitive quote, but he would not bid the same two items."

"More effort. In his fifth point, Mr. Hammit admits Truesdell did convince me that I contacted organizations in an effort to find DBEs and that its request for quotes offer assistance in interpreting plans and specifications. But he opines that the effort was not sufficient. This determination is, at worst, erroneous, and at best subjective."

"Mr. Hammit has the right to his opinion and we may not change that, but the Board has a responsibility to the

1 residents of the state of Arizona and to make a decision that is
 2 in the best effort of the department. The effort extended by
 3 Truesdell on this project is, in fact, compliant with the good
 4 faith effort requirements guidance as provided for in the
 5 (inaudible) specifications. The Transportation Board has the
 6 undisputed authority to determine for yourself if the good faith
 7 effort was sufficient. While not the basis for our argument, it
 8 just doesn't make sense to incur an additional \$138,000 in
 9 project costs because someone's subjective opinion is that our
 10 effort to find one more DBE and give them \$6,500 was not
 11 sufficient."

12 "I appreciate your sincere and genuine
 13 consideration of these matters. Thank you. Curt Clink,
 14 President and CEO of Truesdell Corporation."

15 MR. HAMMIT: I would ask if the Board had any
 16 questions that I could clarify.

17 MR. ROEHRICH: Madam Chair, I think the point
 18 being that you're clarifying that the subject as you presented
 19 -- I don't think we can clarify his letter since he's not here.
 20 You have the date. It's stated the way it is and that's his
 21 argument to the point.

22 MR. HAMMIT: Right. Or if you would like me to
 23 respond, if you wanted any response.

24 CHAIRWOMAN BEAVER: Yes. Board Member Stratton.

25 MR. STRATTON: Dallas, the reason for removing

1 the force account work, I would assume, is because you can't
 2 quantify it exactly; therefore, you can't associate a certain
 3 DBE amount with it?

4 MR. HAMMIT: Chairman, Board Member Stratton,
 5 that is correct, and that was clarified in the bid documents.
 6 It wasn't after the fact. It was clarified in the bid
 7 documents.

8 MR. STRATTON: Thank you.

9 CHAIRWOMAN BEAVER: Yes. Board Member Hammond.

10 MR. HAMMOND: Are you recommending postpone
 11 (inaudible), and if so, for what reason? To continue this
 12 discussion or?

13 MR. HAMMIT: If it --

14 MR. ROEHRICH: Madam Chair, this was part of the
 15 addendum. Mr. Hammond, if you look at the addendum, it changed
 16 the recommendation --

17 MR. HAMMOND: Oh, okay.

18 MR. ROEHRICH: -- from postpone to reject low
 19 bid, award to second low bidder.

20 MR. HAMMOND: Okay. Sorry. I missed it.

21 MR. SELLERS: Madam Chair.

22 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

23 MR. SELLERS: How do we determine the DBE goal?

24 MR. HAMMIT: So the DBE goal, our BECO office,
 25 our Business Engagement and Compliance group, looks at the

1 availability of disadvantaged businesses to do the work. So
 2 they break down the project. We have an opportunity with this
 3 contractor -- they can do this much. And they go through --
 4 that's why it's different on every project, because there's
 5 different opportunities. So it's not just a set, it's going to
 6 be this number. We go through and review and look how much of
 7 the DBE community has the opportunity and the skill set to bid
 8 on that project. So that's how it's determined.

9 MR. HALIKOWSKI: Madam Chair, Dallas, I would say
 10 that several years ago we were under requirement, Title 6 in the
 11 federal government to establish the program and the initial
 12 percentages, the goals were established through a long study and
 13 negotiation with Federal Highway Administration.

14 MR. HAMMIT: And Madam Chair, if I can add, we
 15 regularly recheck those. So there's going to be a study
 16 starting here on the next couple months to see are there more
 17 agencies or contractors, consultants, available to do this type
 18 of work as a DBE, both on the engineering side and the
 19 construction side. We regularly keep our list updated.

20 CHAIRWOMAN BEAVER: Board Member Stratton.

21 MR. STRATTON: While each job is different on the
 22 DBE goal, understanding that, we do -- as ADOT, though, we have
 23 a goal for the year with the federal -- FHWA; is that correct.

24 MR. HAMMIT: Madam Chair, Member Stratton, that
 25 is correct. I believe it's 7.98 as our annual goal.

1 MR. STRATTON: Thank you.

2 MR. HAMMIT: I have a recommendation if you want
 3 me to go there, but I can answer questions, too.

4 CHAIRWOMAN BEAVER: Okay. I just was curious.
 5 So with the -- maybe it's because I have the information in
 6 front of me. But the 29.5 percent overestimate, what -- that
 7 the -- if we were to reject the low bid and go with the second
 8 low bidder, what makes up that (inaudible)?

9 MR. HAMMIT: Madam Chair, that additional funds,
 10 like any other project that comes over, we take from our
 11 contingency. So the dollars that are under program go into a
 12 contingency, and the dollars that are under, we pull it from
 13 there. So it's kind of our checking account. Kristine holds it
 14 very tight, but sometimes she lets me peak under the envelope to
 15 see if there's any money in there.

16 CHAIRWOMAN BEAVER: Well, I guess my question
 17 more than the -- than that is the fact that it's almost 30
 18 percent higher than the State's estimate, and the low bidder --
 19 I guess it was based on the comment in the statement that
 20 Mr. Roehrich read that -- that's like 138,000 additional.

21 MR. HAMMIT: Madam Chair, that is correct. If we
 22 go to the next low bidder, it will be \$130,000 more than the
 23 apparent low bidder. That is correct.

24 CHAIRWOMAN BEAVER: Board Member Hammond.

25 MR. HAMMOND: You know, the real issue here is

1 the integrity of the bid process. So without proper structural
 2 reason to go to this -- to approve this bid -- excuse me --
 3 approve Truesdell, to approve to the first bidder, the -- what
 4 I'm saying is that we can't, I think, as a board --

5 UNIDENTIFIED SPEAKER: (Inaudible.)

6 MR. HAMMOND: -- go with the integrity of the bid
 7 process and the review process. So, I mean, I would like to at
 8 least float a motion that we accept staff's recommendation. If
 9 it doesn't fly and we want to do something outside of -- outside
 10 of what might be policy and procedure, I guess we (inaudible) up
 11 here. I'd like to make a motion we approve, and we approve with
 12 staff's recommendation to go with the --

13 CHAIRWOMAN BEAVER: Second?

14 MR. HAMMOND: -- second bidder, and we can
 15 discuss it if somebody wants to second it and maybe vote on it,
 16 and reject it if it's the Board's pleasure to do something
 17 different.

18 CHAIRWOMAN BEAVER: Okay. Do I understand the
 19 motion is to accept and approve staff's recommendation to reject
 20 low bid, which is the Truesdell Corporation, that did not meet
 21 the DBE goal and award the contract for amended Item 10E to the
 22 second low bidder, FNF Construction, Inc.? Is that what I
 23 understand your motion was?

24 MR. HAMMOND: Yes.

25 MR. CUTHBERTSON: And I'll second that.

1 CHAIRWOMAN BEAVER: And there's a second on it.

2 I would just like the additional discussion for
 3 myself to understand what made this second one higher? Where in
 4 the bid did that additional 29 percent -- where is it at in the
 5 bid?

6 MR. HAMMIT: Madam Chair, as we've reviewed that,
 7 they had -- with the DBE on traffic control, that did increase
 8 the cost some, and then they also had higher pricing in the
 9 carbon fiber bridge repair elements than Truesdell. So it was
 10 in those two items of work where FNF was higher. And Truesdell
 11 is a great contractor. They're a specialty contractor, and we
 12 like working with them, but as Board Member Hammond said, it is
 13 the integrity of our program.

14 I'd like to mention two things. One, our DBE
 15 program is approved by FHWA. So we have agreed that we will
 16 follow these steps. The other thing is the other bidders, if
 17 they didn't meet the goal, their bids could have been different.
 18 You know, so if they followed a -- the rule and met the goal --
 19 if they wouldn't have, their bids -- they would have been
 20 bidding a different project, because the rules would have been
 21 different. So I think there's two issues with that. They would
 22 --

23 MR. ROEHRICH: And Madam, Madam Chair, I'd like
 24 to make one comment as well. I know Mr. Hammond, you've
 25 commented about whether -- and I agree this is a matter of the

1 integrity of our bidding process. You've commented about
 2 whether it's like agency policy. It's important to know that
 3 FHWA approved this program, but it's a matter of law that we
 4 have a program to use federal aid dollars. So that's also why
 5 it's important to consider this and debate it for the integrity
 6 of the program, because it's not a policy issue. This is a
 7 matter of law based upon the agreed program that we have with
 8 the Federal Highway Administration.

9 MR. SELLERS: Madam Chair.

10 CHAIRWOMAN BEAVER: Yes, Board Member Sellers.

11 MR. SELLERS: Yeah. And I guess maybe where some
 12 of the questioning is going is whether or not -- if this had
 13 been a low bid and 30 percent over the State's estimate, would
 14 we have still felt that it was a reasonable bid or would we be
 15 looking to reject all bids and rebid the project.

16 MR. HAMMIT: Madam Chair, Member Sellers, we have
 17 reviewed it. We see where we underestimated both the traffic
 18 control and the carbon fiber work, and do believe it is a
 19 responsive and responsible bid.

20 CHAIRWOMAN BEAVER: Is there any additional
 21 questions or (inaudible)?

22 All those in favor of the motion?

23 BOARD MEMBERS: Aye.

24 CHAIRWOMAN BEAVER: All those opposed? The
 25 motion carries.

1 We'll move on to Item 10F.

2 MR. HAMMIT: Madam Chair, this is a project on
 3 Interstate 40. It's a rock fall project. The low bid was
 4 \$2,628,331.80. The State's estimate was \$3,483,764.10. The bid
 5 was under the State's estimate by \$855,432.30, or 24.6 percent.
 6 As we looked through the contractor's bid, they -- saw their
 7 duration of the rock scaling, and this is a labor job. So most
 8 of it's in labor. They saw that they could do it in a shorter
 9 amount of time. They also -- when you did it in a shorter
 10 amount of time, that decreased the traffic control. So after
 11 we've reviewed their bid, we do believe that the bid is
 12 reasonable and responsive and would recommend award to Fann
 13 Contracting, Inc.

14 CHAIRWOMAN BEAVER: Do we have a motion to accept
 15 and approve staff's recommendation to award the contract for
 16 Item 10F to Fann Contracting, Inc.?

17 MR. STRATTON: So moved.

18 CHAIRWOMAN BEAVER: Motion by Board Member
 19 Stratton. Do we have a second?

20 MR. CUTHBERTSON: Second.

21 CHAIRWOMAN BEAVER: It's been seconded by Vice
 22 Chair Cuthbertson, the motion as stated.

23 All those in favor?

24 BOARD MEMBERS: Aye.

25 CHAIRWOMAN BEAVER: All opposed? Motion carries.

MR. HAMMIT: Thank you, Madam Chair.

Item 10G is a project on State Route 87. The low bid was \$1,024,900. The State's estimate was \$752,093. It was over the State's estimate by \$272,807, or 36.3 percent. As we reviewed the bid and we reviewed our documents, we found that we had an error in our documents. There's some environmental mitigations that we left out, and with that, after that review and the discovery of those errors, the department recommends to reject all bids. We will repackage the project documentation and rebid it with the proper paperwork. So the recommendation is to reject all bids.

CHAIRWOMAN BEAVER: Do we have a motion to accept and approve staff's recommendation to reject all bids for Item 10G?

MR. THOMPSON: Madam Chair, at what point will this come back to the Board?

MR. HAMMIT: Madam Chair, Member Thompson, we will -- it will come back when -- we will repackage it, advertise it, and before award, it will come back to the Board.

MR. THOMPSON: Time zone maybe?

MR. HAMMIT: Probably two months. Two to three months.

MR. STRATTON: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: By adding these mitigation

measures, will this increase the State's estimate?

MR. HAMMIT: Madam Chair, Member Stratton, we will look at that. I think most of them are time lines when the contractor can and can't work. I don't know -- I think as we saw, some of them recognized it. So we may should look at our bid and adjust that. If we do make that adjustment, we would come back to the Board earlier, because we would have to come back to the Board to add money to the project. So we will look at that and see if that's something that we should be doing.

Does that make sense? Has a PPAC agenda item --

MR. STRATTON: Just (inaudible) is some of the contractors recognize there may be delays, and so it wasn't a true apples and apples bid then. It was the apples and oranges possibly.

MR. HAMMIT: Madam Chair, Member Stratton, that is correct.

MR. STRATTON: I make a motion to reject all bids.

CHAIRWOMAN BEAVER: Okay. Motion by Board Member Stratton to reject all bids for Item 10G. Is there a second?

MR. SELLERS: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member Sellers. All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The

1 motion carries. And that motion was to reject all bids.

2 MR. HAMMIT: The next item, 10H, and as Member
3 Stratton pointed out, in your board packet, the map carried over
4 from the previous item, on the screen and on -- is the correct
5 map of the area. So I want to point that out. This is a bridge
6 scour project on State Route 87. The low bid was \$401,525.50.
7 The State's estimate was \$570,637.10. The low bid was under the
8 State's estimate by \$169,111.60, or 29.6 percent. Where we saw
9 the differences, they got better-than-expected pricing in the
10 riprap, the structural concrete and the shotcrete. We have
11 reviewed the bid, and the department believes it is a reasonable
12 and responsive bid and recommends award to NGU Contracting, Inc.

13 CHAIRWOMAN BEAVER: Do we have a motion to accept
14 and approve the staff's recommendation to award the contract for
15 Item 10H to NGU Contracting, Inc.?

16 MR. STRATTON: So moved.

17 CHAIRWOMAN BEAVER: Okay. A motion by Board
18 Member Stratton. Second?

19 MR. HAMMOND: Second.

20 CHAIRWOMAN BEAVER: Seconded by Board Member
21 Hammond to approve the motion as stated. All those in favor?

22 BOARD MEMBERS: Aye.

23 CHAIRWOMAN BEAVER: All those opposed? The
24 motion carries.

25 MR. HAMMIT: Thank you, Madam Chair.

1 CHAIRWOMAN BEAVER: Thank you.

2 Do we have any suggestions from Board members for
3 future board meeting agendas, items?

4 I do have a question that I want to ask, and I
5 probably should have brought it up earlier. We received
6 correspondence from Many Farms chapter. It was a resolution.
7 Is that going in the five-year?

8 MR. ROEHRICH: Madam Chair, we are taking that as
9 part of the documentation that will come in as part of the
10 public hearings for the five-year program as a response from the
11 locals. In addition, I forward that on to the district
12 engineer, so he is made aware of it so he can start looking at
13 it while in the planning process.

14 CHAIRWOMAN BEAVER: Okay. Thank you. This
15 meeting --

16 MR. THOMPSON: Madam, there was a request made by
17 board supervisor to support your concern about the HURF shift.

18 UNIDENTIFIED SPEAKER: The HURF swap.

19 MR. THOMPSON: I mean, (inaudible) all appointed
20 by the governor?

21 CHAIRWOMAN BEAVER: Yes. As I understand it, it
22 is going to be implemented, and we're actually going to get a
23 time line of how they're going to make a presentation to all of
24 the local agencies across the state; am I correct?

25 MR. HALIKOWSKI: Madam Chair, there's two HURF

1 issues. One is the HURF swap where we swap federal money for
 2 State money to the -- allow locals to not have to be under all
 3 the federal regulations using State money when they're
 4 constructing a project.

5 The issue that Board Member Thompson is
 6 referencing is the HURF shift. And there are many local
 7 governments and also the Association of General Contractors
 8 who've been working with the legislature to stop shifting over
 9 HURF and Highway Fund money to the Highway Patrol budget.
 10 Shifts have arranged anywhere from 80 million to 120 million per
 11 year to fund the Department of Public Safety Highway Patrol, and
 12 there are advocates out there who say that they want that money
 13 restored back into the Highway Fund. Unfortunately, enforcement
 14 is a critical piece of running a transportation system, so if
 15 you're not funding the Department of Public Safety out of HURF
 16 dollars, which is Constitutionally allowable, you have to find
 17 another source of money to pay for Highway Patrol. And there
 18 have been suggestions to pay them out of the General Fund, but
 19 that's puts them in competition, obviously, with education,
 20 kids' care and other types of issues.

21 There's also been suggestions that perhaps the
 22 vehicle registration be raised. There was a bill in the
 23 legislature this session, which I don't think is going to be
 24 moving, but it would assess all Arizonans a fee on their car
 25 insurance policy to pay for Highway Patrol. So there is a lot

1 of discussion going on. The governor's budget this year
 2 proposes moving somewhere in the neighborhood of \$80 million out
 3 of the HURF fund over to the Highway Patrol. Whether or not
 4 that amount will be ultimately what's agreed upon in the final
 5 budget, I don't know. But it's safe to say that there are lots
 6 of people talking to the legislature about this issue, and it's
 7 getting a lot of attention.

8 CHAIRWOMAN BEAVER: I'm happy to -- because this
 9 was something I think that came up, also, at the Rural
 10 Transportation Summit.

11 MR. HALIKOWSKI: I'm sure it did.

12 CHAIRWOMAN BEAVER: There was some discussion,
 13 and it's the -- to better understand, I realize that the
 14 department of -- you know, DPS is very important to us in the
 15 state. They're always the first line, you know, when there's
 16 problems you go to. But I also, with regard to when -- these
 17 HURF funds, because that's affecting local communities, and they
 18 also have access to those federal dollars -- or not federal
 19 dollars, excuse me, federal legislation that allowed for when
 20 they have had a bust or something, they get the confiscated
 21 funds, and I don't know if that's through the AG's office, but I
 22 was wondering if that could be explained maybe a little more or
 23 -- about those funds that they have. Where do those funds go
 24 to? I know they go to local --

25 MR. HALIKOWSKI: What you're referring to --

1 MR. ROEHRICH: Well, Madam Chair, if I could,
2 we're starting to get into deliberation on a topic --

3 CHAIRWOMAN BEAVER: Okay.

4 MR. ROEHRICH: -- that was not agendaed, and if
5 there is a further discussion on this, I think we need to look
6 at addressing it through agendaing it as an item that we could
7 leave -- go ahead.

8 MR. HALIKOWSKI: I'd like to say to your
9 attorney, I'm very comfortable discussing these issues.

10 CHAIRWOMAN BEAVER: Well, possibly if the AG's
11 office could provide us future information about those funds
12 and --

13 MR. HALIKOWSKI: Actually, Madam Chair, I'll have
14 staff work up a paper. You're talking about RICO funds.

15 CHAIRWOMAN BEAVER: Yes.

16 MR. HALIKOWSKI: And these Racketeering
17 Investigation Enforcement funds actually go back to the law
18 enforcement agency that confiscates the money or property in
19 pursuit of those felonies. We'll work up a paper for you to
20 explain how those moneys go back to those particular agencies.

21 MR. STRATTON: Madam Chair, would it be
22 appropriate for the Board to consider at a future meeting a
23 resolution of the Board to the Senate and the House to consider
24 a non-shift of HURF funds to DPS and that they find -- or look
25 for other solutions rather than taking HURF dollars?

1 MR. HALIKOWSKI: Certainly the Board is more
2 than, you know, welcome to submit their resolution to that
3 effect.

4 MR. STRATTON: I would like to see it on the
5 agenda, at least for discussion at our next meeting.

6 MR. HALIKOWSKI: So what we can do, Madam
7 Chairman, Board Member Stratton, is we can give you an update of
8 the legislation. We can give you historical numbers on the
9 issue, because statutorily, it's actually, I believe, 12.5
10 million from HURF, 12.5 million from the State Highway Fund. So
11 it's a total of 25, but every budget area, what's happened is
12 the legislature has not withstood the statute. So not
13 withstanding the limitations in the budget, they would
14 appropriate more to DPS.

15 So there's, again, two items that you need to be
16 aware of. One is the switch to DPS of HURF funds, but the other
17 is the vehicle license tax shift for General Fund purposes, and
18 in some years, that's totaled \$118 million over and above the
19 DPS shift. So we can present you data on both of those over the
20 years, because vehicle license tax, unlike gas tax, can be used
21 for General Fund purposes.

22 MR. STRATTON: I would just like to have it on
23 the agenda so that the Board could discuss it with staff in a
24 legal (inaudible).

25 CHAIRWOMAN BEAVER: So you're requesting it on

1 our next month's agenda then?

2 MR. STRATTON: I think it would be timely to have
3 it next month since the legislature is in session.

4 UNIDENTIFIED SPEAKER: (Inaudible.)

5 CHAIRWOMAN BEAVER: Is there any additional
6 questions?

7 MR. ROEHRICH: Madam Chair, I've got a couple
8 points. Go ahead. I'm sorry.

9 MR. HALIKOWSKI: Go ahead. Go ahead.

10 MR. ROEHRICH: Just a couple of points. I want
11 to remind everybody that the next meeting is March 17th in
12 Tucson, and as you heard, we start the -- kind of the dual
13 meeting. We have the public hearing for the tentative program,
14 and we go on to regular Board topics.

15 I wanted to make everybody aware that we have
16 been contacted by the rural COGs about the Transportation Summit
17 in October. That location has changed, so we will bring an item
18 to the Board next month to modify the board location. That
19 period originally was Sierra Vista. It is now moving back to
20 Prescott. The Sierra Vista location fell through. So we'll
21 have to make an adjustment there.

22 And the third item I wanted to mention to the
23 Board is we will be sending you out an email next week about the
24 Roads and Streets Conference, which is April -- let me think
25 here -- 12th to the 14th, along with a website access where you

1 can get registered. If you remember, we asked the Board to
2 register. Paying your registration, you know, go get your
3 hotel, get all the receipts, bring them back, and then we'll
4 reimburse you for your attendance if you choose to attend the
5 Roads and Streets Conference.

6 And my fourth item is I want to congratulate
7 Michelle Kunzman on her engagement. Oh, did I step --

8 MR. HALIKOWSKI: You did because (inaudible).

9 MR. ROEHRICH: I had no other items.

10 MR. HALIKOWSKI: I'm not a geologist, Madam
11 Chairman.

12 MR. ROEHRICH: I have no other items.

13 MR. HALIKOWSKI: But I have noticed there's a two
14 carat diamond --

15 (Speaking simultaneously.)

16 MR. HALIKOWSKI: -- worn by an attorney who shall
17 remain nameless.

18 (Speaking simultaneously.)

19 MR. HALIKOWSKI: There are -- speaking on behalf
20 of all the men ADOT, broken hearts are (inaudible). This
21 happened on Valentine's Day, so it was very fitting.

22 MS. KUNZMAN: Thank you.

23 CHAIRWOMAN BEAVER: Congratulations.

24 MR. HALIKOWSKI: She is in the process with her
25 fiancée of blending their two families together.

1 MS. KUNZMAN: Yeah. He happens to be in the
2 room, so...

3 MR. HALIKOWSKI: Oh.

4 UNIDENTIFIED SPEAKER: Speaking on behalf of her
5 fiancée, I'm glad for those broken hearts.

6 MR. ROEHRICH: And by blending family, it's like
7 three or four dogs, right? That's what it is?

8 MS. KUNZMAN: Thank you.

9 (End of recording.)

Adjournment

A motion to adjourn the February 17, 2017 Board meeting was made by Jesse Thompson and seconded by Michael Hammond. In a voice vote, the motion carries.

Meeting adjourned at 11:40 a.m. MST.

Deanna L. Beaver, Chairwoman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

ARIZONA TRANSPORTATION BOARD

TENTH SUPPLEMENTAL RESOLUTION

Adopted June 16, 2017

which Supplements and Amends the

GRANT ANTICIPATION NOTE RESOLUTION

(adopted on June 9, 2000, as supplemented and amended to the date hereof)

and Authorizes

not to exceed \$76,000,000

**GRANT ANTICIPATION NOTES
SERIES 2017A**

Squire Patton Boggs (US) LLP
Bond Counsel

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TENTH SUPPLEMENTAL RESOLUTION

WHEREAS, the Legislature of the State of Arizona enacted Sections 28-7611 through 28-7617, Arizona Revised Statutes, as amended (the “Act”), granting authority to the Arizona Transportation Board (the “Board”), after the Director of the Department of Transportation (the “Department”) has entered into one or more grant agreements with the Federal Highway Administration for funding highway projects, to issue notes in anticipation of revenues to be received under such grant agreements and other available moneys and to use proceeds of such notes to pay costs of such projects; and

WHEREAS, on June 9, 2000, the Board adopted that certain resolution (the “Original Resolution”) pertaining to the authorization and issuance of its Grant Anticipation Notes Series 2000A (the “Series 2000A Notes”), which were issued in an original aggregate principal amount of \$39,405,000 and which have been paid; and

WHEREAS, the Series 2000A Notes were payable from and secured by a pledge of “Pledged Funds” as defined in the Resolution (defined herein), which consists of all Grant Revenues, Federal Aid Revenues and other moneys that are deposited in the Grant Anticipation Note Fund and Note Proceeds Account, all as provided in the Resolution; and

WHEREAS, under the Act and the Resolution, the Board has authority to issue Additional Notes (defined herein), which are payable from Pledged Funds on a parity with the Outstanding Notes (defined herein); and

WHEREAS, on April 20, 2001, the Board adopted a First Supplemental Resolution pertaining to the authorization and issuance of its Grant Anticipation Notes, Series 2001A, which were issued in an original aggregate principal amount of \$142,890,000 and which have been paid; and

WHEREAS, on April 18, 2003, the Board adopted a Second Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2003A, which were issued in an original aggregate principal amount of \$148,955,000 and which have been paid; and

WHEREAS, on April 16, 2004, the Board adopted a Third Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2004A, which were issued in an original aggregate principal amount of \$51,000,000 and which have been paid; and

WHEREAS, on September 17, 2004, the Board adopted a Fourth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2004B, which were issued in an original aggregate principal amount of \$104,385,000 and which have been paid; and

WHEREAS, on November 16, 2007, the Board adopted a Fifth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2008A, which

were issued in an original aggregate principal amount of \$68,000,000 and which have been paid; and

WHEREAS, on March 13, 2009, the Board adopted a Sixth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2009A (the “Series 2009A Notes”), which were issued in an original aggregate principal amount of \$55,420,000 and which have been paid; and

WHEREAS, on December 17, 2010, the Board adopted a Seventh Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2011A (the “Series 2011A Notes”), which were issued in an original aggregate principal amount of \$158,585,000; and

WHEREAS, on April 20, 2012, the Board adopted an Eighth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Refunding Notes, Series 2012 (the “Series 2012 Notes”), which were issued in an original aggregate principal amount of \$43,825,000 and which have been paid; and

WHEREAS, on March 18, 2016, the Board adopted a Ninth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Refunding Notes, Series 2016 (the “Series 2016 Notes”), which were issued in an original aggregate principal amount of \$90,410,000 and which are payable from the Pledged Funds on a parity with the Series 2011A Notes; and

WHEREAS, the Board hereby finds and determines that not to exceed \$76,000,000 principal amount of Arizona Transportation Board, Grant Anticipation Notes, Series 2017A (the “Series 2017A Notes”), in one or more series, should be authorized, sold, issued and delivered and in the denominations and have such maturities and bear such interest rates, be secured by and payable, together with all Outstanding Notes and all Additional Notes, from the Pledged Funds, all as hereinafter provided; and

WHEREAS, prior to the sale of each series of the Series 2017A Notes, the Director of the Department will have entered into one or more Grant Agreements (defined in Section 201 hereof) relating to such series, which will identify the Project or Projects relating to such series, and such Grant Agreements will constitute a “Grant Agreement” within the meaning of the Act; and

WHEREAS, the Board will in the Certificate of Award (defined below), choose one or more investment banking firms as the underwriters (collectively, the “Underwriters”) for each series of Series 2017A Notes.

NOW, THEREFORE, BE IT RESOLVED by the Arizona Transportation Board as follows:

ARTICLE I
DEFINITIONS; AUTHORITY; AND APPLICATION OF ORIGINAL RESOLUTION

SECTION 101. Supplements to Original Resolution, Application of Original Resolution.

(a) This Tenth Supplemental Resolution is supplemental to the Original Resolution, as supplemented and amended by the First Supplemental Resolution, the Second Supplemental Resolution, the Third Supplemental Resolution, the Fourth Supplemental Resolution, the Fifth Supplemental Resolution, the Sixth Supplemental Resolution, the Seventh Supplemental Resolution, the Eighth Supplemental Resolution and the Ninth Supplemental Resolution (collectively, with any subsequent amendment or supplement, the “Resolution”), and is adopted to provide for issuance of the Series 2017A Notes, in accordance with Sections 203 and 901(e) of the Original Resolution and in accordance with the Act.

(b) Except as expressly set forth herein, each and every term and condition contained in the Resolution apply to the Series 2017A Notes with such omissions, variations and modifications thereof as may be appropriate to reflect the terms of the Series 2017A Notes as set forth herein.

(c) As set forth in Section 103 of the Original Resolution, the Resolution shall be deemed to be and shall constitute a contract between the Board and the Owners from time to time of the Notes; and the pledge and the covenants and agreements set forth in the Resolution to be performed on behalf of the Board and Department shall, as provided in the Resolution, be for the equal benefit, protection and security of the Owners of any and all of the Notes.

SECTION 102. Definitions. All terms which are defined in Section 101 of the Original Resolution shall have the same meanings, respectively, in this Tenth Supplemental Resolution as such terms are given in said Section 101 of the Original Resolution, and in the First Supplemental Resolution, the Second Supplemental Resolution, the Third Supplemental Resolution, the Fourth Supplemental Resolution, the Fifth Supplemental Resolution, the Sixth Supplemental Resolution, the Seventh Supplemental Resolution, the Eighth Supplemental Resolution and the Ninth Supplemental Resolution.

In addition, the following terms used in this Tenth Supplemental Resolution shall have the following meanings:

“Certificate of Award” shall mean the Certificate of Award relating to each series of the Series 2017A Notes, which determines certain matters and the financial terms of the Series 2017A Notes within the standards and parameters set forth herein, as authorized by Section 301(e) hereof.

“Grant Agreement” means, for each series of the Series 2017A Notes, collectively: (a) the Grant Agreement or Agreements identified in the Certificate of Award for such series, and (b) any additional or replacement Grant Agreement identified pursuant to Section 209 hereof, each such Grant Agreement between the Federal Highway Administration and the Director of the Department or his designee, acting on behalf of the Department, relating

to the highway project therein described, which projects together constitute the “Project” for that series, as such Grant Agreement may be amended pursuant to Section 209 hereof.

“Series 2017A Notes” means the Arizona Transportation Board, Grant Anticipation Notes, Series 2017A, issued pursuant to this Tenth Supplemental Resolution.

SECTION 103. Statutory Authority for this Tenth Supplemental Resolution. This Tenth Supplemental Resolution is adopted pursuant to the provisions of the Act.

ARTICLE II

AUTHORIZATION AND ISSUANCE OF SERIES 2017A NOTES; AMENDMENT OF GRANT AGREEMENT

SECTION 201. Principal Amount, Designation and Series.

(a) Pursuant to the provisions of the Resolution, one or more Series of Additional Notes entitled to the benefit, protection and security of the Resolution are hereby authorized in the aggregate principal amount of not to exceed \$76,000,000.

(b) Such Series of Additional Notes shall be designated as, and shall be distinguished from the Notes of all other Series by the title, “Arizona Transportation Board, Grant Anticipation Notes, Series 2017A.” If the Series 2017A Notes are issued in more than one series, each series shall be identified by the addition of the number 1, 2, 3, etc. in the name “Series 2017A-.”

SECTION 202. Purpose. Each series of the Series 2017A Notes are issued to provide moneys to pay Project Costs for the Project relating to that series and Note Issuance Costs for that series.

SECTION 203. Date, Maturities and Interest Rates.

(a) The Series 2017A Notes shall be dated the date of delivery (the “Dated Date”) as specified in the Certificate of Award relating to that series, and shall bear interest from the Dated Date, except as otherwise provided in Section 301 of the Original Resolution.

(b) Each series of the Series 2017A Notes shall: be in the aggregate principal amount; bear interest on January 1 and July 1 of each year commencing January 1, 2018 (or such other date specified in the applicable Certificate of Award), at the interest rate or rates per annum; and mature on January 1 or July 1, as determined in the applicable Certificate of Award, in principal amounts (whether by stated maturity or mandatory redemption), all as set forth in the Certificate of Award for such series; provided that: (i) the true interest rate on each series of the Series 2017A Notes shall not exceed 6.00% per annum; (ii) the Series 2017A Notes shall mature on July 1 in any or all of the years 2018 through 2032; and (iii) the aggregate principal amount thereof shall not exceed the aggregate of the revenues scheduled to be received by the Department under the Grant Agreement for such series of Notes.

SECTION 204. Denomination, Numbers and Letters. The Series 2017A Notes shall be issued in registered form in Authorized Denominations. Unless the Board shall

otherwise direct in the applicable Certificate of Award, each series of the Series 2017A Notes shall be numbered consecutively beginning with the number one.

SECTION 205. Book-Entry-Only System, Place of Payment and Paying Agent.

(a) The Series 2017A Notes shall be initially issued to a Depository (defined below) for holding in a Book-Entry-Only System (defined below), without further action by the Board. While in the Book-Entry-Only System, there shall be a single note form representing the entire aggregate principal amount of each maturity of the Series 2017A Notes, and such note shall be registered in the name of the Depository or its nominee, as Owner, and immobilized in the custody of the Depository or its designee. While in the Book-Entry-Only System, the Series 2017A Notes shall not be transferable or exchangeable, except for (i) transfer to a successor Depository or its nominee, (ii) withdrawal of the Series 2017A Notes in Book-Entry-Only System from the Depository as provided in the next succeeding paragraph of this Subsection (a), and (iii) exchange of a Series 2017A Note in Book-Entry-Only Form for another Series 2017A Note in Book-Entry-Only Form in an amount equal to the outstanding aggregate principal amount of such Note. While in the Book-Entry-Only System, the beneficial owners of book entry interests in the Series 2017A Notes shall not have any right to receive Series 2017A Notes in the form of physical note certificates.

Pursuant to a request by the Chief Financial Officer of the Department to discontinue the Book-Entry-Only System, the Note Registrar shall remove the Series 2017A Notes from the Book-Entry-Only System after 30 days notice to the Depository. The Depository may determine not to continue to act as Depository for the Series 2017A Notes upon 30 days written notice to the Note Registrar, the Board and the Chief Financial Officer of the Department.

If the use of the Book-Entry-Only System is discontinued, the Note Registrar shall permit withdrawal of the Series 2017A Notes from the Depository and, upon the request of the Depository, shall authenticate and deliver Series 2017A Note certificates in fully registered form and in denominations authorized by Section 204 hereof to the assignees of the Depository or its nominee. Such withdrawal, authentication and delivery shall be at the cost and expense (including costs of printing or otherwise preparing, and delivering, such replacement Series 2017A Note certificates) of the Board; provided that if requested by the Depository, the Note Registrar shall register all or any portion of the Series 2017A Notes in the name of the former Depository.

The following capitalized terms used in this Section 205(a) shall have the meanings set forth below:

“Book-Entry-Only Form” or “Book-Entry-Only System” means, for the Series 2017A Notes, a form or system, as applicable, under which (i) physical note certificates in fully registered form are issued only to a Depository or its nominee as Owner, with the physical note certificates “immobilized” in the custody of, or on behalf of, the Depository and (ii) the ownership of book entry interests in the Series 2017A Notes and principal of, premium, if any, and interest thereon may be transferred only through a book entry made by entities other than the Board or the Note Registrar. The records maintained by entities other than the Board and the

Note Registrar constitute the written record that identifies the beneficial owners, and records the transfer, of such book entry interests in the Series 2017A Notes and principal of, premium, if any, and interest thereon.

“Depository” means, for the Series 2017A Notes in Book-Entry-Only Form, The Depository Trust Company (a limited purpose trust company), New York, New York, until a successor Depository shall have been appointed pursuant to this Subsection and, thereafter, Depository shall mean the successor Depository. Any Depository shall be a securities depository that is a clearing agency under federal law operating and maintaining, with its participants or otherwise, a Book-Entry-Only System to record ownership of beneficial interests in the Series 2017A Notes or principal of, premium, if any, and interest thereon, and to effect transfers of such beneficial interests in the Series 2017A Notes in Book-Entry-Only Form.

(b) So long as the Series 2017A Notes are held by the Depository, principal of the Series 2017A Notes shall be payable by the Paying Agent directly to the Depository. The principal of the Series 2017A Notes may also be payable at any other place which may be provided for such payment by the appointment of any other Paying Agent or Paying Agents, as permitted by the Resolution.

A trust company or bank identified in the Certificate of Award shall serve as the initial Note Registrar and Paying Agent for the Series 2017A Notes, and shall perform the duties of the Note Registrar and Paying Agent as set forth in the Resolution.

So long as the Series 2017A Notes are held by the Depository, interest on the Series 2017A Notes shall be payable by the Paying Agent directly to the Depository for registered owners as shown on the registration books held by the Note Registrar as of the close of business on the 15th day of the calendar month immediately preceding an interest payment date or the date on which the principal of Series 2017A Notes is to be paid, which is the date of the Regular Record Date for the Series 2017A Notes; provided, however, that registered owners of \$1,000,000 or more in principal amount of Series 2017A Notes shall be paid by wire transfer to any bank account located in the continental United States, at the expense of such registered owner, if such registered owner has requested, in writing, payment in such manner to the Note Registrar and has furnished the wire address to the Note Registrar on or prior to the Regular Record Date, which request shall remain effective until revoked or changed in writing.

SECTION 206. Redemption Price and Terms; Purchase in Lieu of Redemption.

(a) As set forth in the applicable Certificate of Award, each series of the Series 2017A Notes may be: (i) not subject to optional redemption prior to maturity, or (ii) subject to optional redemption prior to maturity at the option of the Board at any time, on and after the earliest optional redemption date set forth in the applicable Certificate of Award, in whole or in part at the redemption price (expressed as a percentage of the principal amount redeemed) set forth in the applicable Certificate of Award (but not in excess of 105%), plus accrued interest to the date fixed for redemption.

(b) The Certificate of Award shall also set forth the dollar amount and dates, if any, upon which each series shall be subject to mandatory redemption and the method of selecting such series notes for mandatory redemption.

(c) If any Series 2017A Note is called for optional redemption in whole or in part, the Board may elect to have such Series 2017A Note purchased in lieu of redemption as follows. No notice of the purchase in lieu of redemption shall be required to be given to the Owners other than the required notice of redemptions.

The Authorized Officer of the Board may direct the Paying Agent, or another agent appointed by the Authorized Officer to make such purchase, to purchase all or such lesser portion of the Series 2017A Notes called for optional redemption. Any such direction must: be in writing; if less than all of the Series 2017A Notes called for redemption are to be purchased, identify those Series 2017A Notes to be purchased by maturity date and outstanding principal amount in authorized denominations; and be received by the Paying Agent no later than 12:00 noon one Business Day prior to the scheduled redemption date thereof. If so directed, the Paying Agent shall purchase such Series 2017A Notes on the date which otherwise would be the redemption date of such Notes. Any of the Series 2017A Notes called for redemption that are not purchased in lieu of redemption shall be redeemed as otherwise required on such redemption date. On or prior to the scheduled redemption date, any such direction to the Paying Agent may be withdrawn by the Authorized Officer by written notice to the Paying Agent and the scheduled redemption of such Series 2017A Notes shall not occur.

If such purchase is directed by the Authorized Officer, the purchase shall be made for the account of the Board or its designee. The purchase price of the Series 2017A Notes shall be equal to the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, which would have been payable on such Series 2017A Notes on the scheduled redemption date for such redemption. The Paying Agent shall not purchase the Series 2017A Notes if, by no later than the redemption date, sufficient moneys have not been deposited with the Paying Agent or such moneys are deposited, but are not available.

SECTION 207. Application of Proceeds

(a) The Board shall cause (i) the Underwriters to pay, in accordance with the Certificate of Award, the proceeds of the sale of the Series 2017A Notes to the State Treasurer; and (ii) the proceeds to be deposited by the State Treasurer in the Subaccount for that series in the Note Proceeds Account.

(b) The State Treasurer shall create a Subaccount in the Note Proceeds Account for each series. Moneys in each Subaccount shall be used as provided in Section 505 of the Original Resolution and the Project, except that all Note Issuance Costs paid from such Account shall be those related to the Series 2017A Notes and the related Project.

SECTION 208. Warranties and Representations Concerning the Grant Agreement and Project. The warranties and representations of the Board and, as appropriate, the Department, contained in Section 601(i) and (j) and Section 602 of the Original Resolution,

shall also apply to, and shall be deemed to expressly include, each Grant Agreement and each Project relating to each series of Series 2017A Notes.

SECTION 209. Substitution, Addition and Amendment of Grant Agreements.

(a) At any time prior to or after the issuance of a series of the Series 2017A Notes, the Department may substitute for any existing Grant Agreement relating to that series a replacement Grant Agreement, so long as:

(i) after giving effect to such substitution, the aggregate of the payments scheduled to be made by the Federal Highway Administration under the Grant Agreement for all series of Notes to be paid from such Grant Agreement is at least equal to the aggregate scheduled Debt Service on the Outstanding Notes when due;

(ii) the replacement Grant Agreement qualifies as a “Grant Agreement” under the Act; and

(iii) the representations and warranties of the Board and, as appropriate, the Department, referred to in Section 208 hereof shall also apply to, and shall be deemed to expressly include, such replacement Grant Agreement and the Project therein described.

(b) At any time, the Department may include an additional Grant Agreement in the definition of Grant Agreement for a series of the Series 2017A Notes, so long as the requirements of Subsection (a)(ii) and (iii) are met.

(c) After the execution of a Certificate of Award for a series of the Series 2017A Notes, if the Department adds or substitutes a Grant Agreement for such series, an Authorized Officer (defined in Section 301(g)) shall provide written notice thereof to the State Treasurer which notice shall: (i) identify the new Grant Agreement; (ii) certify that such new Grant Agreement meets the requirements of Subsection (a) or (b), as applicable; and (iii) if the new Grant Agreement replaces a Grant Agreement, identify the replaced Grant Agreement that is no longer included in the definition of the Grant Agreement for such series.

(d) The Department may amend any Grant Agreement relating to a series (including, without limitation, amending the timing and amount of the payments scheduled to be made thereunder by the Federal Highway Administration) so long as, after giving effect to such amendment, the aggregate of the payments scheduled to be made by the Federal Highway Administration under the Grant Agreement for all series of Notes to be paid from such Grant Agreement is at least equal to the aggregate scheduled Debt Service on such Outstanding Notes when due.

After the execution of a Certificate of Award for a series of the Series 2017A Notes, if the Department amends a Grant Agreement for such series, then an Authorized Officer shall provide written notice thereof to the State Treasurer, which notice shall certify that the amended Grant Agreement meets the requirements of this Subsection (d).

ARTICLE III
SALE OF SERIES 2017A NOTES; CERTIFICATE OF AWARD;
AND OTHER ACTIONS

SECTION 301. Sale of Series 2017A Notes; Approval of Official Statement, Note Purchase Agreement and Other Documents.

(a) In connection with the issuance and sale of each series of the Series 2017A Notes, the Director of the Department and Chief Financial Officer of the Department shall cause to be prepared forms of the following:

(i) a Preliminary Official Statement (the “Preliminary Official Statement”), to be used in connection with the marketing of each series of the Series 2017A Notes, which shall be substantially in the form of the Official Statement, dated September 1, 2016, for the Series 2016 Notes; and

(ii) a Continuing Disclosure Undertaking by the Board and the Department for the beneficial owners of each series (the “Disclosure Undertaking”), concerning disclosure obligations under Securities and Exchange Commission (“SEC”) Rule 15c2-12(b)(5), which shall be substantially in the form of the Continuing Disclosure Undertaking, dated October 6, 2016, for the Series 2016 Notes.

(b) The use and distribution by the Underwriters of the Preliminary Official Statement in connection with the public offering and marketing of the Series 2017A Notes is hereby authorized, with such changes, insertions or omissions from the Official Statement on file with the Secretary of the Board as are appropriate to reflect the terms of the Series 2017A Notes and otherwise as are approved by the Chair or Vice Chair of the Board, or the Director of the Department or the Chief Financial Officer of the Department in their official capacities (each an “Authorized Board Representative”). Any Authorized Board Representative, in his or her official capacity, is authorized to deem “final” such Preliminary Official Statement, with such modifications, changes and supplements deemed necessary or desirable and permitted under SEC Rule 15c2-12 for the purposes thereof, which determination may be contained in the Note Purchase Agreement (identified in (d) below).

(c) The Department is hereby authorized to prepare, on behalf of the Board, a final Official Statement, in substantially the form of the deemed “final” Preliminary Official Statement, for use in connection with the public offering and sale of each series of the Series 2017A Notes, with such changes, insertions and omissions as may be approved by an Authorized Board Representative, in his or her official capacity. The Chair or Vice Chair of the Board and the Director of the Department are each hereby authorized and directed, in their official capacities, to execute the Official Statement and any amendment or supplement thereto, in the name of and on behalf of the Board and the Department, with such changes therein as shall be approved by an Authorized Board Representative, and thereupon to cause the Official Statement and any such amendment or supplement to be delivered to the Underwriters, with approval of any changes, insertions or omissions to be conclusively evidenced by an Authorized Board Representative’s execution and delivery thereof.

(d) The Chief Financial Officer of the Department is hereby authorized and directed to negotiate, on behalf of the Board, the sale, in one or more series, of the Series 2017A Notes to the Underwriters for such series, upon terms, which shall be consistent with this Tenth Supplemental Resolution, as set forth in a note purchase agreement (the “Note Purchase Agreement”) with the Underwriters for each series, which Note Purchase Agreement shall be substantially in the form of the Note Purchase Agreement, dated September 1, 2016 for the Series 2016 Notes, with such changes therein which are consistent with the provisions of this Tenth Supplemental Resolution and are approved by the Chair or Vice Chair of the Board, or if the Chair or Vice Chair is not available to sign at the time of the sale, by the Director of the Department or the Chief Financial Officer of the Department, with the approval of any such changes, insertions or omissions to be conclusively evidenced by the execution and delivery thereof.

The Underwriters’ compensation and fees (whether paid (i) as a result of their purchase of a series of the Series 2017A Notes at a discount from the par amount thereof or (ii) by the Department to the Underwriters from the proceeds of a series of the Series 2017A Notes as part of the Note Issuance Costs) shall not exceed 1.0% of the principal amount of such series (exclusive of any original issue discount).

(e) Such sale of each series of the Series 2017A Notes shall be evidenced by the Certificate of Award signed by the Chair or Vice Chair of the Board, or if the Chair and Vice Chair are not available to sign at the time of the sale, by the Director of the Department or the Chief Financial Officer of the Department, which shall be consistent with the provisions of this Tenth Supplemental Resolution and shall specify with respect to each series of the Series 2017A Notes the following: whether there shall be one or more series and the designation (-1, -2, -3, etc.) of the series if there are more than one series; the Underwriters, the interest rate or rates; the maturity date or dates and mandatory sinking fund redemption amounts, if any; whether such series is subject to optional redemption and, if so, the terms of the optional redemption; the method of selecting the notes to be redeemed, if different from the procedures in the Original Resolution; whether all, or any maturity of, such series will be insured and, if so, the Note Insurer; whether there is any capitalized interest deposited into the Grant Anticipation Note Fund; together with such additional information as required by the terms of the Resolution, this Tenth Supplemental Resolution or the Note Purchase Agreement. The Note Purchase Agreement shall be consistent with the provisions of this Tenth Supplemental Resolution and the Certificate of Award.

(f) The Chair or Vice Chair of the Board and the Director of the Department are each hereby authorized and directed to execute and deliver for each series the Disclosure Undertaking for such series, with such changes, insertions and omissions from the Continuing Disclosure Undertaking on file with the Secretary of the Board as are approved, said execution being conclusive evidence of such approval.

(g) The Chair and each officer of the Board, the Director of the Department and the Chief Financial Officer of the Department acting in their official capacities (each, an “Authorized Officer”) shall be, and each of them hereby is, authorized and directed for each series of the Series 2017A Notes to: (i) execute and deliver any agreement of the Board relating to any Note Insurance Policy for any series of Series 2017A Notes, any letter of representation to

The Depository Trust Company and any and all other documents and instruments relating to the Series 2017A Notes and (ii) to do and cause to be done any and all acts and things, in each case as may be necessary or proper for carrying out the transactions contemplated by the Resolution, the Official Statement, the Note Purchase Agreement, the Grant Agreement, the Disclosure Undertaking, any Note Insurance Policy and the Tax Compliance Certificate (identified in Section 303(b)).

(h) All actions taken by the Director of the Department, the Chief Financial Officer of the Department or the staff or agents of the Department or the Board preparatory to the offering, sale, issuance and delivery of the Series 2017A Notes are hereby ratified and confirmed.

SECTION 302. Form of Series 2017A Notes, Note Registrar's Certificate of Authentication. The form of the Series 2017A Notes and the Note Registrar's Certificate of Authentication thereon shall be substantially in the form of Exhibit A hereto, with such variations, omissions and insertions as are required or permitted by the Resolution.

SECTION 303. Tax Covenant Relating to the Internal Revenue Code of 1986, as amended.

(a) The Board covenants that it will use, and will restrict the use and investment of, the proceeds of each series of the Series 2017A Notes in such manner and to such extent as may be necessary so that (i) each series of the Series 2017A Notes will not (1) constitute private activity bonds, arbitrage bonds or hedge bonds under Section 141, 148 or 149 of the Code; or (2) be treated other than as bonds to which Section 103(a) of the Code applies, and (ii) the interest thereon will not be treated as a preference item under Section 57 of the Code.

(b) The Board further covenants (i) that it will take or cause to be taken such actions that may be required of it for the interest on the tax-exempt Series 2017A Notes to be and remain excluded from gross income for federal income tax purposes, (ii) that it will not take or authorize to be taken any actions that would adversely affect that exclusion, and (iii) that it, or persons acting for it, will, among other acts of compliance, (1) apply the proceeds of the Series 2017A Notes to the governmental purposes of the borrowing, (2) restrict the yield on investment property, (3) make timely and adequate payments, from any lawfully available funds, to the federal government of Rebate Amounts, as defined and as required under the Tax Compliance Certificate of the Board and the Department relating to each series of the Series 2017A Notes (the "Tax Compliance Certificate"), (4) maintain books and records and make calculations and reports, and (5) refrain from certain uses of those proceeds and, as applicable, of property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

(c) The Director of the Department is hereby authorized (i) to make or effect any election, selection, designation, choice, consent, approval, or waiver, on behalf of the Board, with respect to the Series 2017A Notes as the Board is permitted or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections provided for in Section 148(f)(4)(B) and (C) of the Code or available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of

the Series 2017A Notes or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments of penalties, or making payments of special amounts in lieu of making computations to determine, or paying, Rebate Amount (as defined in the Tax Compliance Certificate) as rebate, or obviating those amounts or payments, as determined by the Director of the Department, which action shall be in writing and signed by the Director of the Department, (ii) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the Board, as may be appropriate to assure the exclusion of interest from gross income and the intended tax status of the Series 2017A Notes, and (iii) to give one or more appropriate certificates of the Board, for inclusion in the transcript of proceedings for the Series 2017A Notes, setting forth the reasonable expectations of the Board regarding the amount and use of all the proceeds of the Series 2017A Notes, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the Series 2017A Notes.

(d) The Board may create, or may direct the State Treasurer to create, such accounts or subaccounts as it shall deem necessary or advisable in order to comply with the foregoing covenants and the Tax Compliance Certificate.

SECTION 304. Further Actions and Authorized Officers. For each series of the Series 2017A Notes, each Authorized Officer acting singly, is authorized and directed, to execute and deliver any and all documents and instruments, and each Authorized Officer and each other appropriate official of the Department are authorized and directed to do and cause to be done any and all acts and things, in each case necessary or proper for carrying out the transactions contemplated by the Resolution, this Tenth Supplemental Resolution, the Official Statement, the Note Purchase Agreement, the Disclosure Undertaking, any letter of representation to The Depository Trust Company, the Grant Agreement related to each series of the Series 2017A Notes, the Project identified in such Grant Agreements, any Note Insurance Policy and any agreement relating to any Note Insurance Policy.

(Remainder of this page left blank)

SECTION 305. **Effective Date.** This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED ON June 16, 2017.

Arizona Transportation Board

Chair

ATTEST:

John S. Halikowski
Director, Arizona Department of Transportation

(Signature Page to Tenth Supplemental Resolution)

EXHIBIT A
FORM OF SERIES 2017A NOTE

ARIZONA TRANSPORTATION BOARD

GRANT ANTICIPATION NOTE
SERIES 2017A

No. R -

Interest Rate

Maturity Date

Dated Date

CUSIP

_____, 2017

Registered Owner:

Principal Sum:

ARIZONA TRANSPORTATION BOARD (herein called the "Board"), acknowledges itself indebted to, and for value received, hereby promises to pay to the Registered Owner stated hereon or registered assigns (the "Registered Owner"), on the Maturity Date stated hereon, but solely from the Pledged Funds (identified below), upon presentation and surrender of this Note at the designated corporate trust office of _____ (such bank and any successors thereto being herein called the "Paying Agent"), the Principal Sum stated above in any coin or currency of the United States of America which at the time of payment is legal tender for the payment of public and private debts, and to pay, but solely from the Pledged Funds, on January 1 and July 1 (each an "Interest Payment Date") in each year commencing _____, until the Board's obligation with respect to the payment of such Principal Sum shall be discharged, to the Registered Owner hereof interest on such Principal Sum at the Interest Rate per annum stated above.

Interest shall be payable from the Pledged Funds on January 1 or July 1, as the case may be, next preceding the Date of Authentication (set forth below) to which interest has been paid or provided for, unless such Date of Authentication is a date to which interest has been paid or provided for, in which case from such date, or if such Date of Authentication is prior to the first Interest Payment Date, in which case from the Dated Date. Interest shall be paid by the Paying Agent on the Interest Payment Date to the Registered Owner hereof who shall appear as of the fifteenth day of the calendar month next preceding such Interest Payment Date on the registration books of the Board maintained by the Note Registrar. If the Registered Owner hereof shall be the Registered Owner of Notes in the aggregate principal amount of \$1,000,000 or more, principal and interest shall be paid by the Paying Agent by wire transfer to a bank account in the continental United States, at the expense of such Registered Owner, if the Registered Owner has requested payment in such manner at such wire address as shall have been furnished by the Registered Owner to the Note Registrar on or prior to the 15th day preceding the Interest Payment Date.

This Note is one of a duly authorized series of notes of the Board designated Grant Anticipation Notes, Series 2017A (herein called the “Series 2017A Notes”), in the aggregate principal amount of \$_____, issued under and in full compliance with the Constitution and Statutes of the State of Arizona, including, without limitation, Title 28, Chapter 12, Article 3 of the Arizona Revised Statutes, as amended (herein called the “Act”), and a resolution adopted by the Board on June 9, 2000, as supplemented and amended by the Second Supplemental Resolution adopted on April 18, 2003, authorizing the Series 2003A Notes, as supplemented by the Fourth Supplemental Resolution adopted on September 17, 2004, authorizing the Series 2004B Notes, as supplemented by the Fifth Supplemental Resolution adopted on November 16, 2007 authorizing the Series 2008A Notes, as supplemented by the Sixth Supplemental Resolution adopted on March 13, 2009, authorizing the Series 2009A Notes, as supplemented by the Seventh Supplemental Resolution adopted on December 17, 2010, authorizing the Series 2011A Notes, as supplemented by the Eighth Supplemental Resolution adopted on April 20, 2012, authorizing the Series 2012 Notes, as supplemented by the Ninth Supplemental Resolution adopted on March 18, 2016, authorizing the Series 2016 Notes and as further supplemented by the Tenth Supplemental Resolution adopted on _____, 2017, authorizing the Series 2017A Notes (collectively, with any subsequent amendment or supplement, the “Resolution”).

Capitalized terms not defined herein have the meaning set forth in the Resolution.

As provided in the Resolution, the Outstanding Series 2011A Notes, Series 2016 Notes and Series 2017A Notes, together with any Additional Notes that may subsequently be issued pursuant to the Resolution (herein collectively called the “Notes”), are special and limited obligations of the Board, and the payment of the principal, redemption price, and interest thereon are payable in accordance with their terms and the provisions of the Resolution from, and are secured solely by a pledge of, the Pledged Funds (being the amounts on deposit in the Grant Anticipation Note Fund and the Note Proceeds Account, both as defined in the Resolution). Pledged Funds include: (a) revenues received by the Arizona Department of Transportation from the Federal Highway Administration and deposited into the Grant Anticipation Note Fund, including Grant Revenues received under the Grant Agreements with the Federal Highway Administration related to highway projects therein defined, and (b) moneys transferred into the Grant Anticipation Note Fund from the State Highway Fund and the Regional Area Road Fund, as provided in the Resolution.

Reference is hereby made to the Act, the Resolution and any and all supplements thereto and modifications and amendments thereof for a description of: the pledge and covenants securing the Notes; the nature of such pledge; the rights of the Registered Owners of the Notes; the terms and conditions upon which the Series 2017A Notes are issued and Additional Notes may be issued on a parity therewith; the terms and provisions upon which this Note shall cease to be entitled to any pledge, benefit or security under the Resolution; and for other terms and provisions thereof, to all of which the Registered Owner assents, by acceptance hereof.

THE PRINCIPAL OF AND INTEREST ON THIS NOTE ARE PAYABLE FROM THE PLEDGED FUNDS AND NO REGISTERED OWNER HEREOF SHALL HAVE THE RIGHT TO COMPEL ANY EXERCISE OF ANY TAXING POWER OF THE STATE OF

ARIZONA TO PAY THIS NOTE OR THE INTEREST HEREON. THIS NOTE IS NOT A GENERAL OBLIGATION OF THE BOARD OR THE DEPARTMENT. THIS NOTE IS A LIMITED AND SPECIAL OBLIGATION OF THE BOARD AND IS PAYABLE IN ACCORDANCE WITH THE TERMS HEREOF AND SHALL NOT BE A GENERAL, SPECIAL OR ANY OTHER OBLIGATION OR ANY OTHER INDEBTEDNESS OF THE STATE OF ARIZONA. THIS NOTE SHALL NOT BE ENFORCEABLE AGAINST THE STATE OF ARIZONA NOR SHALL PAYMENT HEREOF BE ENFORCEABLE OUT OF THE MONEYS OF THE BOARD OR THE DEPARTMENT, OTHER THAN THE PLEDGED FUNDS. THIS NOTE IS NOT A DEBT OF THE STATE OF ARIZONA, THE BOARD OR THE DEPARTMENT WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY LIMITATION.

All covenants, agreements and obligations of the Board and under the Resolution may be discharged and satisfied at or prior to the maturity or redemption of this Note if moneys or certain specified Defeasance Obligations shall have been deposited in a separate trust to provide for payment thereof.

To the extent and in the manner permitted by the terms of the Resolution, certain provisions of the Resolution, or any resolution amendatory thereof or supplemental thereto, may be modified or amended by the Board, without the consent of or notice to the Registered Owners, and other amendments may be made with the consent of the Registered Owners of at least a majority in principal amount of the Notes Outstanding under the Resolution. No such modification or amendment shall permit a change in the terms of redemption or maturity of the principal of any Outstanding Note or of any installment of interest thereon or a reduction in the principal amount or redemption price thereof or in the rate of interest thereon without the consent of the Registered Owner of such Note, or shall reduce the percentages of Notes the consent of the Registered Owners of which is required to effect any such modification or amendment, or shall change or modify any of the rights or obligations of any Fiduciary (as defined in the Resolution) under the Resolution without its written assent thereto.

This Note is issuable only in the form of fully registered notes without coupons in the denomination of \$5,000 or any integral multiple of \$5,000, and, except as provided in the Resolution, in printed or typewritten form, registered in the name of CEDE & CO. as nominee of The Depository Trust Company ("DTC"), which shall be considered to be the Registered Owner for all purposes of the Resolution, including, without limitation, payment by the Board of the principal of, premium, if any, and interest on the Note, and receipt of notices and exercise of rights by Registered Owners. There shall be a single Note representing each maturity which shall be immobilized in the custody of DTC with the beneficial owners having no right to receive notes in the form of physical securities or certificates. Ownership of beneficial interests in the Notes shall be shown by book-entry-only system maintained and operated by DTC and its participants, and transfers of ownership of beneficial interests shall be made only by DTC and its participants and by book entry, and the Board and the Note Registrar shall have no responsibility therefor. DTC is expected to maintain records of the positions of participants in the Notes and the participants and persons acting through participants are expected to maintain records of the purchasers of beneficial interests in the Notes. The Notes as such shall not be transferable or exchangeable, except as provided in the Resolution.

The Board and each Fiduciary under the Resolution may deem and treat the Registered Owner as the absolute owner hereof for the purpose of receiving payment of, or on account of, the principal hereof and interest due hereon and for all other purposes.

[The Series 2017A Notes are not subject to redemption prior to the maturity thereof.]

[The Series 2017A Notes maturing on _____ 1, ____ are subject to redemption in whole or in part, at the option of the Board, on any date on and after _____ 1, _____, at a redemption price of par plus accrued interest to the redemption date.]

[If less than all Series 2017A Notes of like maturity are to be redeemed, the particular notes to be redeemed shall be selected at random in such manner as the Note Registrar in its discretion may deem fair and appropriate. The Series 2017A Notes are payable upon redemption at the designated trust office of the Paying Agent. Notice of redemption, setting forth the place of payment, shall be mailed by the Note Registrar, postage prepaid, not less than 30 days prior to the redemption date, to the Registered Owners of any Series 2017A Notes or portions of Notes which are to be redeemed, at their last addresses, if any, appearing upon the registration books of the Board, all in the manner and upon the terms and conditions set forth in the Resolution. If notice of redemption shall have been mailed as aforesaid, the Series 2017A Notes or portions thereof specified in said notice shall become due and payable on the redemption date therein fixed, and if, on the redemption date, moneys for the redemption of all the Series 2017A Notes and portions thereof to be redeemed, together with interest to the redemption date, shall be available for such payment on said date, then from and after the redemption date interest on such Notes or portions thereof so called for redemption shall cease to accrue and be payable. Any failure to mail or any defect in the notice to the Registered Owner of any Notes which are to be redeemed shall not affect the validity of the proceedings for the redemption of any other Notes for which notice is properly given. Any notice of redemption which is mailed in the manner provided above shall be conclusively presumed to have been given whether or not the Registered Owner hereof receives the notice.]

It is hereby certified and recited that all conditions, acts and things required by law and the Resolution to exist, to have happened and to have been performed precedent to and in the issuance of this Note, exist, have happened and have been performed and that the series of Notes of which this is one, complies in all respects with the applicable laws of the State of Arizona, including, particularly, the Act.

This Note shall not be entitled to any benefit under the Resolution or be valid or become obligatory for any purpose until this Note shall have been authenticated by the execution by the Note Registrar of the Note Registrar's Certificate of Authentication hereon.

IN WITNESS WHEREOF, THE ARIZONA TRANSPORTATION BOARD has caused this Note to be executed in its name and on its behalf by the facsimile signature of its Chair, and its seal to be impressed, imprinted, engraved or otherwise reproduced hereon, and attested by the facsimile signature of the Director of the Arizona Department of Transportation, all as of the Dated Date hereof.

ARIZONA TRANSPORTATION BOARD

By: (Facsimile)
Chair

Attest:

(Facsimile)
Director of the State of Arizona
Department of Transportation

(Seal)

NOTE REGISTRAR'S CERTIFICATE OF AUTHENTICATION

This Note is one of the Notes delivered pursuant to the within mentioned Resolution.

_____,
as Note Registrar

By _____
Authorized Officer

Date of Authentication:

[INSERT INSURANCE LEGEND, IF ANY]

The following abbreviations, when used in the inscription on the face of the within Note, shall be construed as though they were written out in full according to applicable laws or regulations:

TEN COM - as tenants in common

TEN ENT - as tenants by the entireties

JT TEN - as joint tenants with right of survivorship and not as tenants in common

UNIF GIFT/TRANS MIN ACT - _____ Custodian for
(Cust.)

_____ under Uniform Gifts/Transfers to Minors Act of
(Minor)

_____.
(State)

UNLESS THIS NOTE IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION ("DTC"), TO THE NOTE REGISTRAR FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY NOTE ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned _____
(the "Transferor"), hereby sells, assigns and transfers unto _____ (the
"Transferee"), whose address is _____ and whose
social security number (or other federal tax identification number) is _____

PLEASE INSERT SOCIAL SECURITY OR OTHER
IDENTIFYING NUMBER OF TRANSFEREE

the within Note and all rights thereunder, and hereby irrevocably constitutes and appoints
_____ as attorney to register the transfer of the
within Note on the books kept for registration of transfer thereof, with full power of substitution
in the premises.

Date: _____
Signature Guaranteed by: _____

NOTICE: No transfer will be registered and
no new Note will be issued in the name of
the Transferee, unless the signature(s) to this
assignment correspond(s) with the name as
it appears upon the face of the within Note
in every particular, without alteration or
enlargement or any change whatever and
name, address and the Social Security
Number or federal employee identification
number of the transferee is supplied.

NOTICE: Signature(s) must be guaranteed
by a signature guarantor institution that is a
participant in a signator guarantor program
recognized by the Note Registrar.

PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

*ITEM:10a Recommended Economic Strength Projects (ESP) – Round 1 FY 2017
Discussion and Possible Action

Page 165

ESP SelectionRecommended Award

| | |
|------------------------|------------|
| a. City of Casa Grande | \$ 475,000 |
| b. City of Show Low | \$ 293,987 |
| c. Town of Camp Verde | \$ 231,013 |

Project Modifications – *Items 10b through 10q

*ITEM: 10b

ROUTE NO: I-8 @ MP 158.5

Page 169

COUNTY: Pinal

DISTRICT: Southcentral

SCHEDULE: New Project Request

SECTION: Stanfield - Bianco WB

TYPE OF WORK: Design Pavement Preservation

PROGRAM AMOUNT: New Project Request

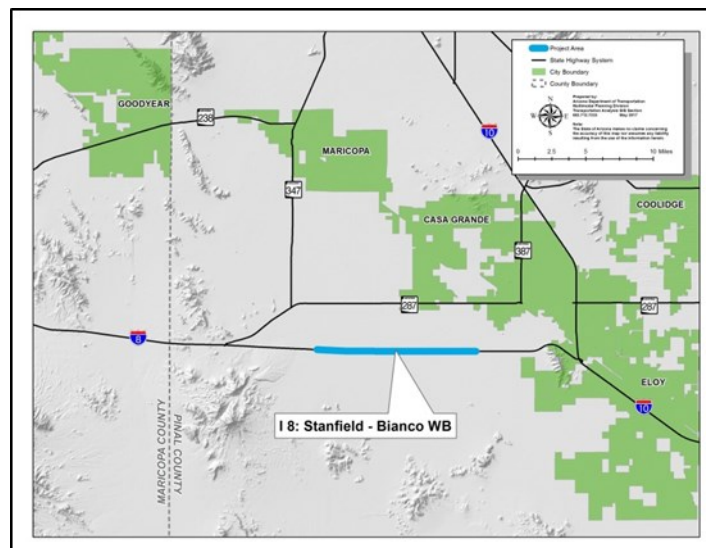
PROJECT MANAGER: Kevin Robertson

PROJECT: F003501D, ADOT TIP 8150

REQUESTED ACTION: The design project was established for \$108,000 in the Highway Construction Program. **Scope of the project was changed. Change the Project Name to “Stanfield – Bianco.”**

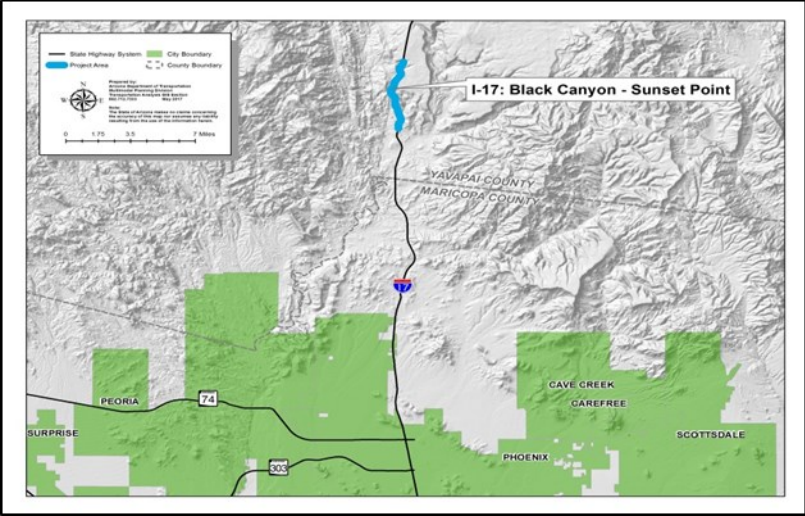
NEW PROGRAM AMOUNT:

\$ 108,000



Page 171

\$ 0



*ITEM: 10d

ROUTE NO: I-17 @ MP 244.0

Page 173

COUNTY: Yavapai

DISTRICT: Northwest

SCHEDULE: FY 2017

SECTION: New River TI - Jct SR 69

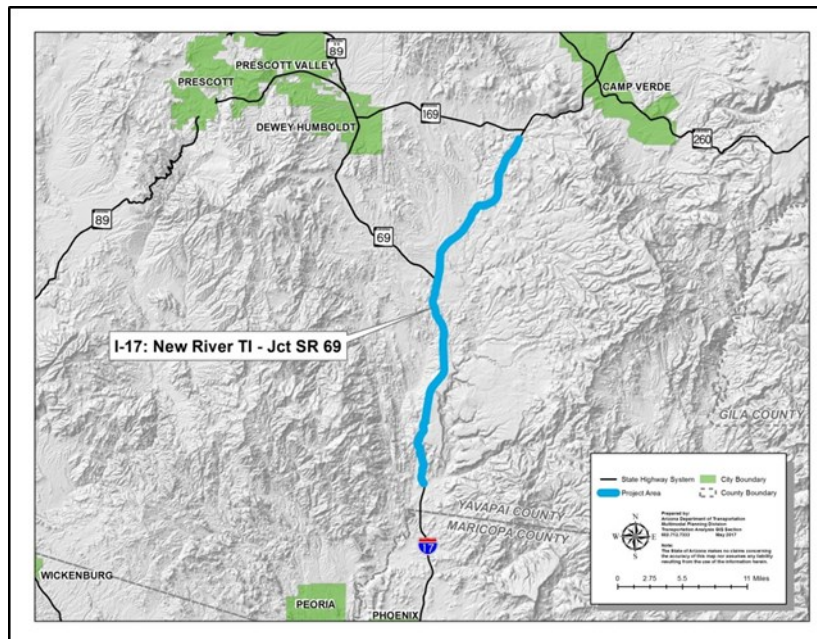
TYPE OF WORK: Major Scoping

PROGRAM AMOUNT: \$ 2,229,000

PROJECT MANAGER: Victor Yang

PROJECT: H680001L, ADOT TIP 9145

REQUESTED ACTION: Increase the scoping by \$2,500,000 to \$4,729,000 in the Highway Construction Program. **Funds are available from the FY 2017 Non-Federal Statewide Contingency Fund #79917.** Change the Project Name to “Anthem Way TI – Cordes Junction.”

NEW PROGRAM AMOUNT:**\$ 4,729,000**

*ITEM: 10e

ROUTE NO: SR 303L @ MP 105.0

Page 175

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: MC 85 - Van Buren St

TYPE OF WORK: Management Consultant RTPFP Project Management

PROGRAM AMOUNT: \$ 6,066,000

PROJECT MANAGER: Tricia Brown

PROJECT: H687001L, Item #40319, ADOT TIP 7804

REQUESTED ACTION: Increase preliminary engineering project by \$744,000 to \$6,810,000 in the Highway Construction Program. **Funding sources are listed below.** Identified in the MAG TIP as DOT 17-727. Approved at the MAG Regional Council on January 25, 2017.

FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217

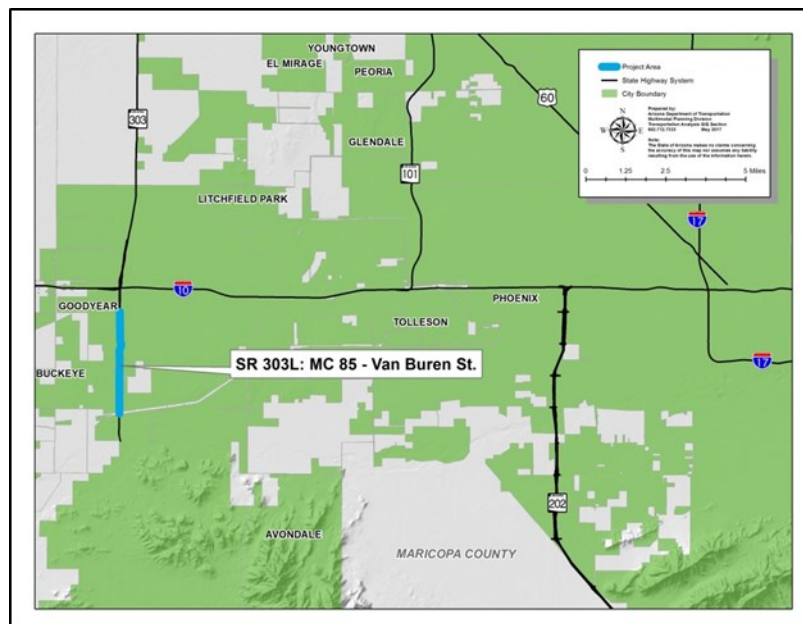
\$ 504,000

FY 2017 MAG Tentative Program Cashflow #49917

\$ 240,000

NEW PROGRAM AMOUNT:

\$ 6,810,000



*ITEM: 10f

ROUTE NO: SR 30 @ MP 0.0

Page 178

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: SR 303L to SR 202L

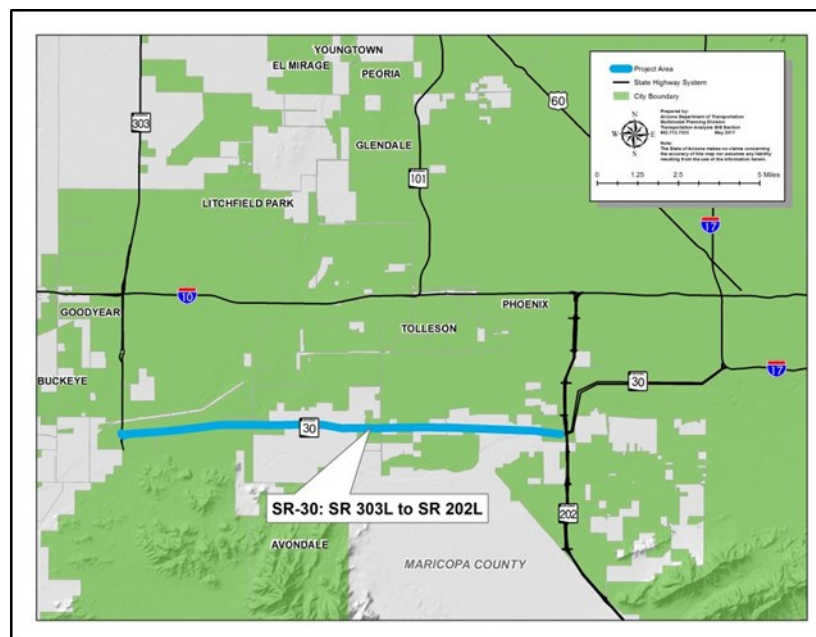
TYPE OF WORK: Management Consultant RTPRP Program Management

PROGRAM AMOUNT: \$ 18,500,000

PROJECT MANAGER: Velvet Mathew

PROJECT: H687601L, ADOT TIP 5775

REQUESTED ACTION: Increase the Preliminary Engineering by \$89,000 to \$18,589,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Funding source is identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:**\$ 18,589,000**

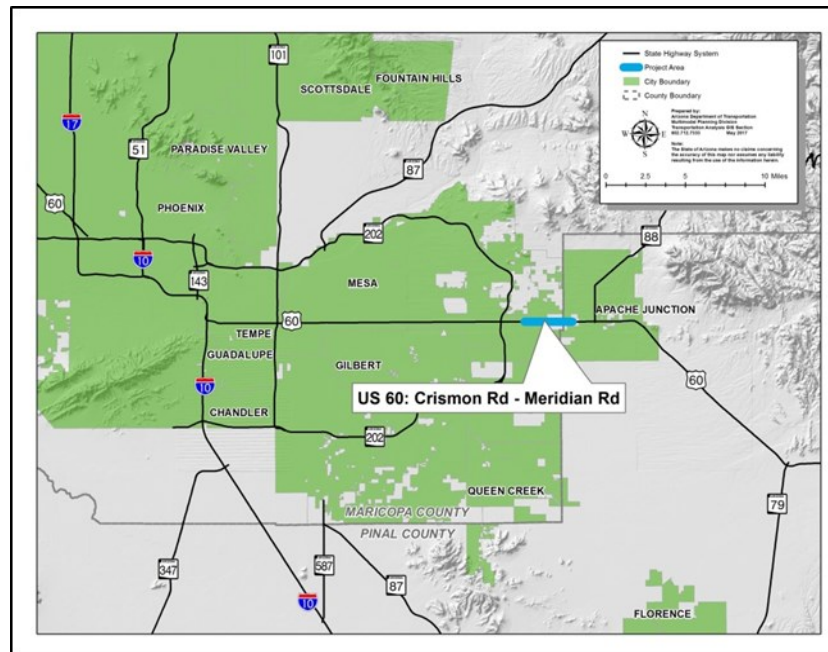
*ITEM: 10g

Page 180

ROUTE NO: US 60 @ MP 192.0
 COUNTY: Maricopa
 DISTRICT: Central
 SCHEDULE: FY 2017
 SECTION: Crismon Rd - Meridian Rd
 TYPE OF WORK: Management Consultant RTPRP Program Management
 PROGRAM AMOUNT: \$ 1,832,000
 PROJECT MANAGER: Velvet Mathew
 PROJECT: H866501L, Item #40216, ADOT TIP 3344
 REQUESTED ACTION: Increase the preliminary engineering by \$89,000 to \$1,921,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Funding source is identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 1,921,000



*ITEM 10h:

ROUTE NO: SR 101L @ MP 55.0

Page 182

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: Baseline Rd - SR 202L (Santan)

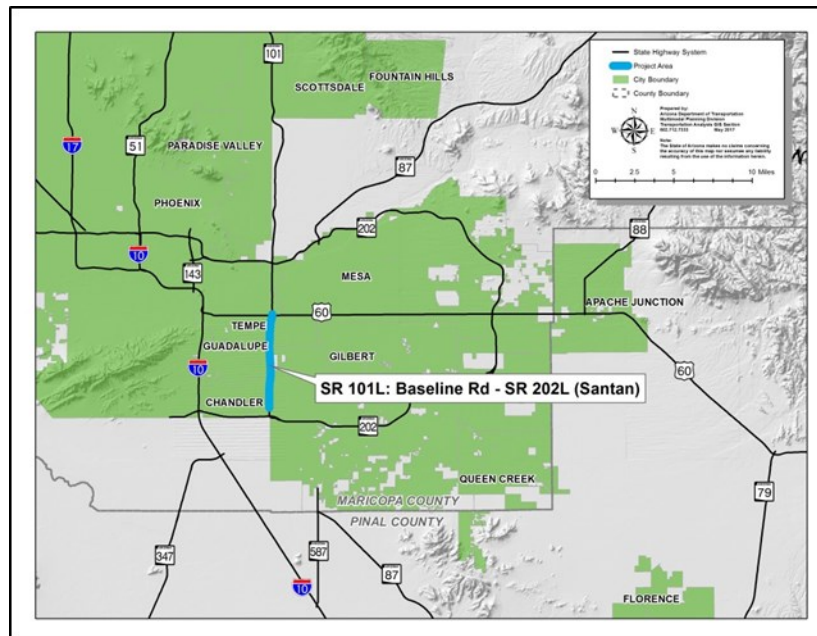
TYPE OF WORK: Management Consultant RTPRP Program Management

PROGRAM AMOUNT: \$ 1,892,000

PROJECT MANAGER: Velvet Mathew

PROJECT: H687301L, ADOT TIP 7795

REQUESTED ACTION: Increase the preliminary engineering by \$89,000 to \$1,981,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Funding source is identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:**\$ 1,981,000**

*ITEM 10i:

ROUTE NO: I-10 @ MP 153.0

Page 184

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: I-10 Near Term Improvements (SR 143 - SR 202L Santan)

TYPE OF WORK: Management Consultant RTPRP Program Management

PROGRAM AMOUNT: \$ 2,561,000

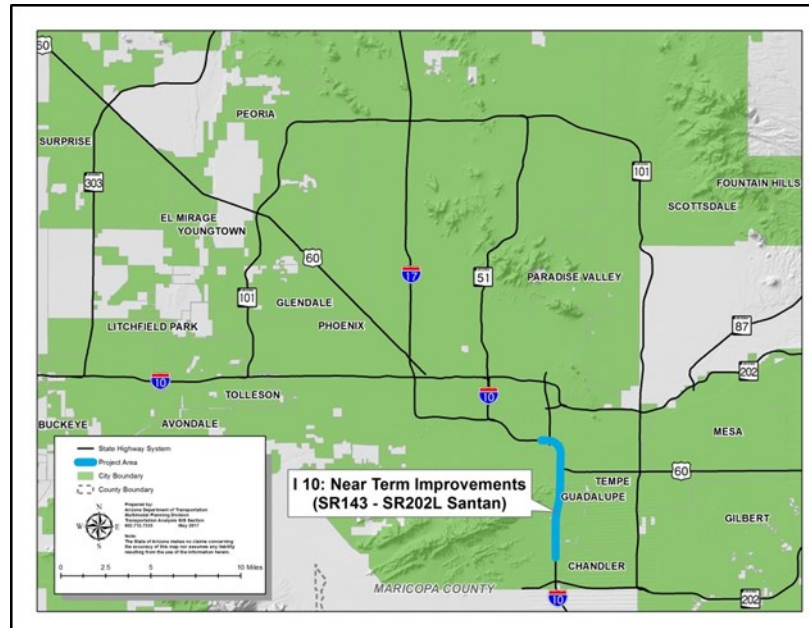
PROJECT MANAGER: Velvet Mathew

PROJECT: H876801L, ADOT TIP 7664

REQUESTED ACTION: Increase the preliminary engineering by \$89,000 to \$2,650,000 in the Highway Construction Program. **Funds are available from the FY 2017 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42217.** Funding source is identified in the MAG TIP as DOT 17-412.

NEW PROGRAM AMOUNT:

\$ 2,650,000



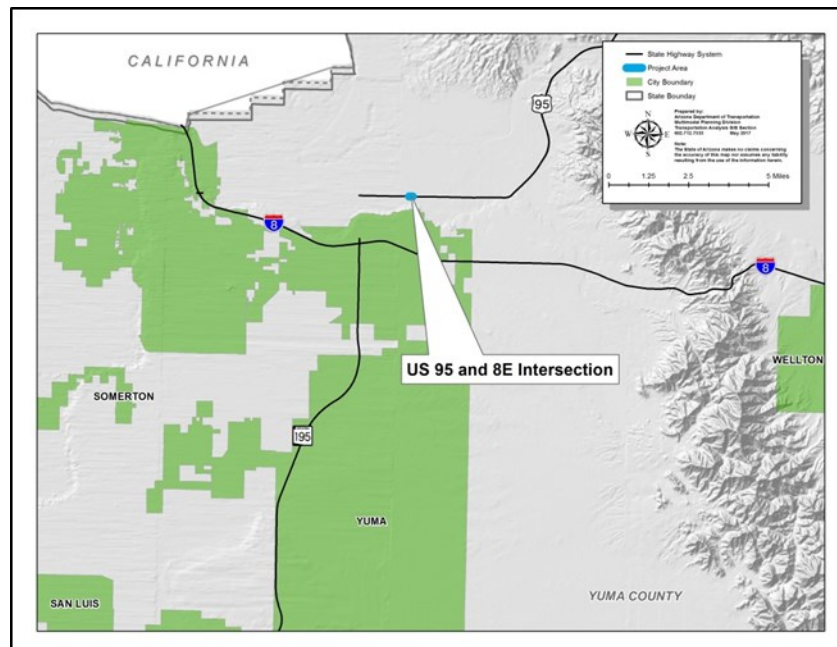
*ITEM. 10j:

ROUTE NO: US 95 @ MP 30.9
 COUNTY: Yuma
 DISTRICT: Southwest
 SCHEDULE: FY 2017
 SECTION: US 95 and 8E Intersection
 TYPE OF WORK: Intersection Improvements
 PROGRAM AMOUNT: \$ 1,100,000
 PROJECT MANAGER: Myrna Bondoc
 PROJECT: H8388H1D, Item #17016, ADOT TIP 3597
 REQUESTED ACTION: Increase the utility project by \$31,000 to
 \$1,131,000 in the Highway Construction Pro-
 gram. **Funds are available from the FY 2017
 Utility Location Services and Relocation Fund
 #70817.**

Page 186

NEW PROGRAM AMOUNT:

\$ 1,131,000



*ITEM 10k:

ROUTE NO: I-40 @ MP 66.0

COUNTY: Mohave

DISTRICT: Northwest

SCHEDULE: FY 2017

SECTION: Blake Ranch RD TI

TYPE OF WORK: Construct TI Improvements

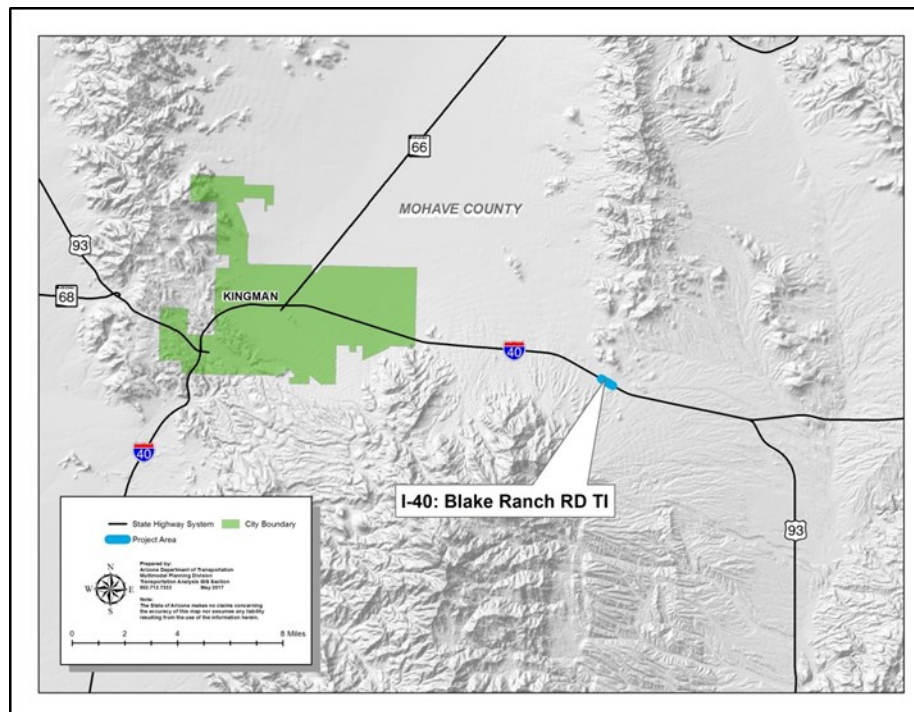
ADVERTISEMENT DATE: 6/29/2017

PROGRAM AMOUNT: \$ 1,530,000

PROJECT MANAGER: Thomas O'Reilly

PROJECT: H751301C, ADOT TIP 5322

REQUESTED ACTION: Increase the construction by \$238,000 to \$1,768,000 in the Highway Construction Program.
Funds are available from the FY 2017 Statewide Contingency Fund #72317.

NEW PROGRAM AMOUNT:**\$ 1,768,000**

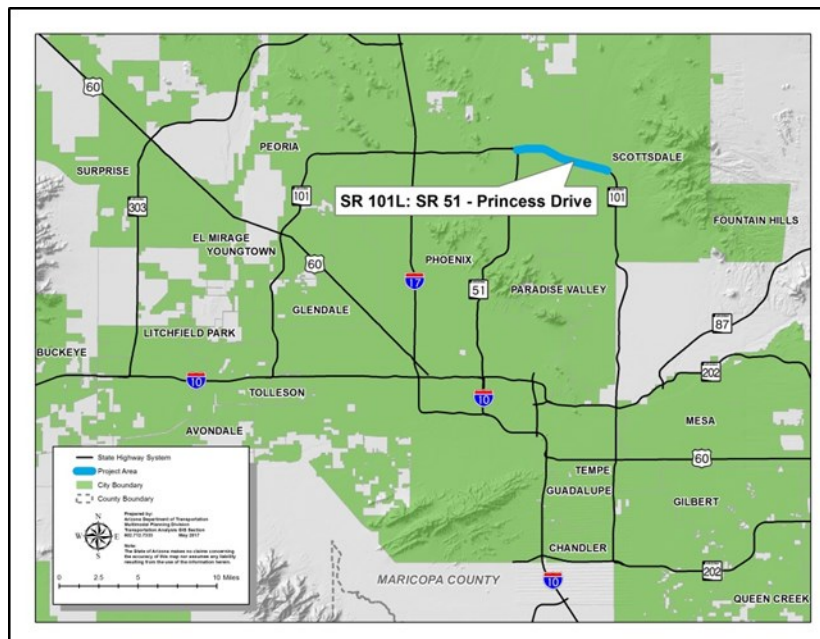
*ITEM 10I:

ROUTE NO: SR 101L (Pima) @ MP 30.0
 COUNTY: Maricopa
 DISTRICT: Central
 SCHEDULE: FY 2017
 SECTION: SR 51 - Princess Drive
 TYPE OF WORK: Design General Purpose Lane
 PROGRAM AMOUNT: \$ 4,200,000
 PROJECT MANAGER: Rashidul Haque
 PROJECT: F012201D, ADOT TIP 5725
 REQUESTED ACTION: Delete the design for \$4,200,000 from the Highway Construction Program. **Transfer funds to the FY 2017 Statewide Contingency Fund #72317.**
 Contingent upon MAG Regional Council approval anticipated on June 28, 2017.

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NEW PROGRAM AMOUNT:

\$ 0



*ITEM 10m:

ROUTE NO: SR 101L (Pima) @ MP 23.0

Page 192

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: I-17 - SR 51 (Piestewa)

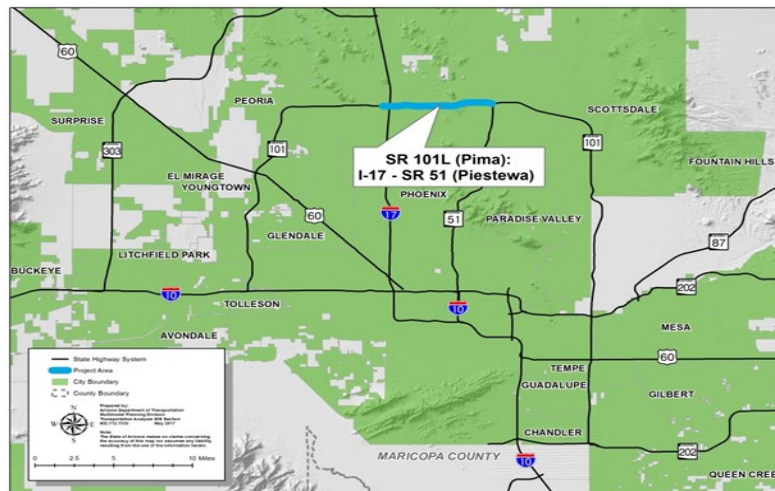
TYPE OF WORK: Design General Purpose Lanes (GPL)

PROGRAM AMOUNT: \$ 8,505,000

PROJECT MANAGER: Adam McGuire

PROJECT: F012101D, ADOT TIP 8895

REQUESTED ACTION: Increase the design by \$4,200,000 to \$12,705,000 in the Highway Construction Program. **FY 2017 MAG Tentative Program Cashflow #49917.**
Change the Project Name to "I-17 - Pima Rd."
 Contingent upon MAG Regional Council approval anticipated on June 28, 2017.

NEW PROGRAM AMOUNT:**\$ 12,705,000**

*ITEM 10n:

ROUTE NO: I-8 @ MP 37.0

Page 194

COUNTY: Yuma

DISTRICT: Southeast

SCHEDULE: FY 2017

SECTION: Avenue 36E - MP 46

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: \$ 320,000

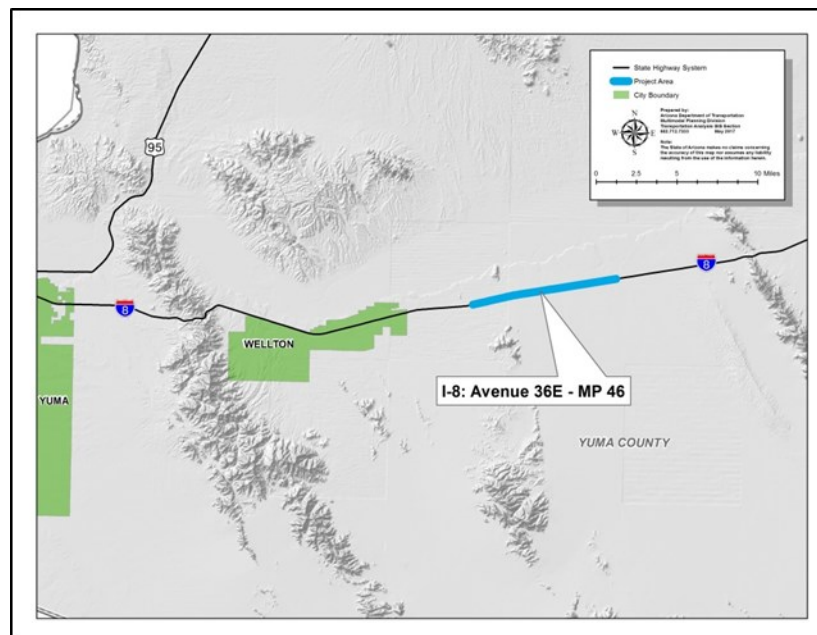
PROJECT MANAGER: Adam McGuire

PROJECT: F009201D, ADOT TIP 7874

REQUESTED ACTION: Defer the design from FY 2017 to FY 2018 in the Highway Construction Program. **Transfer the funds in the amount of \$320,000 to the FY 2017 Statewide Contingency Fund #72317.** Project will be re-programmed in FY 2018.

NEW PROGRAM AMOUNT:

\$ 0



*ITEM 10o:

ROUTE NO: I-10 @ MP 144.0

Page 195

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: Deck Park Tunnel Lighting Upgrade

TYPE OF WORK: Design Upgrade Lighting

PROGRAM AMOUNT: \$ 1,000,000

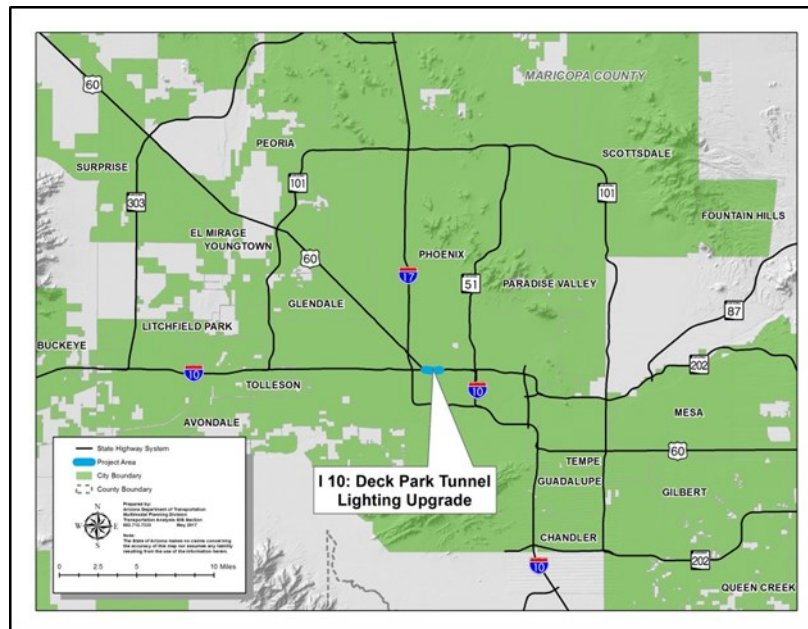
PROJECT MANAGER: Rimpal Shah

PROJECT: F000901D, ADOT TIP 6691

REQUESTED ACTION: Delete the design for \$1,000,000 from the Highway Construction Program. **Transfer funds to the FY 2017 Statewide Contingency Fund #72317.**
 Approved at the MAG Regional Council Meeting on May 24, 2017.

NEW PROGRAM AMOUNT:

\$ 0



*ITEM 10p:

COUNTY: Maricopa
 DISTRICT: Central
 SCHEDULE: New Project Request
 SECTION: MAG Regionwide Freeways
 TYPE OF WORK: LED Lighting Upgrade
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Stephanie Brown
 PROJECT: F014701D, ADOT TIP 9171
 REQUESTED ACTION: Establish the Design for \$1,000,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Contingency Fund #72317.** Approved at the MAG Regional Council Meeting on May 24, 2017.

Page 196

NEW PROGRAM AMOUNT:

\$ 1,000,000

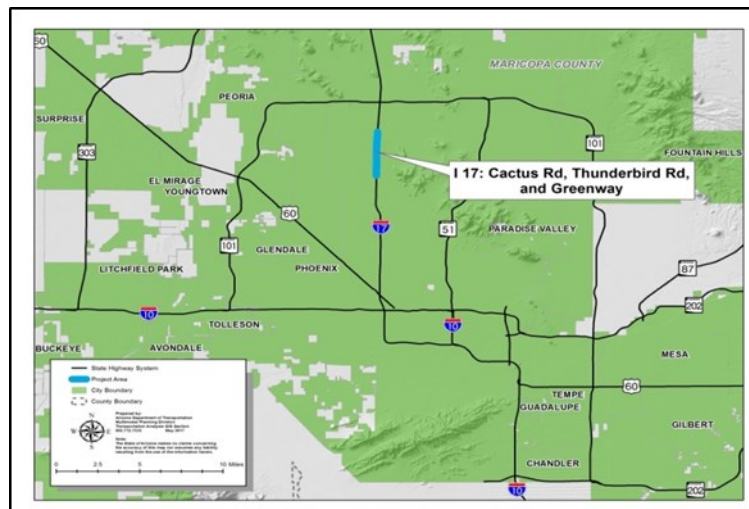
*ITEM 10q:

ROUTE NO: I-17 @ MP 209.9
 COUNTY: Maricopa
 DISTRICT: Central
 SCHEDULE: FY 2017
 SECTION: Cactus Rd, Thunderbird Rd and Greenway Rd
 TYPE OF WORK: Construct Pump Station Rehabilitation
 PROGRAM AMOUNT: \$ 2,540,000
 PROJECT MANAGER: Josiah Roberts
 PROJECT: H880501C, ADOT 3564
 REQUESTED ACTION: Delete the construction project for \$2,540,000 from the Highway Construction Program. **Transfer funds to the FY 2017 Statewide Contingency Fund #72317.** Contingent upon MAG Regional Council approval anticipated on June 28, 2017.

Page 198

NEW PROGRAM AMOUNT:

\$ 0



New Projects – *Items 10r through 10z

*ITEM 10r:

ROUTE NO: US 60 @ MP 184.0

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: New Project Request

SECTION: US 60 at Val Vista Drive

TYPE OF WORK: Pump Station Rehabilitation

ADVERTISEMENT DATE: 6/30/2017

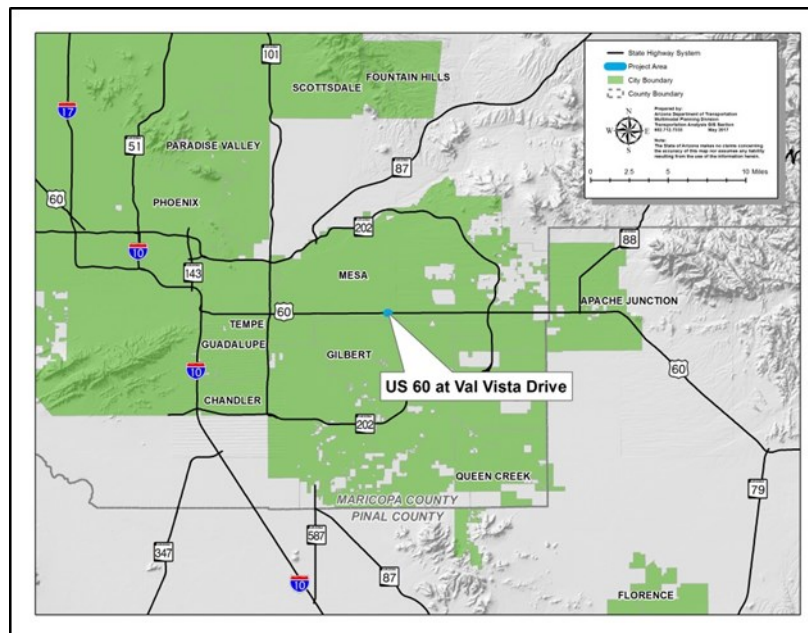
PROGRAM AMOUNT: New Project

PROJECT MANAGER: Josiah Roberts

PROJECT: F014801C, ADOT TIP 9186

REQUESTED ACTION: Establish the construction for \$2,540,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Contingency Fund #72317.** Contingent upon MAG Regional Council approval anticipated on June 28, 2017.

Page 200

NEW PROGRAM AMOUNT:**\$ 2,540,000**

*ITEM 10s: COUNTY: Statewide Page 202
DISTRICT: Southcentral
SCHEDULE: New Project Request
SECTION: Horizontal Curve Warning Signs, Southern AZ, 2018
TYPE OF WORK: Install Signs
PROGRAM AMOUNT: New Project
PROJECT MANAGER: David Wostenberg
PROJECT: F014201D, ADOT TIP 9144
REQUESTED ACTION: Establish a design project for \$318,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Contingency Fund #72317.**
NEW PROGRAM AMOUNT: \$ 318,000

*ITEM 10t: COUNTY: Statewide Page 204
DISTRICT: Central
SCHEDULE: New Project Request
SECTION: Horizontal Curve Warning Signs, Central AZ, 2018
TYPE OF WORK: Install Signs
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Vivian Li
PROJECT: F014301D, ADOT TIP 9143
REQUESTED ACTION: Establish a design project for \$233,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Contingency Fund #72317.**
NEW PROGRAM AMOUNT: \$ 233,000

*ITEM 10u: COUNTY: Yavapai Page 206
DISTRICT: Northcentral
SCHEDULE: New Project Request
SECTION: Traffic and Criminal Software (TraCS), Camp Verde Police Department (PD)
TYPE OF WORK: TraCS for Electronic Crash Data Transmission
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Pradeep Tiwari
PROJECT: M521101X, ADOT TIP 9175
JPA: 16-06241-I with Town of Camp Verde Police Department
REQUESTED ACTION: Establish the project for \$25,000 in the Highway Construction Program. **Funding sources are listed below.**
FY 2017 Statewide Contingency Fund #72317 \$ 23,000
FY 2017 Modernization Projects Fund #70117 \$ 2,000
NEW PROGRAM AMOUNT: \$ 25,000

*ITEM 10v:

ROUTE NO: US 89 @ MP 526.0

Page 208

COUNTY: Coconino

DISTRICT: Northcentral

SCHEDULE: New Project Request

SECTION: Bitter Springs - MP 527

TYPE OF WORK: Reconstruct Pavement and Drainage Repair

ADVERTISEMENT DATE: 6/21/2017

PROGRAM AMOUNT: New Project

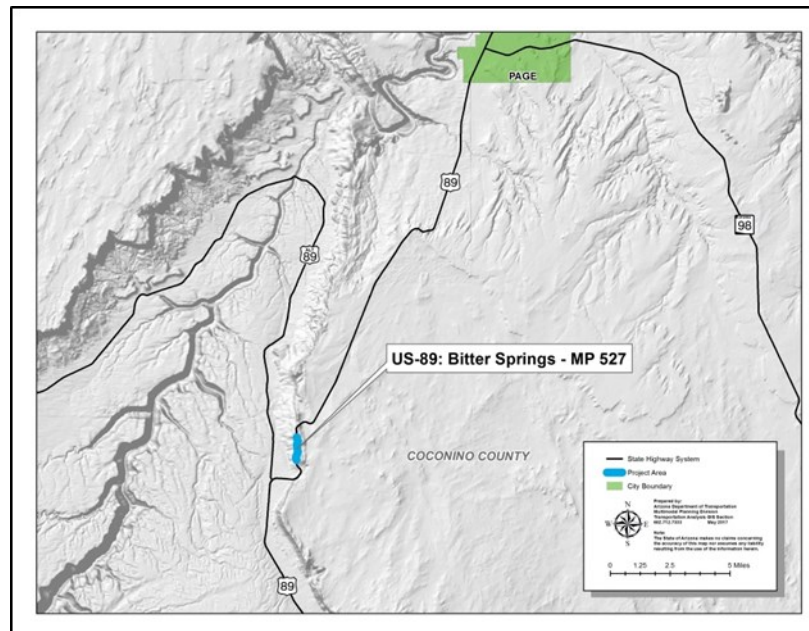
PROJECT MANAGER: Michael Andazola

PROJECT: F010501C, ADOT TIP 9141

REQUESTED ACTION: Establish the emergency project for \$565,000 in the Highway Construction Program. **Funds are available from the FY 2017 Emergency Project Fund.**

NEW PROGRAM AMOUNT:

\$ 565,000



*ITEM 10w:

ROUTE NO: SR 261 @ MP 395.0

Page 209

COUNTY: Apache

DISTRICT: Northeast

SCHEDULE: New Project Request

SECTION: Eagar - Crescent Lake

TYPE OF WORK: Pavement Rehabilitation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Rashidul Haque

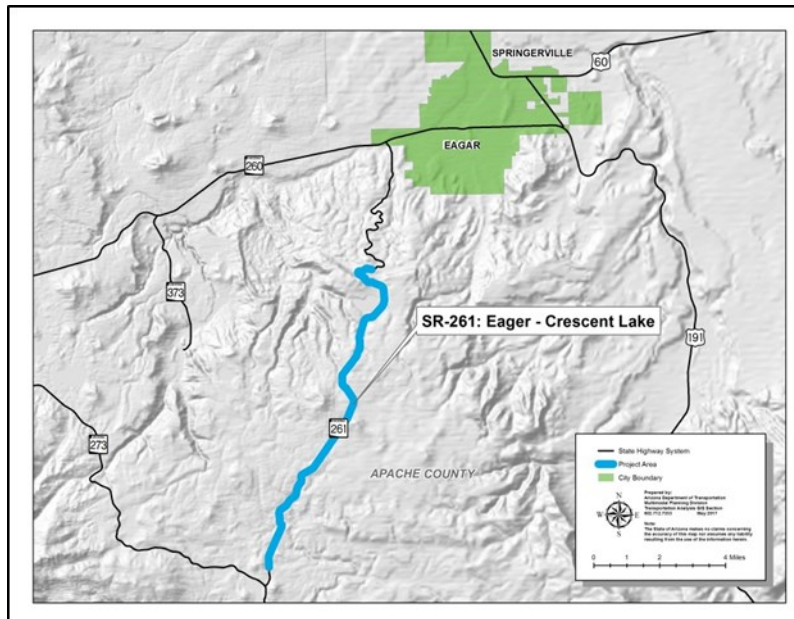
PROJECT: F009901L, ADOT TIP 9179

JPA: 16-06189 with Central Federal Lands Highway Division

REQUESTED ACTION: Establish the project for \$5,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Engineering Development Fund #70717.**

NEW PROGRAM AMOUNT:

\$ 5,000



*ITEM 10x: COUNTY: Statewide Page 211
 DISTRICT: Statewide
 SCHEDULE: New Project Request
 SECTION: Statewide Historic Bridge Inventory, 2017
 TYPE OF WORK: Update Existing Bridge Inventory
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Ruth Greenspan
 PROJECT: M693801X, ADOT TIP 9191
 REQUESTED ACTION: Establish the project for \$98,000 in the Highway Construction Program. **Funds are available from the FY 2017 Statewide Contingency Fund #72317.**
NEW PROGRAM AMOUNT: \$ 98,000

*ITEM 10y: ROUTE NO: I-17 @ 200.5 Page 213
 COUNTY: Maricopa
 DISTRICT: Central
 SCHEDULE: New Project Request
 SECTION: I-10 – SR 101L
 TYPE OF WORK: ITS System Integration Services
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Matt Bondy
 PROJECT: F013301X, ADOT TIP 8885
 REQUESTED ACTION: Establish the project for \$300,000 in the Highway Construction Program. **Funds are available from the FY 2017 Non Federal RARF Contingency Fund #49917.** Contingent upon MAG Regional Council approval anticipated on June 28, 2017.
NEW PROGRAM AMOUNT: \$ 300,000

*ITEM 10z:

ROUTE NO: I-17 @ 200.5

Page 215

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: New Project Request

SECTION: I-10 – SR 101L

TYPE OF WORK: Wrong Way Detection Deployment

ADVERTISEMENT DATE: June 29, 2017

PROGRAM AMOUNT: New Project

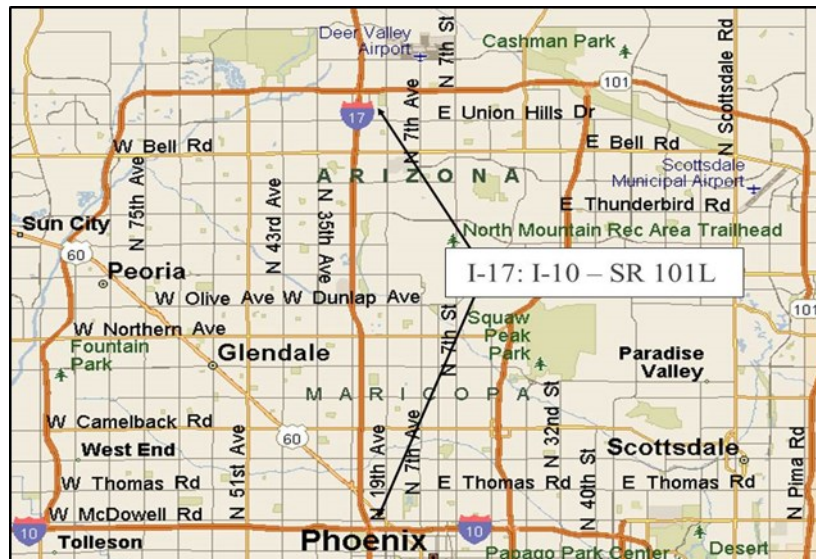
PROJECT MANAGER: Matt Bondy

PROJECT: F013301C, ADOT TIP 8885

REQUESTED ACTION: Establish the construction for \$3,700,000 in the Highway Construction Program. **Funds are available from the FY 2017 Non Federal RARF Contingency Fund #49917.** Contingent upon MAG Regional Council approval anticipated on June 28, 2017.

NEW PROGRAM AMOUNT:

\$ 3,700,000





Economic Strengths Program Fiscal Year 2017 Summary

- The Economic Strengths Program (ESP) is a competitive grant program designed to enhance the economic strength and competitiveness of Arizona's rural communities by providing funding for highway projects that foster job growth.
- The grant is administered jointly between the Arizona Commerce Authority (ACA) and the Arizona Department of Transportation (ADOT).
- The ESP reimburses specified costs of qualifying rural road and/or highway projects that are projected to accomplish one or more of the following:
 - Retain a significant number of jobs,
 - Create a significant number of new jobs,
 - Foster significant private capital investment, otherwise make a significant contribution to the regional economy, particularly in base industries.
- The total available funds are \$1 million annually, with a \$500,000 cap per grant with a 10% match requirement
- Pursuant to A.R.S. §41-1505, recommendations on ESP awards are made by the ACA's Rural Business Development Advisory Council (RBDAC) and reviewed by the ACA Board (no Board action is required).
- The CEO of ACA then transmits the recommendation to ADOT for ADOT Transportation Board Approval and subsequent administration

Memo

To: Lynn Sugiyama, ADOT MPD-Transportation Programming
From: Sandra Watson, ACA President/CEO
CC: Keith Watkins, ACA SVP Economic/Rural Development
 Teri Orman, ACA Grants/Procurement Manager
Date: 5/1/2017
Re: FY17 Economic Strengths Project (ESP) Grant Submittal

Dear Mr. Sugiyama:

Below is a summary of the evaluation process of the proposals submitted for the Fiscal Year 2017 Economic Strengths Project (ESP) Grant. Per A.R.S. § 41-1505(E), the Rural Business Development Advisory Committee (RBDAC) of the Arizona Commerce Authority (ACA) conducted the evaluations and is hereby submitting the priority list to you in for your presentation to the state transportation board.

Overview of the Evaluation Process

1. Seven (7) proposals were received on or before the due date: March 15, 2017.
2. ACA internally reviewed each of the submitted proposals to determine the eligibility of the Applicant, Project, Fund Matching and Costs per RFP §§ 1.3., 1.4., 1.5. and 1.6.
3. The following is a list of projected outcomes for 36-months after project completion of:

| Projected Outcomes of All ESP Grant Applicants (36-months after project completion) | | | | | | | |
|----------------------------------------------------------------------------------------|---------------------|------------------|--------------------|-------------------------|--------------|---------------------------|--------------|
| Outcome | City of Casa Grande | City of Show Low | Town of Camp Verde | Town of Prescott Valley | Chino Valley | Chinle Chapter Government | City of Eloy |
| Total New Jobs | 1,663 | 95 | 16 | 10+ | 50 | 96 | 1,400 |
| Average Salary | \$19/hr | \$13-30/hr | \$40,000 | \$40,000 | \$18.77/hr | \$10/hr | \$40,000 |
| Capital Investment | \$13.6M | \$50M | \$4.5M | \$13.6M | \$41.4M | \$4.5M | \$13.6M |

4. Eligible applications were presented to the Evaluation Committee for review and scoring based on the evaluation criteria in RFP § 3.2. The Evaluation Committee included four (4) members from the RBDAC and one (1) ACA representative.

Review of Evaluation Criteria [RFP § 3.2.]

Proposals were scored by the Evaluation Committee based on the criteria described below:

- **[14.5% total]** The overall projected cost and amount of expenditures required for the project;
- **[19.0% total]** The number quality jobs that the project will cause to be retained or created;
- **[19.0% total]** The nature and amount of capital investment or other contribution to the economy of the State as a result of the Project;
- **[9.5% total]** Demonstrated local support including the amount and percentage of funding for the project that will come from sources other than the program;
- **[9.5% total]** The magnitude of the project and its relative value to the State as compared to other proposed projects
- **[19.0% total]** The extent to which the project would contribute to achieving an equitable distribution of monies and projects among the various regions of the State and throughout the State as a whole; and
- **[9.5% total]** The schedule for completion of the project.

Results

The results of the Evaluation Committee's review identified three (3) Applicants with the highest scores based on the evaluation criteria described above. See the table provided below for a summary of funding amounts:

| Evaluation Results for ESP Grant Awards | | | |
|-----------------------------------------|------------------|-------------------------|--------------------------|
| <i>Applicant</i> | <i>Eval Rank</i> | <i>Amount Requested</i> | <i>Recommended Award</i> |
| City of Casa Grande | 1 | \$475,000 | \$475,000 |
| City of Show Low | 2 | \$302,858 | \$293,987* |
| Town of Camp Verde | 3 | \$250,000 | \$231,013** |
| <i>Total Amount of ESP Awards</i> | | | \$1,000,000 |
| <i>Unallocated funds for ESP Grant</i> | | | - |

*To correct matching contribution of reimbursement-eligible project costs to 10%

**Remaining funding



Project Summaries: ESP Grant

Project summaries of the projects funded by the ESP Grant awards, including projected economic outcomes for 36-months after project completion, are provided in the table below:

| Project Summaries: ESP Grant Awards (36-months after project completion) | | | |
|-----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Details | City of Casa Grande | City of Show Low | Town of Camp Verde |
| Project name | Selma Highway Off-Site Improvements | SR260 Signalized Intersection Project | Homestead Parkway Extension |
| Brief project description | Roadway improvements for Selma Highway; new electric automobile manufacturing plant will utilize for access points. | Develop signalized intersection at NE corner of new Outpatient Services Campus expansion | Roadway extension; increase from Bronze to Gold Certified Site; easy access to transportation corridors |
| Number of estimated net new jobs | 1,663 | 95 | 16 |
| Average salary | \$19/hr | \$13-30/hr | \$40,000 |
| % of employee-provided healthcare costs | 80% | 25% | 49% |
| Capital investment | \$13.6M | \$50M | \$4.5M |
| Total project cost | \$1,503,995 | \$402,858 | \$521,795 |
| Grant amount awarded | \$475,000 | \$293,987 | \$231,013 |
| Amount of cash match | \$1,028,995 | \$108,871 | \$257,782 |
| Amount of ineligible project costs | \$0 | \$76,206 | \$33,000 |
| Match % of eligible project costs | 68% | 10% | 53% |

Projected Outcomes: All ESP Grant Awards

Projected project outcomes for 36-months after project completion of all ESP Grant awards are provided in the table below:

| Project Summaries: ESP Grant Awards (36-months after project completion) | |
|-----------------------------------------------------------------------------|--------------|
| Outcome | Totals |
| Number of awards | 3 |
| Number of estimated net new jobs | 1,774 |
| Average salary | \$39,000 |
| Capital investment | \$68,100,000 |
| Amount awarded | \$1,000,000 |
| Average % cash match of total eligible costs | 60% |





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

1. PRB MEETING DATE:05/23/2017

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:

05/25/2017

4. Project Manager / Presenter Information:

Kevin Robertson

(602) 712-3131

5. Form Created By:

Kevin Robertson

6401 PAVEMENT MANAGEMENT

1221 N 21st Ave, 208, 068R

PROJECT INFORMATION

6. Project Location / Name:

Stanfield - Bianco, WB

7. Type of Work:

DESIGN PAVEMENT PRESERVATION

8. CPS Id:

AB10

9. District:

Tucson

10. Route:

8

11. County:

Pinal

12. Beg MP:

158.5

13. TRACS #:

F003501D

14. Len (mi.):

11.70

15. Fed ID #:

008-B(210)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

8150

18. Current Approved

Program Budget (in \$000):

108

18a. (+/-) Program Budget

Request (in \$000):

0

18b. Total Program Budget

After Request (in \$000):

108

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 108

Fund Item #: 74816

Comments:

Details:

FY:0-.-

Amount (in \$000):

Comments:

Fund Item #:

Details:

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?Yes

24c. Work Type Changed?No

24b. Project Name/Location Changed?Yes

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

Have ENVIRONMENTAL Clearance?NA

Have MATERIALS Memo?NA

Have U&RR Clearance?NA

Have C&S Approval?NA

Have R/W Clearance?NA

Have CUSTOMIZED Schedule?NA

Scoping Document Completed?NA

25. DESCRIPTION OF REQUEST:

Increase scope.

Change name.

26. JUSTIFICATION:

The existing AR-ACFC pavement on the EB travel lane and passing lanes is beginning to fail causing large areas of wheel path raveling. A 1/2" AR-ACFC Mill & Replacement will extend the life of the remaining pavement and improve the ride quality.

SC District has requested that the removal and replacement of the EB AR-ACFC pavement be added to the F0035 project. The F0035 Stanfield - Bianco project would be advertised together with AC/AR-ACFC pavement rehabilitation project F0112 in FY19. This would reduce the mobilization cost and the inconvenience to the traveling public by performing the F0035 & F0112 paving projects in one combined contract.

Request that the project name be changed to Stanfield - Bianco.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Project Name/Location.
Change in Scope.
Request to be in PPAC Agenda for 5/31/2017 .

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: 05/16/2017

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:

05/24/2017

4. Project Manager / Presenter Information:

Victor Yang

(602) 712-8715

5. Form Created By:

Victor Yang

4210 MPD PLANNING TEAM

205 S 17th Ave, 370A, 605E

PROJECT INFORMATION

6. Project Location / Name:

BLACK CANYON - SUNSET POINT

7. Type of Work:

ENVIRONMENTAL NEPA & 30pct DESIGN

8. CPS Id:

CY10

9. District:

Prescott

10. Route:

17

11. County:

Yavapai

12. Beg MP:

245.0

13. TRACS #:

-

(Tracs# not in Adv)

14. Len (mi.):

5.0

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

8448

18. Current Approved

Program Budget (in \$000):

3,000

18a. (+/-) Program Budget

Request (in \$000):

-3,000

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 3,000

Fund Item #: 8448

Comments:

Details:

FY:2017- BLACK CANYON -
SUNSET POINT-Environmental
NEPA & 30% Design

Amount (in \$000): -3,000

Fund Item #: 72317

Comments:

Details:

FY:2017-CONTINGENCY-Progr
am Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? NO

24c. Work Type Changed? NO

24b. Project Name/Location Changed? NO

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

Have ENVIRONMENTAL Clearance? NO

Have MATERIALS Memo? NO

Have U&RR Clearance? NO

Have C&S Approval? NO

Have R/W Clearance? NO

Have CUSTOMIZED Schedule? NO

Scoping Document Completed? NO

25. DESCRIPTION OF REQUEST:

Delete Project

26. JUSTIFICATION:

This project and funding is not needed since the majority of the scope has been added to an existing ongoing study that is using State Funds (H680001L).

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

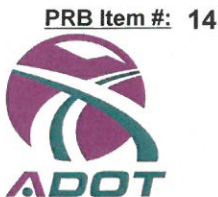
Delete Project.

Request to be in PPAC Agenda for 5/31/2017 .

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:05/16/2017

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:

05/24/2017

4. Project Manager / Presenter Information:

Victor Yang

(602) 712-8715

5. Form Created By:

Victor Yang

4210 MPD PLANNING TEAM

205 S 17th Ave, 370A, 605E

PROJECT INFORMATION

6. Project Location / Name:

NEW RIVER TI TO JCT SR 69

7. Type of Work:

Major Scoping

8. CPS Id:

DR1H

9. District:

Phoenix

10. Route:

17

11. County:

Yavapai

12. Beg MP:

244.0

13. TRACS #:

H680001L

14. Len (mi.):

33.5

15. Fed ID #:

017-A(228)A

PROJECT REQUEST SUMMARY

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

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

18. Current Approved

Program Budget (in \$000):

2,229

18a. (+/-) Program Budget

Request (in \$000):

2,500

18b. Total Program Budget

After Request (in \$000):

4,729

19. Currently Approved Budget Funding List:

Amount (in \$000): 1,000

Fund Item #: 27905

Comments:

state fund

Details:

FY:0-.-.

Amount (in \$000): 1,229

Fund Item #: 735xx

Comments:

predesign subprogram

Details:

FY:0-.-.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,500

Fund Item #: 79917

Comments:

State fund

Details:

FY:0-.-.

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:

Increase budget.

Increase Length.

Change project name.

26. JUSTIFICATION:

Additional tasks and funds are requested to address the following items:

Revise DCR to extend south project limit to Anthem Way TI (MP 228.5). Project name will be "Anthem Way TI - Cordes Junction".

Develop NEPA documents. Conduct public involvement.

Develop all other required engineering and environmental technical reports (Traffic, Drainage, Bridge, Utility, Geotech, Hazardous Material, Visual, Air/Noise, Archeology) .

Perform design level survey.

Consultant \$2,133K
ADOT Communications \$50K
Other ADOT Staff \$124K
ICAP \$193K
Total \$2,500K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Scope.
Request to be in PPAC Agenda for 5/31/2017 .
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:05/09/2017

2. Phone Teleconference?No

At Phone #:

Video Teleconference?No

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

05/16/2017

4. Project Manager / Presenter Information:

Tricia Brown

(602) 712-7046

5. Form Created By:

Tricia Brown

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

MC 85 - VAN BUREN ST

7. Type of Work:

Management Consultant RTPFP Project Management

8. CPS Id:

MZ1H

9. District:

Phoenix

10. Route:

303L

11. County:

Maricopa

12. Beg MP:

105.0

13. TRACS #:

H687001L

14. Len (mi.):

4.0

15. Fed ID #:

NH 303-A(ASO)

PROJECT REQUEST SUMMARY

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

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

40319

18. Current Approved

18a. (+/-) Program Budget

18b. Total Program Budget

Program Budget (in \$000):

Request (in \$000):

After Request (in \$000):

6,066

744

6,810

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

| | |
|---------------------------------|-------------------------------------------------------------------------------------------------------|
| Amount (in \$000): 887 | Fund Item #: 42208 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 71 | Fund Item #: 42217 |
| Comments: | Details: |
| | FY:2017-MAG REGIONWIDE-Preliminary Engineering (Management Consultants, 30% Plans Design) |
| Amount (in \$000): 1,259 | Fund Item #: 42309 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 631 | Fund Item #: 42210 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 62 | Fund Item #: 42211 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 138 | Fund Item #: 42212 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 1,695 | Fund Item #: 42214 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 387 | Fund Item #: 42216 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 896 | Fund Item #: OTHR |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 40 | Fund Item #: 42213 |
| Comments: | Details: |
| | FY:0--. |

| | |
|-------------------------------|-------------------------------------------------------------------------------------------------------|
| Amount (in \$000): 240 | Fund Item #: 49917 |
| Comments: | Details: |
| | FY:0--. |
| Amount (in \$000): 504 | Fund Item #: 42217 |
| Comments: | Details: |
| | FY:2017-MAG REGIONWIDE-Preliminary Engineering (Management Consultants, 30% Plans Design) |

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

20. JPA #s:

| | |
|----------------------------------------|----------------------------------------------|
| CURRENTLY APPROVED SCHEDULE | CHANGE REQUEST / NEW PROJECT SCHEDULE |
| 21. Current Fiscal Year: | 21a. Request Fiscal Year to: |
| 22. Current Bid Pkg Ready Date: | 22a. Request Bid Pkg Ready Date to: |
| 23. Current Bid Adv Date: | 23a. Request Bid Adv Date to: |

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

Additions to scope to provide the following tasks: additional engineering and environmental analyses for SR 30 System TI alternatives; DCR level plans for the recommended TI configuration; comparison on traffic reports; update traffic reports for 2040 design year model; update noise and air quality reports with 2040 model; perform PM10 Hotspot analysis; one additional public meeting; project management and meetings.

This request includes additional staff time to support environmental and project management activities.

During MAG's rebalancing efforts, this project was identified for additional funds in the amount of \$240K. The funding source is identified in the MAG TIP as DOT 17-727.

Approved by MAG Regional Council on Jan. 25th, 2017.

Consultant \$538K

Staff \$ 66K

ICAP (8.36 pct) \$51K

Additionally, this request will fund the Management Consultant's program management support for FY 17/FY 18. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$82k

ICAP \$7k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 5/31/2017 .
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: 05/16/2017

2. Phone Teleconference? No

At Phone #:

Video Teleconference? No

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

05/17/2017

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

SR 303L - SR 202L

7. Type of Work:

Management Consultant RTPFP Program Management

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):**

5775

18. Current Approved**Program Budget (in \$000):**

18,500

18a. (+/-) Program Budget**Request (in \$000):**

89

18b. Total Program Budget**After Request (in \$000):**

18,589

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):** 15,100**Fund Item #:** 40208**Comments:****Details:**FY:2017-SR 303L TO SR
202L-Management Consultant
RTPRP Program Management /
R/W Protection**Amount (in \$000):** 89**Fund Item #:** 42217**Comments:****Details:**FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)**Amount (in \$000):** 329**Fund Item #:** 42215**Comments:****Details:**

FY:0--.

Amount (in \$000): 71**Fund Item #:** 42217**Comments:****Details:**FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)**Amount (in \$000):** 3,000**Fund Item #:** 49917**Comments:****Details:**

FY:0--.

20. JPA #s:

| CURRENTLY APPROVED SCHEDULE | CHANGE REQUEST / NEW PROJECT SCHEDULE |
|----------------------------------------|--------------------------------------------|
| 21. Current Fiscal Year: | 21a. Request Fiscal Year to: |
| 22. Current Bid Pkg Ready Date: | 22a. Request Bid Pkg Ready Date to: |
| 23. Current Bid Adv Date: | 23a. Request Bid Adv Date to: |

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17/FY 18. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

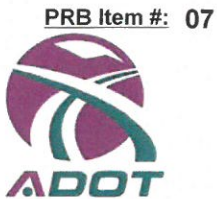
Consultant \$82

ICAP \$7k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

| REQUESTED ACTIONS: | APPROVED/RECOMMENDED ACTIONS: |
|-------------------------------------------------------------------|--------------------------------------------------------------------|
| Request to be in PPAC Agenda for 5/31/2017 . 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:05/16/2017

2. Phone Teleconference?No

At Phone #:

Video Teleconference?No

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

05/17/2017

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

9252 Valley Proj Mgmt Rarf

1611 W Jackson St , EM01

PROJECT INFORMATION

6. Project Location / Name:

CRISMON RD - MERIDIAN RD

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

EN1M

9. District:

Phoenix

10. Route:

60

11. County:

Maricopa

12. Beg MP:

192.0

13. TRACS #:

H866501L

14. Len (mi.):

3.0

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

40216

18. Current Approved

Program Budget (in \$000):

1,832

18a. (+/-) Program Budget

Request (in \$000):

89

18b. Total Program Budget

After Request (in \$000):

1,921

19. Currently Approved Budget Funding List:

Amount (in \$000): 612

Comments:

Fund Item #: FY13

Details:

FY:0--.

Amount (in \$000): 1,067

Comments:

Fund Item #: FY14

Details:

FY:0--.

Amount (in \$000): 82

Comments:

Fund Item #: 42215

Details:

FY:0--.

Amount (in \$000): 71

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

19a. New / Budget Change Request Funding List:

Amount (in \$000): 89

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

20. JPA #s:

| CURRENTLY APPROVED SCHEDULE | CHANGE REQUEST / NEW PROJECT SCHEDULE |
|----------------------------------------|--------------------------------------------|
| 21. Current Fiscal Year: | 21a. Request Fiscal Year to: |
| 22. Current Bid Pkg Ready Date: | 22a. Request Bid Pkg Ready Date to: |
| 23. Current Bid Adv Date: | 23a. Request Bid Adv Date to: |

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17/FY 18. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$82k

ICAP \$7k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

| REQUESTED ACTIONS: | APPROVED/RECOMMENDED ACTIONS: |
|-------------------------------------------------------------------|---------------------------------------------|
| Request to be in PPAC Agenda for 5/31/2017 . 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: 05/16/2017

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:

05/17/2017

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

9252 Valley Proj Mgmt Rarf

1611 W Jackson St, EM01

PROJECT INFORMATION

6. Project Location / Name:

BASELINE RD - SR 202L (SANTAN)

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

YH1M

9. District:

Phoenix

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

55

13. TRACS #:

H687301L

14. Len (mi.):

6

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

7795

18. Current Approved

Program Budget (in \$000):

1,892

18a. (+/-) Program Budget

Request (in \$000):

89

18b. Total Program Budget

After Request (in \$000):

1,981

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,651

Fund Item #: 42212

Comments:

Details:

FY:0--.

Amount (in \$000): 89

Fund Item #: 42217

Comments:

Details:

FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

Amount (in \$000): 170

Fund Item #: 42216

Comments:

Details:

FY:0--.

Amount (in \$000): 71

Fund Item #: 42217

Comments:

Details:

FY:2017-MAG
REGIONWIDE-Preliminary
Engineering (Management
Consultants, 30% Plans
Design)

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No

24c. Work Type Changed? No

24b. Project Name/Location Changed? No

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

Have ENVIRONMENTAL Clearance? No

Have MATERIALS Memo? No

Have U&RR Clearance? No

Have C&S Approval? No

Have R/W Clearance? No

Have CUSTOMIZED Schedule? No

Scoping Document Completed? No

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17/FY 18. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$82k

ICAP \$7k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 5/31/2017 .
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:05/16/2017

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:

05/17/2017

4. Project Manager / Presenter Information:

Velvet Mathew

(602) 712-3062

5. Form Created By:

Velvet Mathew

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

I-10 Near Term Improvements (SR143-SR202 Santan)

7. Type of Work:

Management Consultant RTPFP Program Management

8. CPS Id:

EI1N

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

153

13. TRACS #:

H876801L

14. Len (mi.):

7

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

7664

18. Current Approved

Program Budget (in \$000):

2,561

18a. (+/-) Program Budget

Request (in \$000):

89

18b. Total Program Budget

After Request (in \$000):

2,650

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,210

Comments:

Fund Item #: 42214

Details:

FY:0--.

Amount (in \$000): 89

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG

REGIONWIDE-Preliminary

Engineering (Management

Consultants, 30% Plans

Design)

Amount (in \$000): 180

Comments:

Fund Item #: 42216

Details:

FY:0--.

Amount (in \$000): 71

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG

REGIONWIDE-Preliminary

Engineering (Management

Consultants, 30% Plans

Design)

Amount (in \$000): 50

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG

REGIONWIDE-Preliminary

Engineering (Management

Consultants, 30% Plans

Design)

Amount (in \$000): 50

Comments:

Fund Item #: 42217

Details:

FY:2017-MAG

REGIONWIDE-Preliminary

Engineering (Management

Consultants, 30% Plans

Design)

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

This request will fund the Management Consultant's program management support for FY 17/FY 18. The tasks include support of the following: RTPFP Bi-Annual Life Cycle Program, MAG Annual Report and Website Project Cards, RTPFP Risk Assessment Panel Workshop, Cost estimate oversight and reporting and Design Improvement and Information Sharing (DISH) meetings.

The funding source is identified in the MAG TIP as DOT 17-412

Consultant \$82

ICAP \$7k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 5/31/2017 .
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:05/09/2017

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:

05/10/2017

4. Project Manager / Presenter Information:

Myrna Bondoc

(602) 712-8716

5. Form Created By:

Myrna Bondoc

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 614E

PROJECT INFORMATION

6. Project Location / Name:

US 95 AND 8E INTERSECTION

7. Type of Work:

INTERSECTION IMPROVEMENTS

8. CPS Id:

AE1L

9. District:

Yuma

10. Route:

95

11. County:

Yuma

12. Beg MP:

30.9

13. TRACS #:

H8388H1D

14. Len (mi.):

0.1

15. Fed ID #:

HSIP

095-B(205)T

PROJECT REQUEST SUMMARY

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

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

17016

18. Current Approved

Program Budget (in \$000):

1,100

18a. (+/-) Program Budget

Request (in \$000):

31

18b. Total Program Budget

After Request (in \$000):

1,131

19. Currently Approved Budget Funding List:

Amount (in \$000): 228

Fund Item #: 72317

Comments:

Details:

FY:2017-CONTINGENCY-Progr
am Cost Adjustments

Amount (in \$000): 89

Fund Item #: 70117

Comments:

Details:

FY:2017-MODERNIZATION FY
2017-Modernization Projects

Amount (in \$000): 783

Fund Item #: Various12

Comments:

Details:

FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 31

Fund Item #: 70817

Comments:

Details:

FY:2017-UTILITY
GROUP-Utility Location
Services & Utility Relocation
(relocation of utilities with prior
rights)

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?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 III

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase Budget

26. JUSTIFICATION:

As part of the intersection discovery process, additional Subsurface Utility Engineering (SUE) is required to locate existing utilities, identify potential utility relocations with Prior Rights, and draft new utility agreements as needed.

SUE \$25K

Staff \$3K

ICAP \$3K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

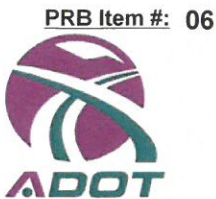
REQUESTED ACTIONS:

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:05/23/2017

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:

05/23/2017

4. Project Manager / Presenter Information:

Thomas Oreilly

(602) 712-2587

5. Form Created By:

Thomas Oreilly

4983 STATEWIDE PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

BLAKE RANCH RD TI

7. Type of Work:

CONSTRUCT TI IMPROVEMENTS

8. CPS Id:

QP1J

9. District:

Kingman

10. Route:

40

11. County:

Mohave

12. Beg MP:

66.0

13. TRACS #:

H751301C

14. Len (mi.):

0.0

15. Fed ID #:

NH 040-B(208)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

5322

18. Current Approved

Program Budget (in \$000):

1,530

18a. (+/-) Program Budget

Request (in \$000):

238

18b. Total Program Budget

After Request (in \$000):

1,768

19. Currently Approved Budget Funding List:

Amount (in \$000): 1,530

Fund Item #: 5322

Comments:

Details:

FY:2017-BLAKE RANCH
ROAD TI-Construct TI
Improvements

19a. New / Budget Change Request Funding List:

Amount (in \$000): 238

Fund Item #: 72317

Comments:

Details:

FY:2017-CONTINGENCY-Progr
am 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: 17

22. Current Bid Pkg Ready Date: 05/26/2017

23. Current Bid Adv Date: 06/29/2017

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?NO

Scoping Document Completed?NA

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?NA

25. DESCRIPTION OF REQUEST:

Increase construction budget.

26. JUSTIFICATION:

The Stage V estimate has been reviewed by C&S and the estimate is over the programmed amount. The original scoping of the project did not include pavement rehabilitation of the four interchange ramps.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 5/31/2017 .
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: 05/23/2017

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:

05/25/2017

4. Project Manager / Presenter Information:

Rashidul Haque

(602) 712-7352

5. Form Created By:

Rashidul Haque

4984 URBAN PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 51 - PRINCESS DRIVE

7. Type of Work:

Design GPL

8. CPS Id:

RT1N

9. District:

Phoenix

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

30.0

13. TRACS #:

F012201D

14. Len (mi.):

6.0

15. Fed ID #:

101-B(211)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

5725

18. Current Approved

Program Budget (in \$000):

4,200

18a. (+/-) Program Budget

Request (in \$000):

-4,200

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 4,200

Fund Item #: 49917

Comments:

Details:

FY:0--.

Amount (in \$000): -4,200

Fund Item #: 49917

Comments:

Details:

FY:0--.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No

24b. Project Name/Location Changed? No

Have ENVIRONMENTAL Clearance? 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:

Delete Project

26. JUSTIFICATION:

The (F0122) SR101, SR 51 - Princess project was approved for design in FY 17. An alternative delivery matrix evaluation was completed in May 2017 for this project and the adjacent (F0121) SR101, I-17 - SR51 project. A final determination was made and the method of delivery for both projects is Design-Build as one combined project for advertisement/selection. This request is for the deletion of F0122, SR101, SR 51 - Princess as the scope will be combined under one project number (F0121) SR101, I-17 - SR51.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.

Request to be in PPAC Agenda for 5/31/2017 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

Contingent on approval by MAG Regional Council
on June 28, 2017.

PRB APPROVED



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

1. PRB MEETING DATE:05/23/2017

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:

05/25/2017

4. Project Manager / Presenter Information:

Rashidul Haque

(602) 712-7352

5. Form Created By:

Rashidul Haque

4984 URBAN PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR101 PIMA I-17-SR51 PIESTEWA

7. Type of Work:

DESIGN GPL

8. CPS Id:

HR10

9. District:

Phoenix

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

23.0

13. TRACS #:

F012101D

14. Len (mi.):

7.0

15. Fed ID #:

101-A(213)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

8895

18. Current Approved

Program Budget (in \$000):

8,505

18a. (+/-) Program Budget

Request (in \$000):

4,200

18b. Total Program Budget

After Request (in \$000):

12,705

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Details:

Amount (in \$000): 4,200

Fund Item #: 49917

Comments:

Details:

FY:0-.-.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

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?Yes

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

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

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Increase budget.

Increase scope.

Change Project Location/Name.

26. JUSTIFICATION:

The (F0121) SR101, I-17 - SR51 project was approved for design in FY 17. An alternative delivery matrix evaluation was completed in May 2017 for this project and the adjacent (F0122) SR101, SR51 - Princess Drive project. A final determination was made and the method of delivery for both projects is Design-Build as one combined project for advertisement/selection. This Design-Build project will be advertised under F0121. This request is to increase the scope of the project by extending the limits to Pima Road. An increase in budget is also required for the additional scope which will be added from the available fund of the deleted project F012201D.

The proposed new project location/name is, "I-17 - Pima Rd".

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in Project Name/Location.
Change in Scope.
Request to be in PPAC Agenda for 5/31/2017 .
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.
Contingent on approval by MAG Regional Council
on June 28, 2017.

PRB APPROVED



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

1. PRB MEETING DATE: 05/23/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

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GENERAL INFORMATION

3. Form Date:

05/23/2017

4. Project Manager / Presenter Information:

Adam McGuire

(602) 712-8403

5. Form Created By:

Adam McGuire

525 URBAN PROJECT MANAGEMENT

205 S 17th Ave, EM01

PROJECT INFORMATION

6. Project Location / Name:

AVENUE 36E - MP 46

7. Type of Work:

PAVEMENT PRESERVATION

8. CPS Id:

CP10

9. District:

Yuma

10. Route:

8

11. County:

Yuma

12. Beg MP:

37.0

13. TRACS #:

F009201D

14. Len (mi.):

9.0

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

7874

18. Current Approved

Program Budget (in \$000):

320

18a. (+/-) Program Budget

Request (in \$000):

-320

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 320

Fund Item #: 7874.

Comments:

AVENUE 36E - MP 46,
Pavement Rehabilitation

Details:

FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): -320

Fund Item #: 72317

Comments:

FY:2017-CONTINGENCY-Program
Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

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:

Defer project to FY18.

26. JUSTIFICATION:

Design project will be reprogrammed in FY18 in the new Five Year Program.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 5/31/2017 .
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:05/16/2017

2. Phone Teleconference?No

At Phone #:

Video Teleconference?No

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

05/23/2017

4. Project Manager / Presenter Information:

Rimpal Shah

(602) 712-2167

5. Form Created By:

Pei-jung Li

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, , 121F

PROJECT INFORMATION

6. Project Location / Name:

DECK PARK TUNNEL LIGHTING UPGRADE

7. Type of Work:

DESIGN UPGRADE LIGHTING

8. CPS Id:

RQ1N

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

144.0

13. TRACS #:

F000901D

14. Len (mi.):

1.0

15. Fed ID #:

010-C(215)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

6691

18. Current Approved

Program Budget (in \$000):

1,000

18a. (+/-) Program Budget

Request (in \$000):

-1,000

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 1,000

Fund Item #: 6691

Comments:

1000K for 01D

Details:

FY:2017-DECK PARK TUNNEL
LIGHTING UPGRADE-Design

Amount (in \$000): -1,000

Fund Item #: 72317

Comments:

Details:

FY:2017-CONTINGENCY-Progr
am Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

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:

Delete Project

26. JUSTIFICATION:

The I-10 Tunnel lighting upgrade work will be included in project F0147 – MAG REGIONWIDE FREEWAYS.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.

Request to be in PPAC Agenda for 5/31/2017 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

Contingent on approval at MAG Regional Council
on May 24, 2017.**PRB APPROVED**



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

1. PRB MEETING DATE: 05/16/2017

2. Phone Teleconference? No

At Phone #:

Video Teleconference? No

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

05/23/2017

4. Project Manager / Presenter Information:

Stephanie Brown

(602) 712-4424

5. Form Created By:

Stephanie Brown

1206 P3 INITIATIVES AND INTERNATIONAL
AFFAIRS

206 S 17th Ave, 157, 139A

PROJECT INFORMATION**6. Project Location / Name:**

MAG REGIONWIDE FREEWAYS

7. Type of Work:

LED Lighting Upgrade

8. CPS Id:

JX10

9. District:

Phoenix

10. Route:

888

11. County:

Maricopa

12. Beg MP:**13. TRACS #:**

F014701D

14. Len (mi.):**15. Fed ID #:**

888-A(216)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY**16. Original Program Budget (in \$000):****17. Original Program Item # (Current 5 Yr Program):**

9171

18. Current Approved**Program Budget (in \$000):**

0

18a. (+/-) Program Budget**Request (in \$000):**

1,000

18b. Total Program Budget**After Request (in \$000):**

1,000

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):****Fund Item #:****Comments:****Details:****Amount (in \$000):**

1,000

Fund Item #:

72317

Comments:

P3 PROJECT

Details:FY:2017-CONTINGENCY-Progr
am 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****CHANGE REQUEST / NEW PROJECT SCHEDULE****21. Current Fiscal Year:****21a. Request Fiscal Year to:****22. Current Bid Pkg Ready Date:****22a. Request Bid Pkg Ready Date to:****23. Current Bid Adv Date:****23a. Request Bid Adv Date to:****ADDITIONAL DETAILS****24a. Scope Changed?**No**24c. Work Type Changed?**No**24b. Project Name/Location Changed?**No**24d. What is the current Stage?**N/A**Have ENVIRONMENTAL Clearance?**NO**Have MATERIALS Memo?**NO**Have U&RR Clearance?**NO**Have C&S Approval?**NO**Have R/W Clearance?**NO**Have CUSTOMIZED Schedule?**NO**Scoping Document Completed?**NO**25. DESCRIPTION OF REQUEST:**

Establish new project

26. JUSTIFICATION:

The project includes highway lighting upgrade throughout the Phoenix Metropolitan area, including the Deck Park Tunnel on MAG region freeways. The project will be delivered using the Design-Build-Finance-Operate-Maintain delivery method and project development will include development and review of the RFQ and RFP for the project.

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 5/31/2017 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.
Contingent on approval at MAG Regional Council
on May 24, 2017.

PRB APPROVED



ARIZONA DEPARTMENT OF TRANSPORTATION

INTERMODAL TRANSPORTATION DIVISION

WEB PRB REQUEST FORM (version 3.0)

1. PRB MEETING DATE:05/23/2017

2. Phone Teleconference?No

At Phone #:

Video Teleconference?No

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

05/25/2017

4. Project Manager / Presenter Information:

Josiah Roberts

(602) 712-4032

5. Form Created By:

Josiah Roberts

205 S 17th Ave, 614E

PROJECT INFORMATION

6. Project Location / Name:

CACTUS RD, THUNDERBIRD RD & GREENWAY RD

7. Type of Work:

CONSTRUCT PUMP STATION REHABILITATION

8. CPS Id:

HD1N

9. District:

Phoenix

10. Route:

17

11. County:

Maricopa

12. Beg MP:

209.9

13. TRACS #:

H880501C

14. Len (mi.):

3.0

15. Fed ID #:

NH 017-A(242)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

3564

18. Current Approved

Program Budget (in \$000):

2,540

18a. (+/-) Program Budget

Request (in \$000):

-2,540

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,540

Fund Item #: 3564

Comments:

Details:

FY:2017-CACTUS RD,
THUNDERBIRD RD, AND
GREENWAY RD-Construct
Pump Station Rehabilitation

Amount (in \$000): -2,540

Fund Item #: 72317

Comments:

Details:

FY:2017-CONTINGENCY-Progr
am Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24c. Work Type Changed?No

24b. Project Name/Location Changed?No

24d. What is the current Stage?Stage IV

Have ENVIRONMENTAL Clearance?YES

Have MATERIALS Memo?NO

Have U&RR Clearance?NO

Have C&S Approval?NO

Have R/W Clearance?NO

Have CUSTOMIZED Schedule?NO

Scoping Document Completed?NO

25. DESCRIPTION OF REQUEST:

Delete project.

26. JUSTIFICATION:

MAG recently programmed the construction of the I-17 gravity drain project for FY 19. The scope of the I-17 gravity drain project eliminates the pump stations included with this project (at Thunderbird, Cactus and Greenway). Therefore there is no need for this Minor Project for the I-17 pump stations.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.

Request to be in PPAC Agenda for 5/31/2017 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

Contingent on approval by MAG Regional Council
on June 28, 2017.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION**

WEB PRB REQUEST FORM (version 3.0)

1. PRB MEETING DATE: 05/23/2017

2. Phone Teleconference? No

At Phone #:

Video Teleconference? No

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

05/25/2017

4. Project Manager / Presenter Information:

Josiah Roberts

(602) 712-4032

5. Form Created By:

Josiah Roberts

205 S 17th Ave., 614E

PROJECT INFORMATION

6. Project Location / Name:

US 60 at Val Vista Drive

7. Type of Work:

Pump Station Rehabilitation

8. CPS Id:

KC10

9. District:

Phoenix

10. Route:

60

11. County:

Maricopa

12. Beg MP:

184

13. TRACS #:

F014801C

14. Len (mi.):

0.1

15. Fed ID #:

060-C(215)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

9186

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

2,540

18b. Total Program Budget

After Request (in \$000):

2,540

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,540

Comments:

Fund Item #: 72317

Details:

FY:2017-CONTINGENCY-Program 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:

17

22a. Request Bid Pkg Ready Date to:

06/09/2017

23a. Request Bid Adv Date to:

06/30/2017

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? NO

24c. Work Type Changed? No

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

Have MATERIALS Memo? NA

Have C&S Approval? NO

Have CUSTOMIZED Schedule? NO

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Originally H8806 was programmed as a Minor project for the rehabilitation of four pump stations on US 60 at 48th St, Stapley, Gilbert and Val Vista. Early in development, it was determined that the budget was inadequate to do all four locations. The two highest priorities, 48th St and Val Vista, were developed to Stage 5. The 48th Street location will advertise in May under H880601C. This project will rehabilitate the Val Vista pump station. The clearances for this location were issued under the original H880601D project, but will be revised and re-issued for F014801D. All development for this project has occurred and will continue under H880601D.

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 5/31/2017 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

Contingent on approval by MAG Regional Council
on June 28, 2017.

PRB APPROVED



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

1. PRB MEETING DATE: 05/09/2017

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:

05/17/2017

4. Project Manager / Presenter Information:

David Wostenberg

(602) 712-8873

5. Form Created By:

David Wostenberg

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

Horizontal Curve Warning Signs, Southern AZ 2018

7. Type of Work:

Install Signs

8. CPS Id:

J110

9. District:

Tucson

10. Route:

999

11. County:

12. Beg MP:

000

13. TRACS #:

F014201D

14. Len (mi.):

15. Fed ID #:

999-A(386)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):

0

18a. (+/-) Program Budget

Request (in \$000):

318

18b. Total Program Budget

After Request (in \$000):

318

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Details:

Amount (in \$000): 318

Fund Item #: 72317

Comments:

HSIP Funds

Details:

FY:2017-CONTINGENCY-Progr
am Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No

24b. Project Name/Location Changed? No

Have ENVIRONMENTAL Clearance? NA

Have U&RR Clearance? NA

Have R/W Clearance? NA

Scoping Document Completed? NA

24c. Work Type Changed? No

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

Have MATERIALS Memo? NA

Have C&S Approval? NA

Have CUSTOMIZED Schedule? NA

25. DESCRIPTION OF REQUEST:

Establish New Project

26. JUSTIFICATION:

This is a Safety countermeasure project to design Horizontal Curve Warning signs for segments of I-10, I-19, I-8, SR 75, SR 77, SR 82, US 60, US 70, and US 191 in southern Arizona. Construction is scheduled for FY18.

\$75K Staff

\$218K Consultant (Design)

\$25K 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 5/31/2017 .

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: 05/09/2017

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:

05/17/2017

4. Project Manager / Presenter Information:

Pei-jung Li

(602) 712-8708

5. Form Created By:

Pei-jung Li

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 605E

PROJECT INFORMATION

6. Project Location / Name:

Horizontal Curve Warning Signs, Central AZ 2018

7. Type of Work:

Install Signs

8. CPS Id:

JJ10

9. District:

Phoenix

10. Route:

999

11. County:

12. Beg MP:

13. TRACS #:

F014301D

14. Len (mi.):

15. Fed ID #:

999-A(387)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

9143

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

233

18b. Total Program Budget

After Request (in \$000):

233

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 233

Comments:

HSIP Funds

Fund Item #: 72317

Details:

FY:2017-CONTINGENCY-Progr
am Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

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:

This is a Safety countermeasure project to design Horizontal Curve Warning signs for segments of I-10, I-17, SR 101, SR 143, SR 202, SR 303, SR 51, US 74, US 87, and US 60 in central Arizona. Construction is scheduled for FY18.

Staff - \$75K

Consultant - \$140K

ICAP - \$18K

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 5/31/2017 . | 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: 05/16/2017

2. Phone Teleconference? No

At Phone #:

Video Teleconference? No

GENERAL INFORMATION

3. Form Date:

05/23/2017

4. Project Manager / Presenter Information:

Pradeep Tiwari

(602) 712-4472

5. Form Created By:

Pradeep Tiwari

9620 Traffic HSIP

1615 W Jackson St, 55, 065R

PROJECT INFORMATION

6. Project Location / Name:

Traffic & Criminal Software (TraCS), Camp Verde PD

7. Type of Work:

TraCS for electronic crash data transmission

8. CPS Id:

9. District:

Prescott

10. Route:

999

11. County:

Yavapai

12. Beg MP:

13. TRACS #:

M521101X

14. Len (mi.):

15. Fed ID #:

999-M(530)

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

9175

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

25

18b. Total Program Budget

After Request (in \$000):

25

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 23

Comments:

Fund Item #: 72317

Details:

FY:2017-CONTINGENCY-Program Cost Adjustments

Amount (in \$000): 2

Comments:

Fund Item #: 70117

Details:

FY:2017-MODERNIZATION FY 2017-Modernization Projects

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

20. JPA #s:

16-0006241-I

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

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

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

ADOT is working with local law enforcement agencies to more efficiently collect crash data and report electronically to a centralized crash data repository. Law enforcement agencies are using either the Traffic and Criminal Software (TraCS) or XML Schema to assist this effort. This request is for the Camp Verde Police Department for installation of the TraCS software to electronically transmit crash data from Camp Verde's Record Management System (RMS) to ADOT's Accident Location Identification and Surveillance System (ALISS). An IGA was signed for this project on January 18, 2017.

Funds must be State funds since work was initiated prior to requesting Federal Authorization.

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 5/31/2017 .

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: 05/09/2017

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:

05/09/2017

4. Project Manager / Presenter Information:

Michael Andazola

(602) 712-7629

5. Form Created By:

Michael Andazola

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave., 614E

PROJECT INFORMATION

6. Project Location / Name:

BITTER SPRINGS - MP 527

7. Type of Work:

Reconstruct Pavement & Drainage Repair

8. CPS Id:

HK10

9. District:

Flagstaff

10. Route:

89

11. County:

Coconino

12. Beg MP:

526

13. TRACS #:

F010501C

14. Len (mi.):

1

15. Fed ID #:

089-E(207)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

9141

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

565

18b. Total Program Budget

After Request (in \$000):

565

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 565

Comments:

OTHR17 ER Construction funds

Fund Item #: 90000

Details:

FY:0-.-.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

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:

2017

22a. Request Bid Pkg Ready Date to:

05/12/2017

23a. Request Bid Adv Date to:

06/21/2017

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? NO

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? NO

25. DESCRIPTION OF REQUEST:

Establish construction project.

26. JUSTIFICATION:

Reconstruct a section of the NB travel lane and shoulder where surface runoff infiltrated the subgrade and warped the pavement. Also, pave the existing cut ditch with asphalt to prevent any future runoff infiltration.

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 5/31/2017.

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:05/16/2017

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:

05/23/2017

4. Project Manager / Presenter Information:

Rashidul Haque

(602) 712-7352

5. Form Created By:

Rashidul Haque

4984 URBAN PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

Eagar - Crescent Lake

7. Type of Work:

Pavement Rehabilitation

8. CPS Id:

JU10

9. District:

Holbrook

10. Route:

261

11. County:

Apache

12. Beg MP:

395

13. TRACS #:

F009901L

14. Len (mi.):

11.6

15. Fed ID #:

261-A-NFA

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

9179

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

5

18b. Total Program Budget

After Request (in \$000):

5

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 5

Comments:

Fund Item #: 70717

Details:

FY:2017-INTERMODAL
TRANSPORTATION
DIVISION-Statewide
Engineering Development

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

20. JPA #s:

16-0006189

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

Yes

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24c. Work Type Changed?No

24b. Project Name/Location Changed?No

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

Have ENVIRONMENTAL Clearance?NA

Have MATERIALS Memo?NA

Have U&RR Clearance?NA

Have C&S Approval?NA

Have R/W Clearance?NA

Have CUSTOMIZED Schedule?NA

Scoping Document Completed?NO

25. DESCRIPTION OF REQUEST:

Establish project.

26. JUSTIFICATION:

In accordance with IGA, 5.7pct State matching fund is needed to pay for scoping work conducted by Central Federal Lands Highway Division for Federal Land Access Program (FLAP)project application.

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 5/31/2017 .

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: 05/23/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

GENERAL INFORMATION

3. Form Date:

05/24/2017

4. Project Manager / Presenter Information:

Ruth Greenspan

(602) 712-6266

5. Form Created By:

Ruth Greenspan

4977 ENVIRONMENTAL PLANNING GROUP

1611 W Jackson St, EM02

PROJECT INFORMATION

6. Project Location / Name:

Statewide Historic Bridge Inventory 2017

7. Type of Work:

Update Historic bridge inventory

8. CPS Id:

9. District:

10. Route:

999

11. County:

12. Beg MP:

13. TRACS #:

M693801X

14. Len (mi.):

15. Fed ID #:

999-M(533)Z

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

9191

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

98

18b. Total Program Budget

After Request (in \$000):

98

19. Currently Approved Budget Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

98

Fund Item #:

72317

Comments:

Details:

FY:2017-CONTINGENCY-Program Cost Adjustments

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No

24b. Project Name/Location Changed? No

Have ENVIRONMENTAL Clearance? NO

Have U&RR Clearance? NO

Have R/W Clearance? NO

Scoping Document Completed? NO

24c. Work Type Changed? No

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

Have MATERIALS Memo? NO

Have C&S Approval? NO

Have CUSTOMIZED Schedule? NO

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Fund an update to the existing historic bridge inventory, and amend the existing Multiple Property Documentation Form to include bridges constructed between 1964 and 1976. Provide summary report to satisfy requirements for Arizona's participation in the Program Comment for Common Post-1945 Concrete and Steel Bridges (Program Comment).

The existing historic bridge inventory is out of date. Updates to such inventories are recommended to be undertaken at 10-year intervals; the existing inventory was completed in 2008. The inventory and Multiple Property Documentation Form aid long-term policy and funding decisions at the outset of the planning process, and allow enlightened, streamlined review of proposed bridge maintenance and replacement projects. It also helps guide mitigation measures for construction projects that affect National Register-eligible structures. Participation in the Program Comment will allow further streamlining by categorically addressing the historical review and compliance process for hundreds of non-significant structures.

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 5/31/2017 .

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:06/02/2017

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:

06/07/2017

4. Project Manager / Presenter Information:

Matt Bondy

(602) 712-6961

5. Form Created By:

Matt Bondy

205 S 17th Ave, 295,

PROJECT INFORMATION

6. Project Location / Name:

I-10 - SR 101L

7. Type of Work:

ITS System Integration Services

8. CPS Id:

IA10

9. District:

Phoenix

10. Route:

17

11. County:

Maricopa

12. Beg MP:

200.5

13. TRACS #:

F013301X

14. Len (mi.):

14.5

15. Fed ID #:

017-A-NFA

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

8885

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

300

18b. Total Program Budget

After Request (in \$000):

300

19. Currently Approved Budget Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

300

Comments:

Fund Item #:

49917

Details:

FY:0-.-.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

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

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

This project will procure the services of a software vendor to integrate the pilot wrong way detection system features into the Traffic Operation Center Systems.

Software vendor will be procured through on-call with ADOT Procurement Group.

Cost \$277K

ICAP \$23K

Total \$300K

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 6/7/2017 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.
Contingent on approval by MAG Regional Council
on June 28, 2017

PRB APPROVED



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

1. PRB MEETING DATE: 06/02/2017

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:

06/07/2017

4. Project Manager / Presenter Information:

Matt Bondy

(602) 712-6961

5. Form Created By:

Matt Bondy

205 S 17th Ave, 295,

PROJECT INFORMATION

6. Project Location / Name:

I-10 - SR 101L

7. Type of Work:

WRONG WAY DETECTION DEPLOYMENT

8. CPS Id:

IA10

9. District:

Phoenix

10. Route:

17

11. County:

Maricopa

12. Beg MP:

200.5

13. TRACS #:

F013301C

14. Len (mi.):

14.5

15. Fed ID #:

017-A-NFA

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

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

8885

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

3,700

18b. Total Program Budget

After Request (in \$000):

3,700

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Amount (in \$000):

3,700

Fund Item #:

49917

Comments:

Details:

Comments:

Details:

FY: 0-.-.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

2017

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

06/26/2017

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

06/29/2017

ADDITIONAL DETAILS

24a. Scope Changed? No

24c. Work Type Changed? No

24b. Project Name/Location Changed? No

24d. What is the current Stage? Stage III

Have ENVIRONMENTAL Clearance? NO

Have MATERIALS Memo? NO

Have U&RR Clearance? NO

Have C&S Approval? NO

Have R/W Clearance? YES

Have CUSTOMIZED Schedule? YES

Scoping Document Completed? YES

25. DESCRIPTION OF REQUEST:

Establish new project

26. JUSTIFICATION:

Project consists of deploying a pilot wrong way detection system on I-17 from approximately the Stack to the SR 101L interchange (MP 200.6 to 215.0). Construction includes installation of freeway sensors, interchange sensors, illuminated WRONG WAY signs, supplemental devices, conduit, control cabinets, and associated electrical components.

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 6/7/2017 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

Contingent on approval by MAG Regional Council
on June 28, 2017

PRB APPROVED

STATE ENGINEER'S REPORT

May 2017

The Status of Projects Under Construction report for May 2017 shows 118 projects under construction valued at \$1,536,533,686.38. The transportation board awarded 12 projects during May valued at approximately \$26 million.

During May the Department finalized 8 projects valued at \$20,425,596.16. 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 123 projects. The total cost of these 123 projects has exceeded the contractors bid amount by 2.7%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to - 0.2%.

MONTHLY CONSTRUCTION REPORT

May 2017

| | |
|---------------------------------------|--------------------|
| PROJECTS UNDER CONSTRUCTION | 118 |
| MONETARY VALUE OF CONTRACTS | \$1,536,533,686.38 |
| PAYMENTS MADE TO DATE | \$523,901,850.12 |
| STATE PROJECTS | 82 |
| LOCAL GOVERNMENT | 36 |
| OTHER | 0 |
| CONTRACTS EXECUTED IN MAY 2017 | 10 |
| MONETARY AMOUNT OF CONTRACTS EXECUTED | \$33,179,980.25 |

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2017
 May, 2017

| Project Number | Location District | State Estimate | Contractor | Bid Amount | Final Cost | Monetary | Percent |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------|-------------------------------------|-----------------------------|----------------------------------------------------------------|----------------|---------|
| SL-S-0-(201)T SZ01601C | AVE E; SR 195 TO COUNTY 25TH S SouthWest District Working Days: 159 = 120 + 9 + 8 + 8 + 10 + 1 + 1 + 2 Days Used: 159 | | DPE CONSTRUCTION, INC. | Low Bid = \$2,273,000.00 | (\$163,422.80) or 6.71% under State Estimate \$2,155,061.66 | (\$117,938.34) | -5.2 % |
| 086-A-(213)T H834801C | SELLS TO FRESNAL SEGMENT SouthCent District Working Days: 300 = 250 + 50 Days Used: 295 | 2,436,422.80 | | | | | |
| | | | COMBS CONSTRUCTION COMPANY, INC. | Low Bid = \$7,118,191.10 | \$422,011.50 or 6.30% over State Estimate \$7,732,715.64 | \$614,524.54 | 8.6 % |
| BKY-0-(211)T SZ09501C | WATSON ROAD: 650 N OF VAN BUR Central District Working Days: 118 = 100 + 18 Days Used: 118 | 6,696,179.60 | | | | | |
| | | | NESBITT CONTRACTING CO., INC. | Low Bid = \$819,063.00 | (\$45,179.30) or 5.23% under State Estimate \$829,700.74 | \$10,637.74 | 1.3 % |
| AVN-0-(219)T SZ14401C | DYSART RD: WESTERN AVE TO Central District Working Days: 212 = 120 + 14 + 2 + 30 + 46 Days Used: 211 | 864,242.30 | | | | | |
| | | 1,277,702.00 | COMBS CONSTRUCTION COMPANY, INC. | Low Bid = \$1,560,582.60 | \$282,880.60 or 22.14% over State Estimate \$1,532,702.33 | (\$27,880.27) | -1.8 % |

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2017
 May, 2017

| Project Number | Location District | State Estimate | Contractor | Bid Amount | Final Cost | Monetary | Percent |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------|-----------------------------|----------------------------------------------------------------|--------------|---------|
| 060-D-(202)T HX20701C | US 60 @ MP 228, QUEEN CREEK T _U SouthEast District Working Days: 201 = 130 + 71 Days Used: 200 | | C S CONSTRUCTION, INC. | Low Bid = \$3,069,999.00 | (\$212,168.74) or 6.46% under State Estimate \$3,218,216.95 | \$148,217.95 | 4.8 % |
| AVN-0(212)A SH54201P | CITY OF AVONDALE - VAR LO Phoenix District Working Days: 365 Days Used: 365 | 3,282,167.74 | | | | | |
| 191-E-(214)T H867601C | MP 436 TO CHINLE NorthEast District Working Days: 108 = 100 + 8 Days Used: 106 | | CITY OF AVONDALE | Low Bid = \$37,058.50 | or under State Estimate \$32,942.42 | (\$4,116.08) | -11.1 % |
| 089-A-(211)T H874601C | SR 80 AND KIRKLAND North West District Working Days: 135 Days Used: 83 | | PNP CONSTRUCTION, INC. | Low Bid = \$4,423,686.85 | (\$159,511.25) or 3.48% under State Estimate \$4,424,359.45 | \$672.60 | 0.0 % |
| | | 4,583,198.10 | | | | | |
| | | | ASPHALT PAVING & SUPPLY, INC. | Low Bid = \$490,761.74 | \$47,771.09 or 10.78% over State Estimate \$499,896.98 | \$9,135.24 | 1.9 % |
| | | 442,990.65 | | | | | |

Completed Contracts (Fiscal Year 2017)

| | May, 2017 | |
|------------------|-------------------------|-----------------------|
| <u>Totals</u> | <u>No. of Contracts</u> | <u>Final Cost</u> |
| # of Projects: 8 | 8 | \$20,425,596.16 |
| | | <u>Bid Amount</u> |
| | | \$19,792,342.79 |
| | | <u>State Estimate</u> |
| | | <u>Monetary</u> |
| | | <u>Monetary</u> |
| | | \$633,253.37 |

Accumulation to Date (Fiscal Year 2017 ONLY)

| No. of Contracts | Accumulative | | Bid Amount | Final Cost | Monetary | Percent |
|------------------|------------------|--|------------------|------------------|----------------|---------|
| | State Estimate | | | | | |
| 114 | \$277,421,406.44 | | \$273,484,533.95 | \$280,869,221.58 | \$7,384,687.63 | 2.7% |

Prepared By:

Checked By:

Irene Del Castillo
~~Xvonne Navarro~~
 Field Reports Unit, X6649-7299

C. Neish
~~Lynne Hickson, Manager~~
 Charlene Neish
 Field Reports Unit, X7301

FISCAL YEAR 2017

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 12a: BOARD DISTRICT NO.: 4 Page 266

BIDS OPENED: May 5, 2017

HIGHWAY: GILA COUNTY

SECTION: MAIN STREET-GOLDEN HILL ROAD TO US 60

COUNTY: GILA

ROUTE NO.: LOCAL-FA

PROJECT : TRACS: TEA-GGI-0(207)T : 0000 GI GGI SL69201C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: STANDARD CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 614,630.21

STATE ESTIMATE: \$ 511,980.25

\$ OVER ESTIMATE: \$ 102,649.96

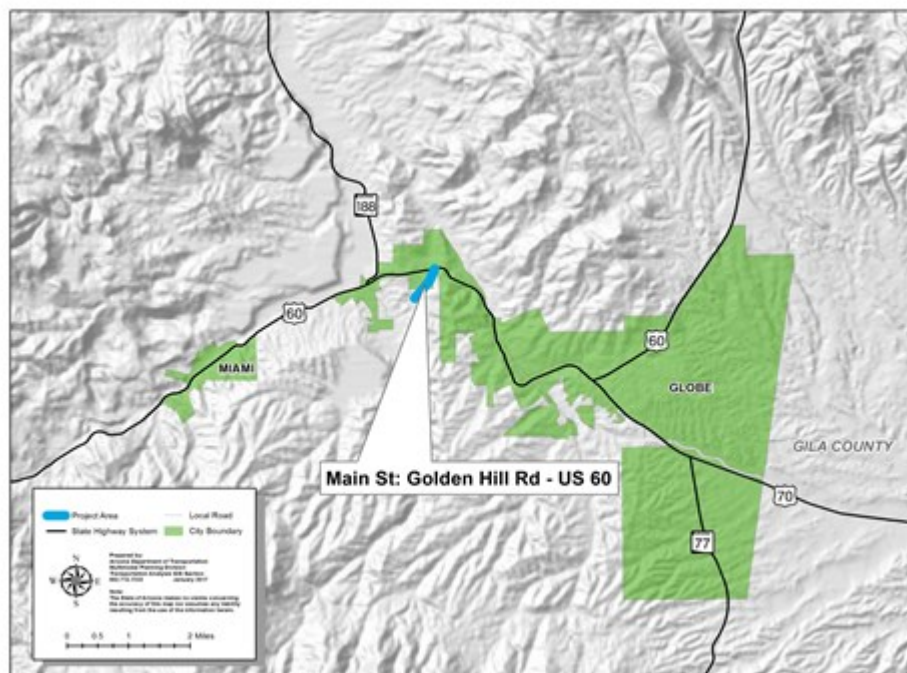
% OVER ESTIMATE: 20.0%

PROJECT DBE GOAL: 7.53%

BIDDER DBE PLEDGE: 19.37%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 12b: BOARD DISTRICT NO.: 6

Page 270

BIDS OPENED: May 5,2017

HIGHWAY: LA PAZ COUNTY

SECTION: ALAMO ROAD, US 60 TO MP 3.0

COUNTY: LA PAZ

ROUTE NO.: LOCAL

PROJECT : TRACS: FA-LLA-0(206)T : 0000 LA LLA SE58901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: \$ 724,230.74

STATE ESTIMATE: \$ 532,531.90

\$ OVER ESTIMATE: \$ 191,698.84

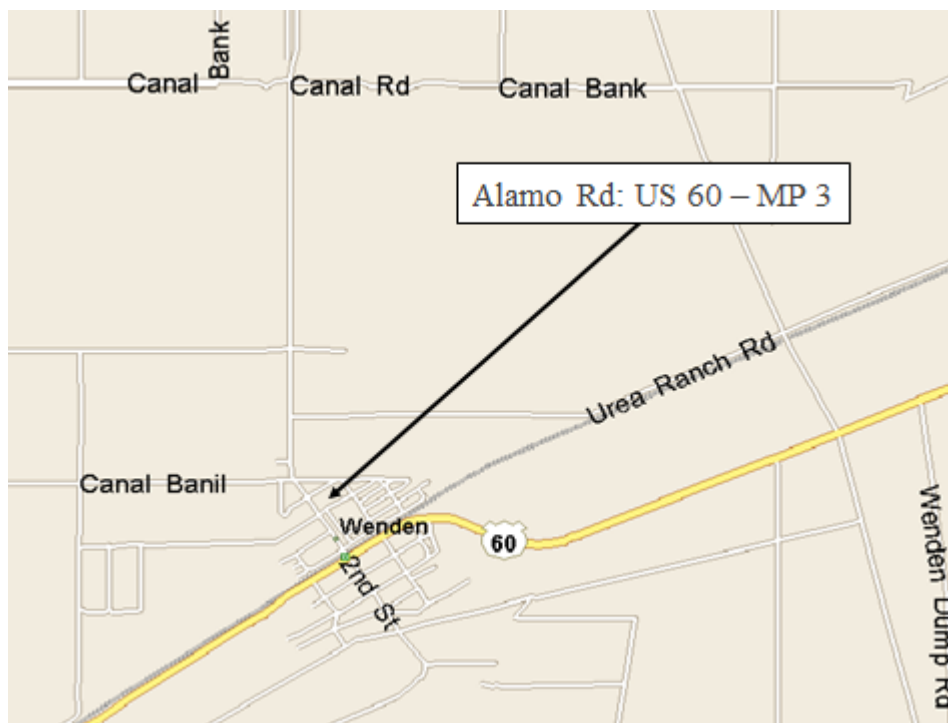
% OVER ESTIMATE: 36.0%

PROJECT DBE GOAL: 4.51%

BIDDER DBE PLEDGE: 11.39%

NO. BIDDERS: 4

RECOMMENDATION: REJECT ALL BIDS



*ITEM 12c: BOARD DISTRICT NO.: 1 Page 274

BIDS OPENED: May 26, 2017

HIGHWAY: CITY OF GLENDALE

SECTION: GLENDALE AVENUE'S NORTH ALLEY-57TH AVENUE TO 57TH DRIVE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GLN-0(230)T : 0000 MA GLN SS88901C

FUNDING: 51% FEDS 49% LOCAL

LOW BIDDER: K.A.Z. CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 595,000.00

STATE ESTIMATE: \$ 477,867.00

\$ OVER ESTIMATE: \$ 117,133.00

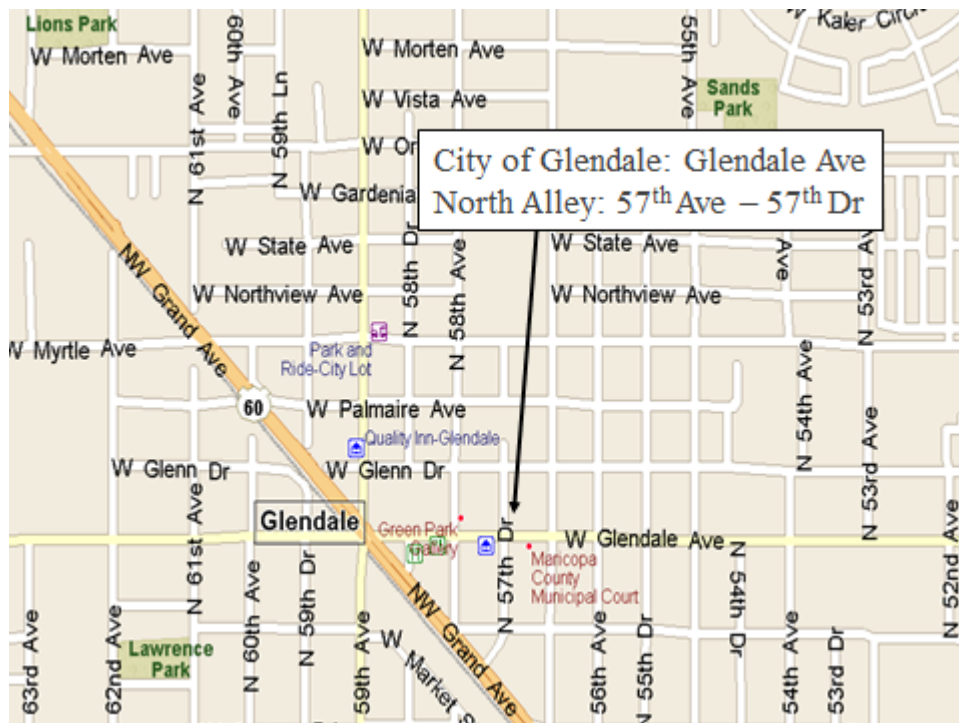
% OVER ESTIMATE: 24.5%

PROJECT DBE GOAL: 6.64%

BIDDER DBE PLEDGE: 51.13%

NO. BIDDERS: 2

RECOMMENDATION: POSTPONE



*ITEM 12d: BOARD DISTRICT NO.: 31

Page 278

BIDS OPENED: May 26, 2017

HIGHWAY: CITY OF GLENDALE

SECTION: MARYLAND AVENUE: 95TH TO 99TH AVENUE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GLN-A(248)T : 000 MA GLN SZ14201C

FUNDING: 93% FEDS 7% LOCAL

LOW BIDDER: CS CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 642,000.00

STATE ESTIMATE: \$ 1,085,057.74

\$ UNDER ESTIMATE: (\$ 443,057.74)

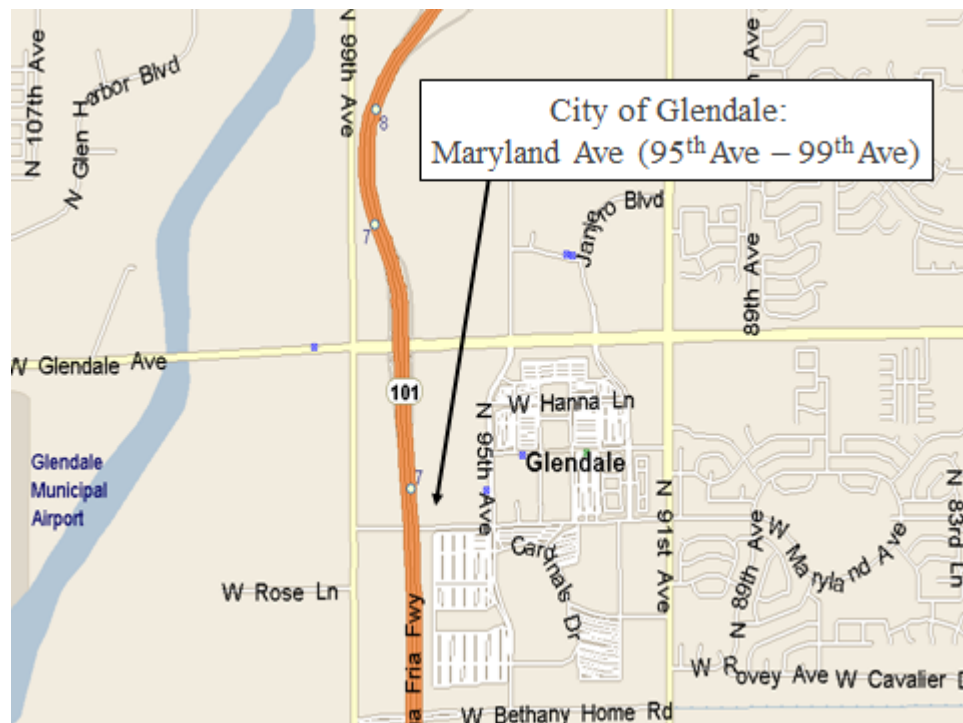
% UNDER ESTIMATE: (40.8%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 12e: BOARD DISTRICT NO.: 1

BIDS OPENED: May 26, 2017

HIGHWAY: CITY OF LITCHFIELD PARK

SECTION: LITCHFIELD ROAD: BIRD LANE TO CAMELBACK ROAD

COUNTY: MARICOPA

ROUTE NO.: LOCAL-FA

PROJECT : TRACS: CM-LPK-0(204)T : 0000 MA LPK T000401C

FUNDING: 64.5% FEDS 35.5% LOCAL

LOW BIDDER: VISUS ENGINEERING CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 315,000.00

STATE ESTIMATE: \$ 392,000.00

\$ UNDER ESTIMATE: (\$ 77,000.00)

% UNDER ESTIMATE: (19.6%)

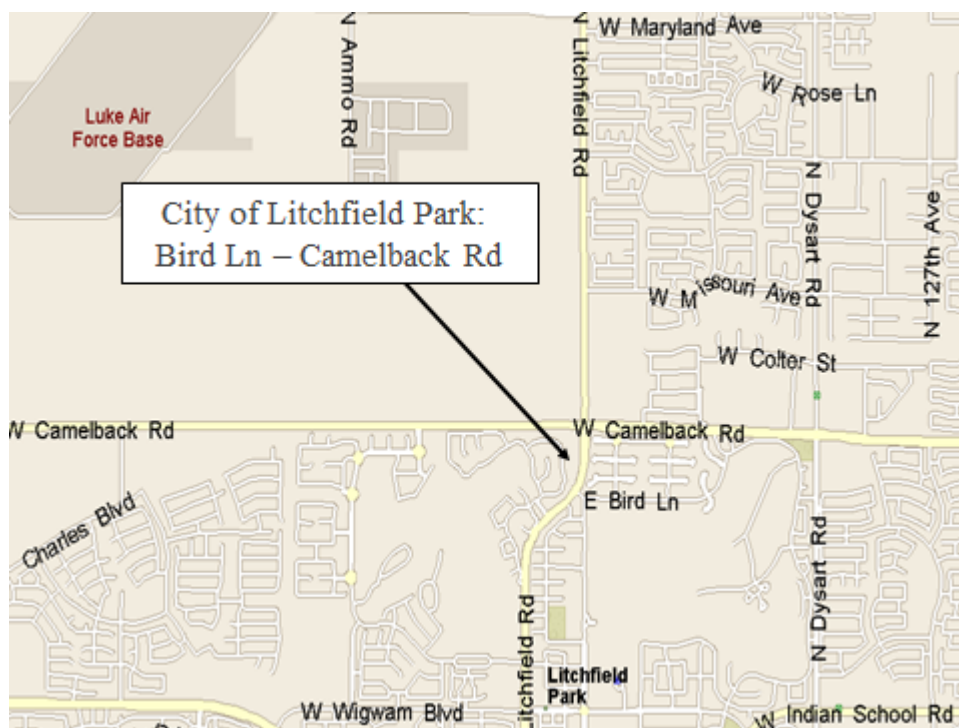
PROJECT DBE GOAL: 8.38%

BIDDER DBE PLEDGE: 8.96%

NO. BIDDERS: 6

RECOMMENDATION: POSTPONE

Page 281



*ITEM 12f:

BOARD DISTRICT NO.: 6

Page 286

BIDS OPENED: May 26, 2017

HIGHWAY: YUMA-CASA GRANDE HIGHWAY (I-8)

SECTION: ARABY ROAD T.I. RECONSTRUCTION

COUNTY: YUMA

ROUTE NO.: I 8

PROJECT : TRACS: HSIP-008-A(212)T: 008 YU 007 H810201C

FUNDING: 100% FEDS

LOW BIDDER: J. BANICKI CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 8,003,000.00

STATE ESTIMATE: \$ 5,961,404.00

\$ OVER ESTIMATE: \$ 2,041,596.00

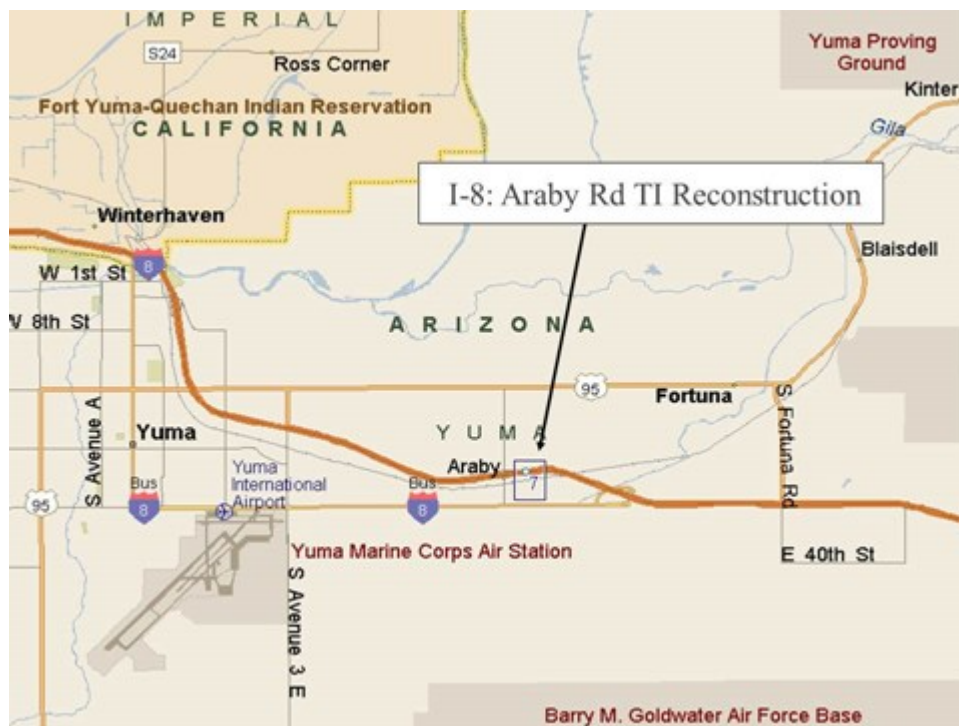
% OVER ESTIMATE: 34.2%

PROJECT DBE GOAL: 7.13%

BIDDER DBE PLEDGE: 9.63%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 12g: BOARD DISTRICT NO.: 6 Page 290

BIDS OPENED: May 5, 2017

HIGHWAY: KINGMAN-WICKENBURG HIGHWAY (US 93)

SECTION: BURRO CREEK BRIDGE SB

COUNTY: MOHAVE

ROUTE NO.: US 93

PROJECT : TRACS: NHPP-093-B(209)T: 093 MO 138 H835401C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,170,794.59

STATE ESTIMATE: \$ 1,666,983.03

\$ OVER ESTIMATE: \$ 503,811.56

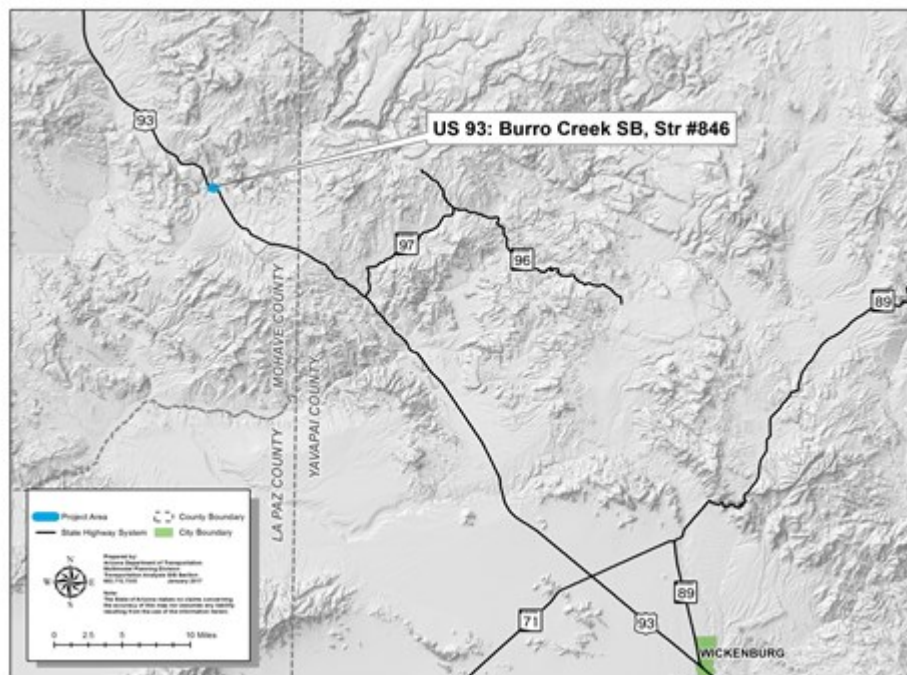
% OVER ESTIMATE: 30.2%

PROJECT DBE GOAL: 8.44%

BIDDER DBE PLEDGE: 9.15%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 12h: BOARD DISTRICT NO.: 1

Page 294

BIDS OPENED: May 5, 2017

HIGHWAY: SANTAN FREEWAY (SR 202L)

SECTION: RAY ROAD TO BROADWAY ROAD

COUNTY: MARICOPA

ROUTE NO.: SR 202L

PROJECT : TRACS: CMAQ-202-C(205)T : 202 MA 029 H881801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: CS CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 4,184,269.00

STATE ESTIMATE: \$ 3,799,495.33

\$ OVER ESTIMATE: \$ 384,773.67

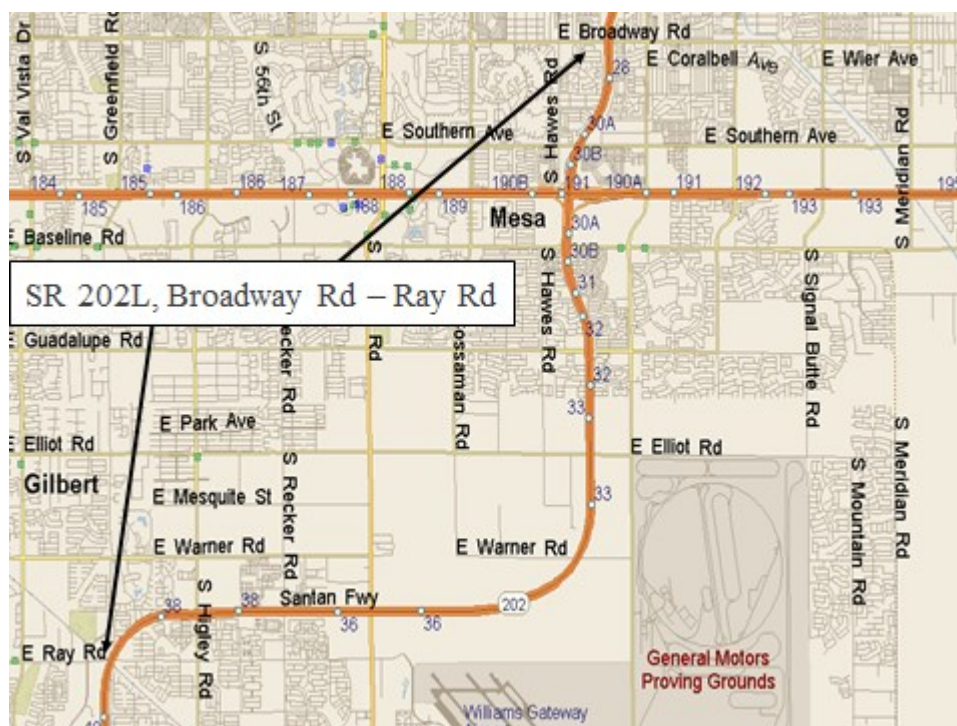
% OVER ESTIMATE: 10.1%

PROJECT DBE GOAL: 7.80%

BIDDER DBE PLEDGE: 7.89%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 12i: BOARD DISTRICT NO.: 4

Page 297

BIDS OPENED: June 2, 2017

HIGHWAY: MARICOPA ROAD (SR 347)

SECTION: VARIOUS LOCATIONS

COUNTY: PINAL

ROUTE NO.: SR 347

PROJECT : TRACS: 347-A-NFA : 347 PN 172 H700711C

FUNDING: 100% STATE

LOW BIDDER: BREINHOLT CONTRACTING COMPANY, INC.

LOW BID AMOUNT: \$ 27,900.00

STATE ESTIMATE: \$ 120,000.00

\$ UNDER ESTIMATE: (\$ 92,100.00)

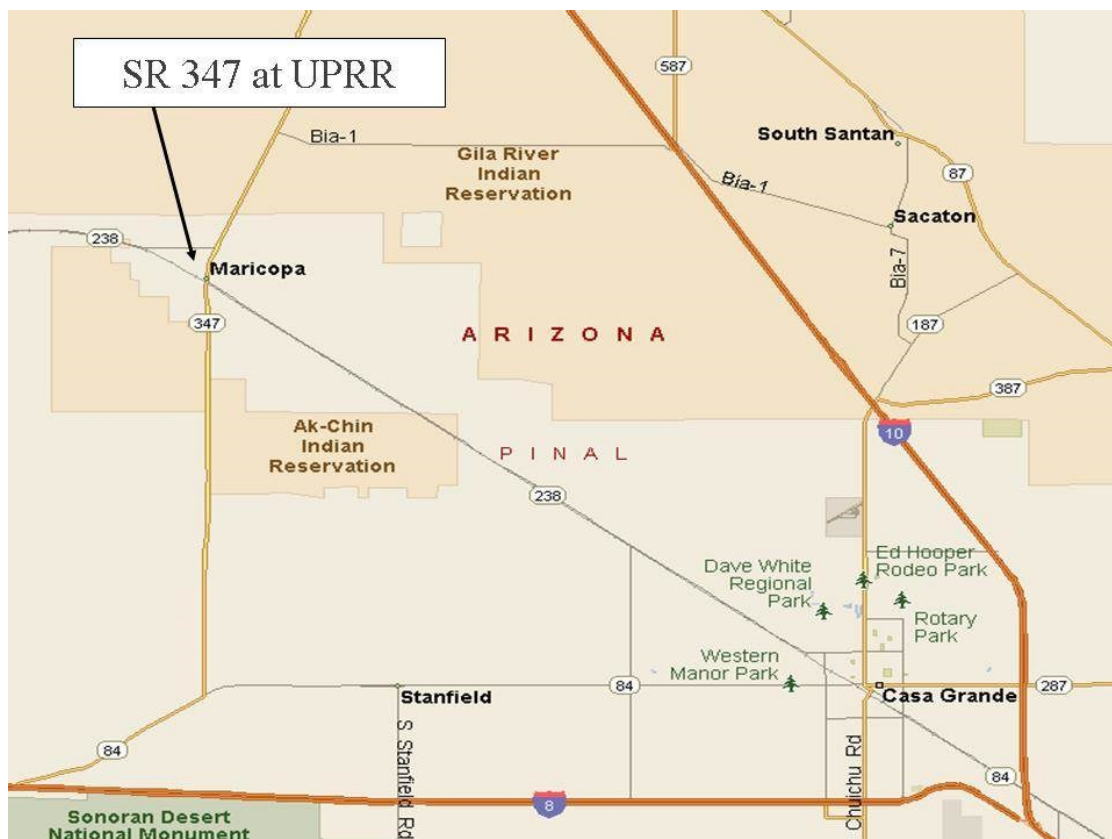
% UNDER ESTIMATE: (76.8%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Working Days

The project is located within Maricopa County, in the City of Glendale, at various locations. The work includes installing non-intrusive detection systems, poles, fiber optic cable, solar power systems, wireless Ethernet bridges, anonymous reidentification sensors, and other related items.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Jalal Kamal

| Project No. | Highway Termini | Location | Item |
|-----------------------------------|------------------|------------------------------------|-------|
| 0000 MA GLN SZ14301C GLN-0-(249)T | CITY OF GLENDALE | VARIOUS LOCATIONS Central District | LOCAL |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|-----------------------------|----------------------------------------------|
| 1 | \$469,000.00 | C S CONSTRUCTION, INC. | 22023 N 20TH AVE SUITE A PHOENIX, AZ 85027 |
| 2 | \$479,785.40 | CONTRACTORS WEST, INC. | 1830 W. BROADWAY RD. MESA, AZ 85202 |
| 3 | \$490,691.25 | AJP ELECTRIC, INC. | 11250 N. CAVE CREEK RD. PHOENIX, AZ 85020 |
| 4 | \$493,074.15 | ROADWAY ELECTRIC, LLC | 2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021 |
| | \$495,596.00 | DEPARTMENT : | |
| 5 | \$567,763.25 | STURGEON ELECTRIC CO., INC. | 3804 E. Watkins Street Phoenix, AZ 85034 |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|-------------------------------|------------------------------------------------------|
| 6 | \$706,798.25 | J. BANICKI CONSTRUCTION, INC. | 4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040 |

Apparent Low Bidder is 5.4% Under Department Estimate (Difference = (\$26,596.00))

**ARIZONA DEPARTMENT OF TRANSPORTATION
SECOND BID CALL**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017, AT 11:00 A.M. (M.S.T.)

| | |
|----------|----------------------|
| TRACS NO | 0000 MA GLN SZ14301C |
| PROJ NO | CM-GLN-0(249)T |
| TERMINI | CITY OF GLENDALE |
| LOCATION | VARIOUS LOCATIONS |

| | | | |
|-----------|----------|----------|----------|
| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
| N/A | N/A | CENTRAL | LOCAL |

This project is being re-advertised. Firms that already purchased or downloaded contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, may download the project documents from the Contracts and Specifications Section's Website, or pick up the package from the Contracts and Specifications Section front desk for a fee. Contractors that previously registered online for the project must register for the re-advertised project.

The amount programmed for this contract is \$589,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The project is located within Maricopa County, in the City of Glendale, at various locations. The work includes installing non-intrusive detection systems, poles, fiber optic cable, solar power systems, wireless Ethernet bridges, anonymous reidentification sensors, and other related items.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|--------------------------------|-------------|-----------------|
| POLE (COUNT STATION) | Each | 9 |
| CONDUCTOR (VARIOUS SIZES) | L. Ft. | 4,650 |
| SINGLE MODE FIBER OPTIC CABLE | L. Ft. | 850 |
| SOLAR POWER SYSTEM | Each | 7 |
| FIELD HARDENED MEDIA CONVERTER | Each | 2 |
| NON-INTRUSIVE DETECTOR | Each | 19 |
| ARID SENSOR | Each | 51 |
| WIRELESS ETHERNET BRIDGE | Each | 16 |

The time allowed for the completion of the work included in this project will be **150** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$18, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 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 in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|---------------------------------|----------------------|--------------------------|
| Engineering Specialist: | JALAL KAMAL | Jkamal@azdot.gov |
| Construction Supervisor: | Girgis Girgis | 6Girgis@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA GLN SZ14301C
CM-GLN-0(249)T
Project Advertised On: 4-18-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date: 200 Working Days
The proposed project is located in Maricopa County within the City of Surprise along Reems Road from Peoria Avenue to Mountain View Boulevard. The work includes the installation of conduit, pull boxes, fiber optic cabling, CCTV cameras, video detection, and related equipment.

Bid Opening Date : 5/5/2017, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

| Project No. | Highway Termini | Location | Item |
|-----------------------------------|------------------|-------------------------------------------------|-------|
| 0000 MA SUR SZ18701C SUR-0-(224)T | CITY OF SURPRISE | REEMS RD; PEORIA AVE TO MOUNTA Central District | LOCAL |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|------------------------|----------------------------------------------|
| 1 | \$596,192.41 | MP NEXLEVEL, LLC | 500 CO RD 37 E MAPLE LAKE, MN 55358 |
| 2 | \$602,361.74 | ROADWAY ELECTRIC, LLC | 2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021 |
| 3 | \$614,269.00 | C S CONSTRUCTION, INC. | 22023 N 20TH AVE SUITE A PHOENIX, AZ 85027 |
| 4 | \$627,651.40 | DEPARTMENT | 1830 W. BROADWAY RD. MESA, AZ 85202-1125 |
| 5 | \$698,821.20 | CONTRACTORS WEST, INC. | 11250 N. CAVE CREEK RD. PHOENIX, AZ 85020 |
| | \$827,236.00 | AJP ELECTRIC, INC. | |

Printed: 5/8/2017

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|-------------------------|---------------------------------------|
| 6 | \$840,746.48 | KIMBRELL ELECTRIC, INC. | 7593 N. 73RD DRIVE GLENDALE, AZ 85303 |

Apparent Low Bidder is 5.0% Under Department Estimate (Difference = (\$31,458.99))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, May 5, 2017, at 11:00 A.M. (M.S.T.)

TRACS No.: 0000 MA SUR SZ187 01C
PROJ No.: CM-SUR-0(224)T
TERMINI: City of Surprise
LOCATION: Reems Rd.; Peoria Ave. to Mountain View Blvd.

| ROUTE No. | MILEPOST | DISTRICT | ITEM No. |
|-----------|----------|----------|----------|
| N/A | N/A | Central | Local |

The amount programmed for this contract is **\$854,000.00**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County within the City of Surprise along Reems Road from Peoria Avenue to Mountain View Boulevard. The work includes the installation of conduit, pull boxes, fiber optic cabling, CCTV cameras, video detection, and related equipment.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|------------------------------------------------------|-------|----------|
| Electrical Conduit, 3", Trench and Directional Drill | L.Ft. | 13,500 |
| Cable Innerduct, 3/4" and 1" Diameters | L.Ft. | 40,000 |
| Pull Boxes, City of Surprise, Vault and Fiber | Each | 24 |
| Single Mode Fiber Optic Cable, 12 and 96 Fibers | L.Ft. | 25,000 |
| Single camera Video Detection Systems | Each | 4 |
| CCTV Field Equipment | Each | 5 |
| Ethernet Switches | Each | 5 |
| Construction Surveying and Layout | L.Sum | 1 |

The time allowed for the completion of the work included in this project will be **200 Working Days**.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is **\$38**, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|--------------------|------------------------|
| Engineering Specialist: | Thomas Mowery-Racz | tmowery-racz@azdot.gov |
| Construction Supervisor: | Girgis Girgis | ggirgis@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA SUR SZ187 01C
CM-SUR-0(224)T
PROJECT ADVERTISED ON: March 20, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed work is located in Pinal County within the City of Coolidge on Main Street, from Coolidge Ave to Pinkley Ave and Central Ave from Main St to 1st St. The work consists of reconstructing roadway, placing asphaltic concrete, constructing curbs and gutters, sidewalks, and driveways, replacing pavement markings and other miscellaneous work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Brandon Campbell

| Project No. | Highway/Terminal | Location | Item |
|-----------------------------------|------------------|---------------------------------------------------|-------|
| 0000 PN CLG SZ13001C CLG-0-(207)T | CITY OF COOLIDGE | MAIN ST FROM COOLIDGE AVE TO P SouthCent District | LOCAL |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|------------|-----------------|-----------------------|
|------|------------|-----------------|-----------------------|

\$1,638,982.85 DEPARTMENT

1 \$1,794,540.00 NESBITT CONTRACTING CO., INC. 100 SOUTH PRICE ROAD TEMPE, AZ 85281

2 \$1,815,757.80 COMBS CONSTRUCTION COMPANY, INC. P.O. BOX 10789 GLENDALE, AZ 85318

3 \$1,959,830.85 J. BANICKI CONSTRUCTION, INC. 4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 9.5% Over Department Estimate (Difference = \$155,557.15)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 28, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PN CLG SZ130 01C
 PROJ NO STP-CLG-0(207)T
 TERMINI CITY OF COOLIDGE
 LOCATION MAIN STREET, COOLIDGE AVE TO PINKLEY AVE

| | | | |
|-----------|----------|--------------|----------|
| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
| N/A | N/A | SOUTHCENTRAL | LOCAL |

The amount programmed for this contract is \$2,100,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pinal County within the City of Coolidge on Main Street, from Coolidge Ave to Pinkley Ave and Central Ave from Main St to 1st St. The work consists of reconstructing roadway, placing asphaltic concrete, constructing curbs and gutters, sidewalks, and driveways, replacing pavement markings and other miscellaneous work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|-----------------------------------------------------------|---------|----------|
| GRADING ROADWAY FOR PAVEMENT | SQ. YD. | 18,000 |
| AGGREGATE BASE, CLASS 2 | CU. YD. | 1,600 |
| ASPHALTIC CONCRETE (MISC STRUCTURAL)(SUPERPAVE)(1/2" MIX) | TON | 4,000 |
| PIPES (VARIOUS SIZES) | L. FT. | 300 |
| PAVEMENT MARKING (PAINTED) | L. FT. | 16,000 |
| PAVEMENT MARKING (THERMOPLASTIC) | L. FT. | 16,000 |
| POLE (SPECIAL) (DIRECT BURY) | EACH | 5 |
| ELECTRICAL CONDUIT (PVC) | L. FT. | 800 |
| CONCRETE VALLEY GUTTER | L. FT. | 16000 |
| CONCRETE SIDEWALK | SQ. FT. | 40,000 |
| CONTRACTOR QUALITY CONTROL | L. SUM | 1 |
| CONSTRUCTION SURVEYING AND LAYOUT | L. SUM | 1 |

The time allowed for the completion of the work included in this project will be 240 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.58 %.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$48, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Brandon Campbell
Aziz Haddad

Bcampbell2@azdot.gov
AHaddad.Consultant@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 PN CLG SZ130 01C
STP-CLG-0(207)T
PROJECT ADVERTISED ON: 3/10/2017

Printed: 5/5/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Calendar Days

The proposed work is located in Pinal County on SR 287 between Cacheris Court and N. Camino Mercado extending 800 feet east from Cacheris Court, within the City of Casa Grande. The work consists of constructing a pedestrian hybrid beacon crossing. Additional work includes removing and replacing sidewalk, driveways, and curb and gutters; placing pavement marking other related work.

Bid Opening Date : 5/5/2017, Prequalification Required, Engineer Specialist : Zarghami Ata

| Project No. | Highway Termini | Location | Item |
|-----------------------------------|---------------------------------------|---------------------------------------------------|-----------------------|
| 0000 PN CSG T005501C CSG-0-(206)T | CASA GRANDE-LA PALMA HIGHWAY (SR 287) | Florence Blvd Pedestrian Hybri SouthCent District | LOCAL |
| Rank | Bid Amount | Contractor Name | Address of Contractor |

\$173,056.60 DEPARTMENT

| | | | |
|---|--------------|-------------------------|----------------------------------------------|
| 1 | \$174,542.00 | C S CONSTRUCTION, INC. | 22023 N 20TH AVE SUITE A PHOENIX, AZ 85027 |
| 2 | \$189,540.00 | AJP ELECTRIC, INC. | 11250 N. CAVE CREEK RD. PHOENIX, AZ 85020 |
| 3 | \$190,456.56 | ROADWAY ELECTRIC, LLC | 2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021 |
| 4 | \$215,038.30 | CONTRACTORS WEST, INC. | 1830 W. BROADWAY RD. MESA, AZ 85202-1125 |
| 5 | \$248,332.62 | KIMBRELL ELECTRIC, INC. | 7593 N. 73RD DRIVE GLENDALE, AZ 85303 |

Apparent Low Bidder is 0.9% Over Department Estimate (Difference = \$1,485.40)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 5, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PN CSG T005501C
PROJ NO HSIP-CSG-0(206)T
TERMINI CASA GRANDE – LA PALMA HIGHWAY (SR 287)
LOCATION FLORENCE BLVD PEDESTRIAN HYBRID BEACON

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|------------------|--------------|----------|
| SR 287 | 115.22 to 115.39 | SOUTHCENTRAL | LOCAL |

The amount programmed for this contract is \$282,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pinal County on SR 287 between Cacheris Court and N. Camino Mercado extending 800 feet east from Cacheris Court, within the City of Casa Grande. The work consists of constructing a pedestrian hybrid beacon crossing. Additional work includes removing and replacing sidewalk, driveways, and curb and gutters; placing pavement marking other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|----------------------------------------------|--------|----------|
| Pavement Marking (Thermoplastic) | L.Ft. | 3,600 |
| Pole (Various Types) | Each | 3 |
| Mast Arm (Various Sizes) | Each | 4 |
| Electrical Conduit (Various Sizes) | L.Ft. | 400 |
| Conductor (Various Sizes) | L.Ft. | 1,400 |
| Traffic Signal Face (Various Types) | Each | 10 |
| Control Cabinet | Each | 1 |
| Concrete Sidewalk and Concrete Sidewalk Ramp | Sq.Ft. | 220 |
| Construction Surveying and Layout | L.Sum | 1 |

The time allowed for the completion of the work included in this project will be 130 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.26%.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$22.00, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|-------------------|----------------------|
| Engineering Specialist: | Ata Zarghami | azarghami@azdot.gov |
| Construction Supervisor: | Abraham Abdulnour | AAbdulnour@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 PN CSG T005501C
HSIP-CSG-0(206)T
PROJECT ADVERTISED ON: 3-24-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

65 Working Days

The proposed work is located in Mohave and Coconino Counties, on SR66 between Hualapai Way and Pica Camp Road with an approximate length of 18.92 miles. A portion of the project is located in Hualapai Indian Community. The work includes microsurfacing of the roadway surface on both west and east bound of SR 66, striping and other related work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Mahfuz Anwar

| Project No. | Highway Termini | Location | Item |
|-------------------------------|-----------------------------|-------------------------------------------------|-----------------------|
| 066 CN 104 H888001C 066-A-NFA | KINGMAN-SELIGMAN HWY (SR66) | HUALAPAI WAY TO PICA CAMP RD NorthWest District | STATE |
| Rank | Bid Amount | Contractor Name | Address of Contractor |

\$1,492,329.00 DEPARTMENT

| | | | |
|---|----------------|---------------------------------|---------------------------------------------------|
| 1 | \$1,582,000.00 | VSS INTERNATIONAL, INC. | 3785 Channel Drive West Sacramento, CA 95691 |
| 2 | \$1,649,313.07 | SOUTHWEST SLURRY SEAL, INC. | 22855 N. 21ST AVENUE PHOENIX, AZ 85027-2034 |
| 3 | \$1,670,406.10 | INTERMOUNTAIN SLURRY SEAL, INC. | 520 NORTH 400 WEST NORTH SALT LAKE CITY, UT 84054 |

Apparent Low Bidder is 6.0% Over Department Estimate (Difference = \$89,671.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017 AT 11:00 A.M. (M.S.T.)

TRACS NO 066 CN 104 H888001C
PROJ NO 066-A-NFA
TERMINI KINGMAN – SELIGMAN HIGHWAY
LOCATION HAULAPAI WAY TO PICA CAMP ROAD.

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|----------|-----------|----------|
| 066 | 104 | NORTHWEST | STATE |

The amount programmed for this contract is \$2,075,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Mohave and Coconino Counties, on SR66 between Hualapai Way and Pica Camp Road with an approximate length of 18.92 miles. A portion of the project is located in Hualapai Indian Community. The work includes microsurfacing of the roadway surface on both west and east bound of SR 66, striping and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|----------------------------------------------|-------|----------|
| Emulsified Asphalt (Polymer Modified) | Ton | 944 |
| Aggregate (Type III) | Ton | 7,261 |
| Permanent Pavement Marking (Painted)(White) | L.Ft. | 55,000 |
| Permanent Pavement Marking (Painted)(Yellow) | L.Ft. | 193,000 |
| Dual Component Pavement Marking(White) | L.Ft. | 287,000 |
| Dual Component Pavement Marking(Yellow) | L.Ft. | 82,500 |
| Construction Surveying and layout | L.Sum | 1 |

This project is located on a Native American Reservation, in the Hualapai Indian Reservation area, which may subject the contractor to the laws and regulations of the Hualapai Indian Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Hualapai Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 65 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$7, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|---------------|------------------|
| Engineering Specialist: | Mahfuz Anwar | MANwar@azdot.gov |
| Construction Supervisor: | Allison Baker | ABaker@azdot.gov |


STEVE BEASLEY,
Manager
Contracts & Specifications

066 CN 104 H888001C
066-A-NFA
3/30/17

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

60 Working Days

The proposed work is located in Navajo County, north of the town of Snowflake on SR 77 beginning at Cottonwood Wash and extending 12 miles north to milepost 373. The work consists of milling the existing roadway surface, and replacing it with new asphaltic concrete and asphaltic concrete friction course, replacing pavement marking, and other miscellaneous work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Brandon Campbell

| Project No. | Highway Termini | Location | Item |
|-------------------------------|---------------------------------|----------------------------------------------|-----------------------|
| 077 NA 361 H889401C 077-B-NFA | SHOW LOW - HOLBROOK HWY (SR 77) | COTTONWOOD WASH TO MP 373 NorthEast District | |
| Rank | Bid Amount | Contractor Name | Address of Contractor |

| | | | |
|---|----------------|-------------------------------------|------------------------------------------------------|
| 1 | \$1,349,900.00 | Sunland Asphalt & Construction Inc. | 3002 South Priest Drive Tempe, AZ 85282 |
| 2 | \$1,350,294.74 | HATCH CONSTRUCTION & PAVING, INC. | 127 S. MAIN STREET TAYLOR, AZ 85939 |
| 3 | \$1,375,582.45 | PAVECO, INC. | 2801 S. 49TH AVE, SUITE B PHOENIX, AZ 85043 |
| 4 | \$1,469,479.00 | J. BANICKI CONSTRUCTION, INC. | 4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040 |
| | \$1,500,162.10 | DEPARTMENT | |

Apparent Low Bidder is 10.0% Under Department Estimate (Difference = (\$150,262.10))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 09, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 077 NA 361 H8894 01C
PROJ NO 077-B-NFA
TERMINI SHOW LOW – HOLBROOK HWY (SR 77)
LOCATION COTTONWOOD WASH TO MP 373

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|------------------|-----------|----------|
| SR 77 | 361.70 to 373.18 | NORTHEAST | STATE |

The amount programmed for this contract is \$2,255,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Navajo County, north of the town of Snowflake on SR 77 beginning at Cottonwood Wash and extending 12 miles north to milepost 373. The work consists of milling the existing roadway surface, and replacing it with new asphaltic concrete and asphaltic concrete friction course, replacing pavement marking, and other miscellaneous work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|--------------------------------------------------------|---------|----------|
| REMOVE BITUMINOUS PAVEMENT (MILLING) (1 ½") | SQ. YD. | 111,000 |
| ASPHALTIC CONCRETE FRICTION COURSE (WITH PG 70-22 TR+) | TON | 4,600 |
| ASPHALTIC CONCRETE (1/2" MIX) (END PRODUCT) | TON | 9,700 |
| PAVEMENT MARKING (PAINTED) | L. FT. | 164,000 |
| PAVEMENT MARKING (EPOXY) | L. FT. | 246,000 |
| PAVEMENT MARKER, RECESSED (VARIOUS TYPES) | EACH | 1,200 |
| CONTRACTOR QUALITY CONTROL | L. SUM | 1 |
| CONSTRUCTION SURVEYING AND LAYOUT | L. SUM | 1 |

The time allowed for the completion of the work included in this project will be 75 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$8, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Brandon Campbell
Carl Ericksen

bcampbell2@azdot.gov
cericksen@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

077 NA 361 H8894 01C
077-B-NFA
PROJECT ADVERTISED ON: 4/27/2017

Printed: 5/5/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

135 Calendar Days

The proposed work is located in Pinal County on SR 87, within the City of Coolidge, at the intersection of Randolph Road. The work consists of widening the pavement along the east side of SR 87 to provide left turn lanes along SR 87 (north & south of Randolph Road). The project also includes extending the north side box culvert wingwall that lies west of SR 87 and south of Randolph Road. New light poles will be constructed to provide intersection lighting. The work also includes striping obliteration, new striping, signing, seeding, and other related work.

Bid Opening Date : 5/5/2017, Prequalification Required, Engineer Specialist : Vian Rashid

| Project No. | Highway Termini | Location | Item |
|---------------------------------|------------------------------------------------|----------------------------------------------|------|
| 087 PN 129 H887701C 087-A(210)T | PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY (SR 87) | RANDOLPH RD. INTERSECTION SouthCent District | 8378 |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|-----------------|-----------------------|
| | \$491,699.85 | DEPARTMENT | |

| | | | |
|---|--------------|----------------------------------|--------------------------------------|
| 1 | \$493,930.95 | BLUCOR CONTRACTING, INC. | 6939 E. PARKWAY NORTE MESA, AZ 85212 |
| 2 | \$495,839.71 | COMBS CONSTRUCTION COMPANY, INC. | P.O. BOX 10789 GLENDALE, AZ 85318 |
| 3 | \$510,302.00 | NESBITT CONTRACTING CO., INC. | 100 SOUTH PRICE ROAD TEMPE, AZ 85281 |

Apparent Low Bidder is 0.5% Over Department Estimate (Difference = \$2,231.10)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 05, 2017, AT 11:00 A.M. (M.S.T.)

| | |
|----------|------------------------------------------------------|
| TRACS NO | 087 PN 129 H8877 01C |
| PROJ NO | HSIP-087-A(210)T |
| TERMINI | PICACHO – COOLIDGE – CHANDLER – MESA HIGHWAY (SR 87) |
| LOCATION | RANDOLPH ROAD INTERSECTION |

| | | | |
|-----------|------------------|--------------|----------|
| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
| SR 87 | 128.56 to 129.20 | SOUTHCENTRAL | 8378 |

The amount programmed for this contract is \$650,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pinal County on SR 87, within the City of Coolidge, at the intersection of Randolph Road. The work consists of widening the pavement along the east side of SR 87 to provide left turn lanes along SR 87 (north & south of Randolph Road). The project also includes extending the north side box culvert wingwall that lies west of SR 87 and south of Randolph Road. New light poles will be constructed to provide intersection lighting. The work also includes striping obliteration, new striping, signing, seeding, and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|-------------------------------------------------|--------|----------|
| Clearing and Grubbing | ACRE | 2 |
| Removal of Asphaltic Concrete Pavement | SQ.YD. | 899 |
| Remove Bituminous Pavement (Milling) (2") | SQ.YD. | 1548 |
| Roadway Excavation | CU.YD. | 489 |
| Borrow (In-Place) | CU.YD. | 2,966 |
| Cement Treated Subgrade | SQ.YD. | 2,940 |
| Aggregate Base, Class 2 | CU.YD. | 1,189 |
| Asphaltic Concrete (Miscellaneous Structural) | TON | 1,273 |
| Headwall (Wingwall Extension) | EACH | 1 |
| Flat Sheet Aluminum Sign Panel | SQ.FT. | 58 |
| Pavement Marking Thermoplastic (White & Yellow) | L.FT. | 18,296 |
| Pole (Type I) (Standard Base) | EACH | 4 |
| Luminaire (Horizontal Mount) (LED Type) | EACH | 4 |
| Seeding (Class II) | ACRE | 2 |
| Erosion Control (Wattles) (9") | L.FT. | 2,081 |
| Force Account Work (Relocate Burrowing Owls) | L.SUM | 1 |
| Force Account Work (Electrical Service) | L.SUM | 1 |
| Construction Surveying and Layout | L.SUM | 1 |
| Ground-In Rumble Strip (8 inch) | L.FT. | 2,005 |

The time allowed for the completion of the work included in this project will be **135** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.79.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$22, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Vian Rashid
Abraham Abdulnour

(VRashid@azdot.gov)
(AAbdulnour@azdot.gov)



STEVE BEASLEY,
Manager
Contracts & Specifications

087 PN 129 H8877 01C
HSIP-087-A(210)T
PROJECT ADVERTISED ON: 03/10/2017

Printed: 6/1/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

55 Calendar Days

The proposed Double Application Chip Seal project is located in Cochise County on State Route 90 from MP 317.5 to MP 336.2 near Sierra Vista. The work consists of a double application chip seal, pavement markings and other related work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Howard Sara

| Project No. | Highway Termini | Location | Item |
|----------------------------------|----------------------------------|------------------------------------------|------|
| 090 CH 317 H888901C 090-A-(207)T | WHETSTONE TI-JCT SR 80 HWY, SR90 | SIERRA VISTA TO SR 80 SouthCent District | 6488 |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|------------|-----------------|-----------------------|
|------|------------|-----------------|-----------------------|

| | | | |
|---|--------------|------------------------|---------------------------------------------|
| 1 | \$887,700.13 | CACTUS TRANSPORT, INC. | 8211 WEST SHERMAN STREET TOLLESON, AZ 86353 |
|---|--------------|------------------------|---------------------------------------------|

| | | | |
|---|--------------|---------------------------------------------|-------------------------------------|
| 2 | \$941,747.85 | SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO. | 4102 E ILLINOIS ST TUCSON, AZ 85714 |
|---|--------------|---------------------------------------------|-------------------------------------|

| | | | |
|---|--------------|-------------------------|------------------------------------------|
| 3 | \$970,120.00 | VSS INTERNATIONAL, INC. | P O Box 981330 West Sacramento, CA 95691 |
|---|--------------|-------------------------|------------------------------------------|

\$1,032,324.64
DEPARTMENT

Apparent Low Bidder is 14.0% Under Department Estimate (Difference = (\$144,624.51))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 090 CH 317 H8889 01C
PROJ NO NH-090-A-NFA
TERMINI WHETSTONE TI – JCT SR 80 HWY, SR 90
LOCATION Sierra Vista to SR 80

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|----------------|--------------|----------|
| SR 90 | 317.5 to 336.2 | Southcentral | 6488 |

The amount programmed for this contract is \$1,380,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Double Application Chip Seal project is located in Cochise County on State Route 90 from MP 317.5 to MP 336.2 near Sierra Vista. The work consists of a double application chip seal, pavement markings and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|------------------------------------------|------|----------|
| Emulsified Asphalt (CRS-2P) | TON | 500 |
| Cover Material | CY | 3,000 |
| Blotter Material | TON | 1,100 |
| Pavement Markers | EA | 3,200 |
| Pavement Marking (Thermoplastic)(0.090") | LF | 386,000 |

The time allowed for the completion of the work included in this project will be 55 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$7, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|-------------|-------------------|
| Engineering Specialist: | Sara Howard | showard@azdot.gov |
| Construction Supervisor: | Erin Kline | ekline@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

SH: 090 CH 317 H8889 01C
NH-090-A-NFA
PROJECT ADVERTISED ON: 3/28/2017

Printed: 6/1/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed chip seal coat project is located on US 70 in Greenlee County between MP 366.95 and MP 385.27 and SR 75 in Greenlee County between MP 391.98 and MP 398.00. The chip seal coat work with terminal blend polymerized asphalt rubber on the travel lanes, shoulder, the turn lanes and other related work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

| Project No. | Highway Termini | Location | Item |
|------------------------------|-----------------------------------------------------------|--------------------------------------------------|-------|
| 999 SW H889001C 999-A-(471)T | GLOBE-LORDSBURG HWY (US 70) DUNCAN-GUTHRIE HWY (SR 75) | 70,MP 366-385 & 75;MP 391-398 SouthEast District | STATE |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|----------------|-----------------------------|----------------------------------------------|
| 1 | \$1,336,309.78 | FNF CONSTRUCTION, INC. | 115 S. 48TH STREET TEMPE, AZ 85281 |
| 2 | \$1,356,456.88 | CACTUS TRANSPORT, INC. | 8211 WEST SHERMAN STREET TOLLESON, AZ 85353 |
| 3 | \$1,510,171.00 | EARTH RESOURCES CORPORATION | 14655 East Cielo Vista Dewey, AZ 86327 |
| | \$1,561,744.40 | DEPARTMENT | |
| 4 | \$1,659,000.00 | VSS INTERNATIONAL, INC. | 3785 Channel Drive West Sacramento, CA 95691 |

Apparent Low Bidder is 14.4% Under Department Estimate (Difference = (\$225,434.62))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 05, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 999 SW 000 H889001C
PROJ NO 999-A-NFA
TERMINI GLOBE-LORDSBURG HWY (US 70) & DUNCAN-GUTHRIE (SR 75)
LOCATION US 70; MP 366.95 – 385.27 & SR 75; MP 391.98 - 398.00

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|-----------------|-----------|----------|
| US 70 | 366.95 – 385.27 | SOUTHEAST | STATE |
| SR 75 | 391.98 - 398.00 | | |

The amount programmed for this contract is \$2,100,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed chip seal coat project is located on US 70 in Greenlee County between MP 366.95 and MP 385.27 and SR 75 in Greenlee County between MP 391.98 and MP 398.00. The chip seal coat work with terminal blend polymerized asphalt rubber on the travel lanes, shoulder, the turn lanes and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|------------------------------------------------------|--------|----------|
| Emulsified Asphalt (CRS-2P) | Ton | 758 |
| Emulsified Asphalt (For Fog Coat)(CSS-1) | Ton | 285 |
| Cover Material | Ton | 4,361 |
| Blotter Material | Each | 175 |
| Temporary Pavement Markers (Chip Seal) | L. Ft. | 10,500 |
| Pavement Marking (Extruded Thermoplastic 0.090") W&Y | L. Ft. | 567,500 |
| Pavement Marker, Recessed & Raise Type D | Each | 3,260 |
| Permanent Pavement Marking (Painted W & Y) | L. Ft. | 378,200 |
| Construction Surveying and Layout | L.Sum | 1 |

The time allowed for the completion of the work included in this project will be 95 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$10.00, 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. We cannot guarantee mail delivery. No refund will be made for plans and specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

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 in paper format 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.

Questions and comments concerning the bid package shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Mahmood Ghorbani
Brian Jervas

MGhorbani@azdot.gov
BJervas@azdot.gov

A handwritten signature in black ink, appearing to read "Steve Beasley", with a horizontal line underneath.

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

999 SW 000 H889001C

999-A-NFA

Advertise Date: 03-31-2017 M.G

Printed: 5/5/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed project is located in the Central Heights neighborhood of the City of Globe in Gila County, on Main Street, beginning at Golden Hill Road and extending north along Main Street to U.S. Highway 60. The proposed work consists of removing asphaltic concrete pavement, minor earthwork, constructing curb wall, curb and gutter, sidewalk, drainage scuppers and other related work.

Bid Opening Date : 5/5/2017, Prequalification Required, Engineer Specialist : Vian Rashid

| Project No. | Highway Termini | Location | Item |
|----------------------------------|-----------------|---------------------------------------------------|----------|
| 0000 GI GGI SL69201C GGI-0(207)T | GILA COUNTY | MAIN ST GOLDENHILL RD TO US 60 SouthEast District | LOCAL-FA |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|------------|-----------------|-----------------------|
|------|------------|-----------------|-----------------------|

\$511,980.25 DEPARTMENT

| | | | |
|---|--------------|--------------------------------------|--------------------------------------------|
| 1 | \$614,630.21 | STANDARD CONSTRUCTION COMPANY, INC. | 810 E WESTERN AVE AVONDALE, AZ 85323 |
| 2 | \$670,000.00 | K.A.Z. CONSTRUCTION, INC. | 1138 S. SANTA RITA AVENUE TUCSON, AZ 85719 |
| 3 | \$705,000.00 | VISUS ENGINEERING CONSTRUCTION, INC. | 1831 NORTH ROCHESTER MESA, AZ 85205 |
| 4 | \$705,143.00 | TIFFANY CONSTRUCTION COMPANY | 2800 N. 24TH STREET PHOENIX, AZ 85008 |

Apparent Low Bidder is 20.0% Over Department Estimate (Difference = \$102,649.96)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 05, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 GI GGI SL692 01C
 PROJ NO TEA-GGI-0(207)T
 TERMINI GILA COUNTY
 LOCATION MAIN STREET - GOLDEN HILL ROAD TO US 60

| | | | |
|-----------|----------|-----------|----------|
| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
| N/A | N/A | SOUTHEAST | LOCAL-FA |

The amount programmed for this contract is \$640,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in the Central Heights neighborhood of the City of Globe in Gila County, on Main Street, beginning at Golden Hill Road and extending north along Main Street to U.S. Highway 60. The proposed work consists of removing asphaltic concrete pavement, minor earthwork, constructing curb wall, curb and gutter, sidewalk, drainage scuppers and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|--------------------------------------------------------|--------|----------|
| Removal of Asphaltic Concrete Pavement | SQ.YD. | 933 |
| Roadway Excavation | CU.YD. | 241 |
| Asphaltic Concrete (Miscellaneous Structural) | TON | 317 |
| Metal Handrail (MAG Std. Detail 145) | L.FT. | 777 |
| Pavement Marking Thermoplastic (White & Yellow) | L.FT. | 470 |
| Seeding (Class II) | ACRE | 2 |
| Erosion Control (Sediment Wattles) (20") | L.FT. | 2,680 |
| Concrete Curb and Gutter (MAG Std. Det. 220-1)(Type A) | L.FT. | 2,498 |
| Concrete Sidewalk (MAG Std. Detail 230) | SQ.FT. | 12,841 |
| Concrete Sidewalk Ramp | EACH | 6 |
| Concrete Driveway | SQ.FT. | 780 |
| Scupper (Concrete) (MAG Std. Detail 206) | EACH | 3 |
| Riprap (Dumped) (Gradation A & B) | CU.YD. | 15 |
| Retaining Wall (Curb Wall) | SQ.FT. | 3,514 |
| Construction Surveying and Layout | L.SUM | 1 |

The time allowed for the completion of the work included in this project will be 90 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.53.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$21, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

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Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

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

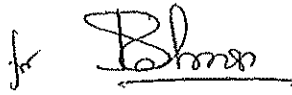
Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Vian Rashid
Mindy Teague

(VRashid@azdot.gov)
(MTeague@azdot.gov)

A handwritten signature in black ink, appearing to read "Steve Beasley", with a horizontal line underneath.

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 GI GGI SL692 01C
TEA-GGI-0(207)T
PROJECT ADVERTISED ON: 03/23/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

140 Working Days

The proposed work is located in La Paz County, in the City of Wenden, on Alamo Road between US 60 and milepost 3.0. The work consists of repairing roadway shoulders using cement modified soil, constructing concrete ford walls, replacing existing asphaltic concrete, placing pavement markings, and other related work.

Bid Opening Date : 5/5/2017, Prequalification Required, Engineer Specialist : Zarghami Ata

| Project No. | Highway Termini | Location | Item |
|-----------------------------------|-----------------|---------------------------------------------|-------|
| 0000 LA LLA SE58901C LLA-0-(206)T | LA PAZ COUNTY | ALAMO ROAD US 60 - MP3.0 NorthWest District | LOCAL |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|-----------------------------|--------------------------------------------------------|
| | \$532,531.90 | DEPARTMENT | |
| 1 | \$724,230.74 | PAVECO, INC. | 2801 S. 49TH AVE, SUITE B PHOENIX, AZ 85043 |
| 2 | \$725,000.00 | RUMMEL CONSTRUCTION, INC | 7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255 |
| 3 | \$812,735.10 | SHOW LOW CONSTRUCTION, INC. | 1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901 |
| 4 | \$839,015.00 | FANN CONTRACTING, INC | PO BOX 4356 PRESCOTT, AZ 86302 |

Apparent Low Bidder is 36.0% Over Department Estimate (Difference = \$191,698.84)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 5, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 LA LLA SE589 01C
PROJ NO FA-LLA-0(206)T
TERMINI LA PAZ COUNTY
LOCATION ALAMO ROAD, US 60 TO MP 3.0

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|------------|-----------|----------|
| N/A | 0.0 to 3.0 | NORTHWEST | LOCAL |

The amount programmed for this contract is \$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 La Paz County, in the City of Wenden, on Alamo Road between US 60 and milepost 3.0. The work consists of repairing roadway shoulders using cement modified soil, constructing concrete ford walls, replacing existing asphaltic concrete, placing pavement markings, and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|-----------------------------------------------|--------|----------|
| Grading Roadway For Pavement | Sq.Yd. | 6,400 |
| Asphaltic Concrete (Miscellaneous Structural) | Ton | 1,700 |
| Concrete Ford Wall | L.Ft. | 1,500 |
| In-Situ Cement Modified Soil | Cu.Yd. | 1,800 |
| Seeding (Class II) | Acre | 3 |
| Construction Surveying And Layout | L.Sum | 1 |

The time allowed for the completion of the work included in this project will be 140 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.51.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$21.00, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|---------------|---------------------|
| Engineering Specialist: | Ata Zarghami | AZarghami@azdot.gov |
| Construction Supervisor: | James Bramble | JBramble@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 LA LLA SE589 01C
FA-LLA-0(206)T
Project Advertised on: 3/21/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed work is located in Maricopa County, within the City of Glendale. The project will reconstruct a downtown alley located at north of the Glendale Avenue between 57th Avenue and 57th Drive. The proposed work consists of installing decorative pavement, decorative brick wall, site furnishings, lighting, drainage, landscaping and other related work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Mahfuz Anwar

| Project No. | Highway Termini | Location | Item |
|-----------------------------------|------------------|-------------------------------------------------|-------|
| 0000 MA GLN SS88901C GLN-0-(230)T | CITY OF GLENDALE | GLENDALE AVE'S-NORTH ALLEY - 5 Central District | LOCAL |

Bid Amount \$477,867.00

DEPARTMENT

| | | | |
|---|--------------|---------------------------|--------------------------------------------|
| 1 | \$595,000.00 | K.A.Z. CONSTRUCTION, INC. | 1138 S. SANTA RITA AVENUE TUCSON, AZ 85719 |
| 2 | \$645,015.60 | AJP ELECTRIC, INC. | 11250 N. CAVE CREEK RD. PHOENIX, AZ 85020 |

Apparent Low Bidder is 24.5% Over Department Estimate (Difference = \$117,133.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SS88901C
PROJ NO CM-GLN-0(230)T
TERMINI CITY OF GLENDALE
LOCATION GLENDALE AVENUE'S NORTH ALLEY- 57TH AVE TO 57TH DR.

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|----------|----------|----------|
| N/A | N/A | CENTRAL | LOCAL |

This project is being re-advertised. Firms that already purchased contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, may download the project documents from the Contracts and Specifications Section's Website or pick up the package from the Contracts and Specifications Section front desk for a fee. Contractors that previously registered online for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$623,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County, within the City of Glendale. The project will reconstruct a downtown alley located at north of the Glendale Avenue between 57th Avenue and 57th Drive. The proposed work consists of installing decorative pavement, decorative brick wall, site furnishings, lighting, drainage, landscaping and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|--------------------------------------------------|---------|----------|
| Removal of Concrete Curb | L. Ft. | 327 |
| Grading Roadway for Pavement | Sq. Yd. | 722 |
| Aggregate Base, Class 2 | Cu.Yd. | 43 |
| Asphaltic concrete (misc. structural) | Ton | 43 |
| Reinforced Concrete Pipe (various sizes & types) | L. Ft. | 422 |
| Concrete Catch Basin & drainage structures | Each | 4 |
| Special Pole With Decorative Base | Each | 6 |
| Electrical conduit (1")(PVC) | L. Ft. | 415 |
| Conductors (various sizes and types) | L. Ft. | 1,245 |
| Granite Mulch (1/2 Inch Minus) | Sq. Yd. | 197 |
| Planter Box (Precast Concrete) | Each | 2 |
| Tree (24 Inch Box) | Each | 17 |
| Shrub (one and five gallon) | Each | 168 |
| Landscape establishment | L.Sum | 1 |
| Pipe for irrigation (various sizes & types) | L. Ft. | 1,896 |
| Adjust Water Line | L. Ft. | 44 |
| Concrete Valley Gutter | Sq.Ft. | 1,217 |
| Bench | Each | 9 |
| Decorative Brick Wall | L. Ft. | 420 |
| Concrete Unit Pavers | Sq. Yd. | 469 |
| Construction Surveying and Layout | L.Sum | 1 |

The time allowed for the completion of the work included in the Construction Phase of the contract will be 120 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 90 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.64.

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 \$19.00 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.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 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 in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Mahfuz Anwar
Kirk Kiser

MANwar@azdot.gov
KKiser@azdot.gov

for Reza Safari

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

0000 MA GLN SS88901C
CM-GLN-0(230)T.
March 28, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Working Days

The proposed Lane Control Signal project is located in Maricopa County, on Maryland Avenue from 95th Avenue to 99th Avenue within the City of Glendale. The proposed work consists of installing a new Dynamic Message Sign (DMS), new Lane Control Signals (LCS) on new bridge sign structures, new fiber optic cables in new and existing conduits, installing Closed Circuit Television (CCTV) cameras, and other related items.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Jalal Kamal

| Project No. | Highway Termini | Location | Item |
|-----------------------------------|------------------|-------------------------------------------------|-------|
| 0000 MA GLN SZ14201C GLN-0-(248)T | CITY OF GLENDALE | MARYLAND AVE: 95TH TO 99TH AVE Central District | LOCAL |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|----------------|-----------------------------|----------------------------------------------|
| 1 | \$642,000.00 | C S CONSTRUCTION, INC. | 22023 N 20TH AVE SUITE A PHOENIX, AZ 85027 |
| 2 | \$664,990.00 | ROADWAY ELECTRIC, LLC | 2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021 |
| 3 | \$669,195.89 | AJP ELECTRIC, INC. | 11250 N. CAVE CREEK RD. PHOENIX, AZ 85020 |
| 4 | \$679,879.64 | CONTRACTORS WEST, INC. | 1830 W. BROADWAY RD. MESA, AZ 85202-1125 |
| 5 | \$726,784.94 | STURGEON ELECTRIC CO., INC. | 3804 E. Watkins Street Phoenix, AZ 85034 |
| | \$1,085,057.74 | DEPARTMENT | |

Apparent Low Bidder is 40.8% Under Department Estimate (Difference = (\$443,057.74))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SZ14201C
PROJ NO CM-GLN-0(248)T
TERMINI CITY OF GLENDALE
LOCATION MARYLAND AVE: 95TH TO 99TH AVE

| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
|-----------|----------|----------|----------|
| N/A | N/A | CENTRAL | LOCAL |

The amount programmed for this contract is \$1,297,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Lane Control Signal project is located in Maricopa County, on Maryland Avenue from 95th Avenue to 99th Avenue within the City of Glendale. The proposed work consists of installing new Dynamic Message Sign (DMS), new Lane Control Signals (LCS) on new bridge sign structures, new fiber optic cables in new and existing conduits, installing Closed Circuit Television (CCTV) cameras, and other related items.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|---------------------------------------------|--------|----------|
| Bridge Sign Structure | Each | 3 |
| Electrical Conduit (Various Sizes) (PVC) | L. Ft. | 955 |
| Electrical Conduit (2") (Directional Drill) | L. Ft. | 70 |
| Single Mode Fiber Optic Cable (12 Fibers) | L. Ft. | 460 |
| Dynamic Message Sign | Each | 1 |
| Lane Control Signal | Each | 19 |
| Sign Controller Unit | Each | 6 |
| Construction Surveying and Layout | L. Sum | 1 |

The time allowed for the completion of the work included in this project will be **180** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$21, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 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 in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|---------------------------------|----------------------|--------------------------|
| Engineering Specialist: | Jalal Kamal | JKamal@azdot.gov |
| Construction Supervisor: | Girgis Girgis | GGirgis@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA GLN SZ14201C
CM-GLN-0(248)T
Project Advertised On: 3-29-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

65 Working Days

The proposed Multi-Use Pathway Improvements project is located in Maricopa County, within the City of Litchfield Park and Maricopa County. The project begins on Bird Lane at Old Litchfield Road and extends to Litchfield Road, follows Litchfield Road to Camelback Road for a distance of approximately 0.29 miles. The proposed work consists of constructing an 8 foot Wide Multi-Use Pathway along with minor adjustment in roadway width. The work includes roadway excavation, furnishing and placing aggregate base and asphaltic concrete pavement, crack sealing, pavement marking, signing and other related work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Rik Richter

| Project No. | Highway Termini | Location | Item |
|-----------------------------------|-------------------------|-------------------------------------------------|----------|
| 0000 MA LPK T000401C LPK-0-(204)T | CITY OF LITCHFIELD PARK | Old Litchfield Rd / Bird Ln. - Central District | Local-FA |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|---------------------------------------------|---------------------------------------------------|
| 1 | \$315,000.00 | VISUS ENGINEERING CONSTRUCTION, INC. | 1831 NORTH ROCHESTER MESA, AZ 85205 |
| 2 | \$373,532.20 | COMBS CONSTRUCTION COMPANY, INC. | P.O. BOX 10789 GLENDALE, AZ 85318 |
| 3 | \$380,469.40 | AJP ELECTRIC, INC. | 11250 N. CAVE CREEK RD. PHOENIX, AZ 85020 |
| | \$392,000.00 | DEPARTMENT | |
| 4 | \$413,000.00 | INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC. | 1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201 |
| 5 | \$461,898.50 | TIFFANY CONSTRUCTION COMPANY | 2800 N. 24TH STREET PHOENIX, AZ 85008 |

Printed: 6/1/2017

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|--------------|---------------------------|-------------------------------------------|
| 6 | \$479,977.50 | K.A.Z. CONSTRUCTION, INC. | 1138 S SANTA RITA AVENUE TUCSON, AZ 85719 |

Apparent Low Bidder is 19.6% Under Department Estimate (Difference = (\$77,000.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA LPK T000401C
PROJ NO CM-LPK-0(204)T
TERMINI CITY OF LITCHFIELD PARK
LOCATION LITCHFIELD ROAD: BIRD LANE TO CAMELBACK ROAD

| | | | |
|-----------|----------|----------|----------|
| ROUTE NO: | MILEPOST | DISTRICT | ITEM NO. |
| N/A | N/A | CENTRAL | LOCAL-FA |

The amount programmed for this contract is \$486,360. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Multi-Use Pathway Improvements project is located in Maricopa County, within the City of Litchfield Park and Maricopa County. The project begins on Bird Lane at Old Litchfield Road and extends to Litchfield Road, follows Litchfield Road to Camelback Road for a distance of approximately 0.29 miles. The proposed work consists of constructing an 8 foot Wide Multi-Use Pathway along with minor adjustment in roadway width. The work includes roadway excavation, furnishing and placing aggregate base and asphaltic concrete pavement, crack sealing, pavement marking, signing and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|---------------------------------------|--------|----------|
| Roadway Excavation | Cu.Yd. | 387 |
| Borrow | Cu.Yd. | 638 |
| Aggregate Base, Class 2 | Cu.Yd. | 233 |
| Crack Sealing | L.Ft. | 2,040 |
| Asphaltic Concrete (Misc. Structural) | Ton | 238 |
| Storm Drain Pipe (18") (HDPE) | L.Ft. | 117 |
| Flagging Services | Hour | 100 |
| Pavement Marking (Thermoplastic) | L.Ft. | 969 |
| Concrete Curb and Gutter | L.Ft. | 1,702 |
| Concrete Sidewalk | Sq.Ft. | 12,172 |
| Construction Surveying and Layout | L.Sum | 1 |

The time allowed for the completion of the work included in this project will 65 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.38%.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$21.00, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|--------------|--------------------|
| Engineering Specialist: | Rik Richter | RRichter@azdot.gov |
| Construction Supervisor: | Dylan Cardie | DCardie@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA LPK T000401C
CM LPK-0(204)T
PROJECT ADVERTISED: May 3, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Fixed Completion Date:

10/31/2018

The proposed work is located in Yuma County at the intersection of Interstate 8 and Araby Road (SR 195), within the City of Yuma. The project constructs two-lane roundabouts and associated re-connections to I-8 ramps and Gila Ridge Road. Work includes roadway excavation, concrete paving, asphalt concrete and asphaltic concrete friction course paving, storm drain installation, slope paving, pavement markings, seeding and other miscellaneous work.

Bid Opening Date : 5/28/2017, Prequalification Required, Engineer Specialist : Rene Teran

| Project No. | Highway Termini | Location | Item |
|----------------------------------|--------------------------------|---------------------------------------------------|-----------------------|
| 008 YU 007 H810201C 008-A-(212)T | YUMA - CASA GRANDE HIGHWAY I-8 | I-8: ARABY ROAD TI RECONSTRUCT SouthWest District | 15413 |
| Rank | Bid Amount | Contractor Name | Address of Contractor |

\$5,961,404.00 DEPARTMENT

| | | | |
|---|----------------|-------------------------------|------------------------------------------------------|
| 1 | \$8,003,000.00 | J. BANICKI CONSTRUCTION, INC. | 4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040 |
| 2 | \$8,233,494.25 | HAYDON BUILDING CORP | 4640 E. COTTON GIN LOOP PHOENIX, AZ 85040 |
| 3 | \$8,280,748.15 | RUMMEL CONSTRUCTION, INC | 7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255 |
| 4 | \$9,013,597.75 | FNF CONSTRUCTION, INC. | 115 S. 48TH ST TEMPE, AZ 85281 |

Apparent Low Bidder is 34.2% Over Department Estimate (Difference = \$2,041,596.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 008 YU 007 H8102 01C
 PROJ NO HSIP-008-A(212)T
 TERMINI YUMA – CASA GRANDE HIGHWAY (I-8)
 LOCATION ARABY ROAD T.I. RECONSTRUCTION

| | | | |
|-----------|----------|-----------|----------|
| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
| I-8 | 007 | SOUTHWEST | 15413 |

The amount programmed for this contract is \$ 8,045,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yuma County at the intersection of Interstate 8 and Araby Road (SR 195), within the City of Yuma. The project constructs two-lane roundabouts and associated re-connections to I-8 ramps and Gila Ridge Road. Work includes roadway excavation, concrete paving, asphalt concrete and asphaltic concrete friction course paving, storm drain installation, slope paving, pavement markings, seeding and other miscellaneous work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|-----------------------------------------------------------------|--------|----------|
| Removal of AC Pavement | SQ.YD. | 29,416 |
| Roadway Excavation | CU.YD. | 35,456 |
| Drainage Excavation | CU.YD. | 38,070 |
| Aggregate Base (Class 2) | CU.YD. | 6,940 |
| PCCP (10") | SQ.YD. | 856 |
| AC (Misc. Structural)(Special Mix) | TON | 11,008 |
| Asphaltic Concrete Friction Course (Misc.) | TON | 282 |
| Pipe Culvert (18", 24" and 36") | L.FT. | 3,446 |
| Pavement Marking (White & Yellow Extruded Thermoplastic)(0.09") | L.FT. | 6,900 |
| Pole (Type G)(Standard Base) | EACH | 42 |
| Breakaway Base for Lighting Pole or Signal Flasher | EACH | 42 |
| Pole Foundation (Type G)(Standard Base) | EACH | 42 |
| Mast Arm (20 Ft.)(Tapered) | EACH | 42 |
| Concrete Curb (Type A) | L.FT. | 6,007 |
| Concrete Curb and Gutter (Type G, Type D) | L.FT. | 8,088 |
| Concrete Barrier (C-10.52) | L.FT. | 882 |
| Median Paving (Stamp Concrete – Red Color) | SQ.YD. | 3,933 |
| Contractor Based On-the-job Training | HOURL | 1500 |
| Construction Surveying and Layout | L.SUM | 1 |

The work included in this project shall be completed by **October 31, 2018**.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.13% .

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$170.00, 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 \$10.00 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Rene Teran
Jaime Hernandez

Rteran@azdot.gov
Jhernandez@azdot.gov


STEVE BEASLEY,
Manager
Contracts & Specifications

008 YU 007 H8102 01C
HSIP-008-A(212)T
PROJECT ADVERTISED ON: 04-26-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed work is located in Mohave County on southbound US 93, approximately 15 miles south of Wikieup, starting from milepost 138.38 and ending at milepost 139.60. The work consists of bridge deck and skewback rehabilitation, bridge barrier construction, guardrail replacement, and other related work.

Bid Opening Date : 5/5/2017, Prequalification Required, Engineer Specialist : Patway Mohammed

| Project No. | Highway Termini | Location | Item |
|----------------------------------|------------------------------------|-------------------------------------------------|-------|
| 093 MO 138 H835401C 093-B-(209)T | KINGMAN-WICKENBURG HIGHWAY (US 93) | US 93, SB BURRO CREEK BRIDGE NorthWest District | 14417 |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|------------|-----------------|-----------------------|
|------|------------|-----------------|-----------------------|

\$1,666,983.03 DEPARTMENT

| | | | |
|---|----------------|----------------------------------|------------------------------------------------------|
| 1 | \$2,170,794.59 | FNF CONSTRUCTION, INC. | 115 S. 48TH ST TEMPE, AZ 85281 |
| 2 | \$2,248,500.00 | J. BANICKI CONSTRUCTION, INC. | 4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040 |
| 3 | \$2,399,157.86 | PULICE CONSTRUCTION, INC. | 2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021 |
| 4 | \$2,804,387.58 | SOUTHWEST CONCRETE PAVING CO. | 20430 N. 19TH AVENUE, SUITE B-100 PHOENIX, AZ 85027 |
| 5 | \$2,952,980.99 | Triton Marine Construction Corp. | 5405 Constance Drive SW Bremerton, WA 98312 |

Apparent Low Bidder is 30.2% Over Department Estimate (Difference = \$503,811.56)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 05, 2017, AT 11:00 A.M. (M.S.T.)

| | |
|----------|------------------------------------|
| TRACS NO | 093 MO 138 H835401C |
| PROJ NO | NHPP-093-B(209)T |
| TERMINI | KINGMAN-WICKENBURG HIGHWAY (US 93) |
| LOCATION | BURRO CREEK BRIDGE SB |

| | | | |
|-----------|------------------|-----------|----------|
| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
| US 093 | 138.38 to 139.60 | NORTHWEST | 14417 |

The amount programmed for this contract is \$2,250,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Mohave County on southbound US 93, approximately 15 miles south of Wikieup, starting from milepost 138.38 and ending at milepost 139.60. The work consists of bridge deck and skewback rehabilitation, bridge barrier construction, guardrail replacement, and other related work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|-----------------------------------------------|-------------|-----------------|
| Removal of Structural Concrete | Cu. Yd. | 330 |
| Roadway Excavation | Cu. Yd. | 4,850 |
| Asphaltic Concrete (Miscellaneous Structural) | Ton | 610 |
| Pipe (Various) | L. Ft. | 240 |
| F-Shape Concrete Barrier and Transition (44") | L. Ft. | 2,000 |
| Polymer Epoxy Overlay | Sq. Yd. | 3,380 |
| Deck Joint Assembly(Various) | L. Ft. | 190 |
| Pavement Marking (Paint) | L. Ft. | 27,400 |
| Pavement Marking (Thermoplastic) | L. Ft. | 21,480 |
| Seeding | Acre | 5 |
| Guard Rail | L. Ft. | 150 |
| Construction Surveying and Layout | L. Sum | 1 |
| Grout Placement | Cu. Ft. | 100 |

The time allowed for the completion of the work included in the Construction Phase of the contract will be 170 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be

discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.44.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$32.00, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|------------------|--------------------|
| Engineering Specialist: | Mohammed Patwary | MPatwary@azdot.gov |
| Construction Supervisor: | Allison Baker | ABaker@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

093 MO 138 H835401C
093-B(209)T
PROJECT ADVERTISED ON: 03/27/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

340 Working Days

The proposed project is located on SR 202L from just north of Ray Road to Broadway Road within the City of Mesa and Town of Gilbert in Maricopa County. The proposed work consists of the installation of closed circuit television cameras, dynamic message signs on overhead sign structures, mainline detector stations and the associated conduit, fiber optic cables, power conductors, and other related components.

Bid Opening Date : 5/5/2017, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

| Project No. | Highway Termini | Location | Item |
|----------------------------------|--------------------------|--------------------------------------------|-------|
| 202 MA 029 H881801C 202-C-(205)T | SANTAN FREEWAY (SR 202L) | Ray Road to Broadway Road Central District | 43517 |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|----------------|-----------------|-----------------------|
| | \$3,799,495.33 | DEPARTMENT | |

| | | | |
|---|----------------|------------------------|----------------------------------------------|
| 1 | \$4,184,269.00 | C S CONSTRUCTION, INC. | 22023 N 20TH AVE SUITE A PHOENIX, AZ 85027 |
| 2 | \$4,198,999.00 | ROADWAY ELECTRIC, LLC | 2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021 |
| 3 | \$4,412,009.65 | CONTRACTORS WEST, INC. | 1830 W. BROADWAY RD. MESA, AZ 85202-1125 |

Apparent Low Bidder is 10.1% Over Department Estimate (Difference = \$384,773.67)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 7, 2017, at 11:00 A.M. (M.S.T.)

TRACS No.: 202 MA 029 H881801C
Project No.: CMAQ-202-C(205)T
Termini: SANTAN FREEWAY (SR 202L)
Location: RAY ROAD TO BROADWAY ROAD

| | | | |
|-----------|--------------|----------|----------|
| ROUTE No. | MILEPOST | DISTRICT | ITEM No. |
| SR 202L | 29.0 to 39.7 | CENTRAL | 43517 |

The amount programmed for this contract is \$6,220,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located on SR 202L from just north of Ray Road to Broadway Road within the City of Mesa and Town of Gilbert in Maricopa County. The proposed work consists of the installation of closed circuit television cameras, dynamic message signs on overhead sign structures, mainline detector stations and the associated conduit, fiber optic cables, power conductors, and other related components.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|------------------------------------------------------------------|-------|----------|
| Dynamic Message Sign & Structure | Each | 7 |
| 55, 80, & 100 Ft. CCTV Poles w/ Lowering Device | Each | 9 |
| Electrical Conduit, Trenched, Various Sizes & Config | L.Ft. | 13,150 |
| Electrical Conduit, Directional Drilled, Various Sizes & Config. | L.Ft. | 19,650 |
| Electrical Conduit, Rigid Metal, 2 Inch | L.Ft. | 100 |
| 55, 80, & 100 Ft. CCTV Poles w/ Lowering Device | Each | 9 |
| Electrical Conduit, Various Size & Config | L.Ft. | 32,900 |
| No. 9 & 7 Pull Boxes, Including Retrofits | Each | 202 |
| Electrical Conductors, Various Sizes | L.Ft. | 176,000 |
| Single Mode Fiber Optic Cable, 12 & 144 Fibers | L.Ft. | 130,000 |
| Control, Load Center, & Transformer Cabinets | Each | 40 |
| 6' x 6' Loop Detectors | Each | 175 |
| CCTV Field Equipment | Each | 9 |
| Ethernet Switches | Each | 38 |
| Concrete Barrier | L.Ft. | 1,162 |
| Contractor Based On-The-Job Training | Hour | 2,000 |
| Construction Surveying and Layout | L.Sum | 1 |

The time allowed for the completion of the work included in this project will be **340** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.80 percent.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$110, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|--------------------|------------------------|
| Engineering Specialist: | Thomas Mowery-Racz | TMowery-Racz@azdot.gov |
| Construction Supervisor: | Grigis Girgis | GGirgis@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

202 MA 029 H881801C
CMAQ-202-C(205)T
PROJECT ADVERTISED ON: March 6, 2017

Printed: 6/2/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

20 Working Days

The proposed work is located on Maricopa-Casa Grande Highway in Pinal County within the city of Maricopa. The project involves the demolition of structures on three residential properties. The work includes the removal of all structures, foundations, fencing, vegetation and other miscellaneous work.

Bid Opening Date : 6/2/2017, Prequalification Required, Engineer Specialist : Brandon Campbell

| Project No. | Highway Termini | Location | Item |
|-------------------------------|------------------------|----------------------------------------------|------|
| 347 PN 172 H700711C 347-A-NFA | MARICOPA ROAD (SR 347) | SR347-UPRR Grade Separation Central District | NFA |

| Rank | Bid Amount | Contractor Name | Address of Contractor |
|------|-------------|-------------------------------------|-----------------------------------------|
| 1 | \$27,900.00 | BREINHOLT CONTRACTING COMPANY, INC. | 1955 W. Commerce Ave. Gilbert, AZ 85233 |

\$120,000.00

DEPARTMENT

Apparent Low Bidder is 76.8% Under Department Estimate (Difference = (\$92,100.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 2, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 347 PN 172 H7007 11C
PROJ NO 347-A-NFA
TERMINI MARICOPA ROAD (SR 347)
LOCATION VARIOUS LOCATIONS

| | | | |
|-----------|----------|----------|----------|
| ROUTE NO. | MILEPOST | DISTRICT | ITEM NO. |
| 347 | N/A | CENTRAL | STATE |

The amount programmed for this contract is \$155,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located on Maricopa-Casa Grande Highway in Pinal County within the city of Maricopa. The project involves the demolition of structures on three residential properties. The work includes the removal of all structures, foundations, fencing, vegetation and other miscellaneous work.

| REPRESENTATIVE ITEMS | UNIT | QUANTITY |
|----------------------|---------|----------|
| DEMOLITION | L. SUM. | 1 |

The time allowed for the completion of the work included in this project will be 20 working days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is \$8, 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. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: <http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Arizona Department of Transportation
Infrastructure Delivery and Operations 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

| | | |
|--------------------------|------------------|----------------------|
| Engineering Specialist: | Brandon Campbell | bcampbell2@azdot.gov |
| Construction Supervisor: | Micah Hannam | mhannam@azdot.gov |

STEVE BEASLEY,
Manager
Contracts & Specifications

347 PN 172 H700711C
347-A-NFA
PROJECT ADVERTISED ON: 5/12/2017