

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, September 15, 2017, at 9:00 a.m. at the Moenkopi Legacy Inn, One Legacy Lane, Tuba City, Arizona. 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, September 15, 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) ya 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 such items to discuss have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

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

Dated this 8th day of September, 2017

Arizona Highways, Airports, and Railroads



State Highway System

— Interstate

— State Route

— US Highway

Airports

Railroads (In Service)

Cities and Towns

County Boundaries



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

July 2009

0 20 40 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING

9:00 a.m., Friday, September 15, 2017

Moenkopi Legacy Inn

One Legacy Lane

Tuba City, AZ 86045

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, September 15, 2017, at 9:00 a.m. at the Moenkopi Legacy Inn, One Legacy Lane, Tuba City, AZ. 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, September 15, 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 Jesse Thompson, District 5

ROLL CALL

Roll call by Linda Priano

OPENING REMARKS

Opening remarks by Chairwoman Deanna Beaver

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

Reminder to fill out survey cards by Floyd Roehrich, Jr.

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 updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.

(For information and discussion only — Lynn Johnson, Northeast 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 — John Halikowski, Director)

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: Multimodal Planning Division Report

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506, including the following items:

- Update on the State Aviation Grants Program
- Overview of the Arizona State Freight Plan
- Update on the State Long-Range Transportation Plan

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

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

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2018 - 2022 Statewide Transportation Facilities Construction Program.

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

- *ITEM 8: Passareli Farms Airstrip-Application for Urban Airport Approval** **Page 301**
(For discussion and possible action – Greg Byres, Assistant Director, Multimodal Planning Division)
- ITEM 9: State Engineer’s Report** **Page 317**
Staff will present a report showing the status of highway projects under construction, including total number and dollar value.
(For information and discussion only — Dallas Hammit, Deputy Director of Transportation/State Engineer)
- *ITEM 10: Construction Contracts** **Page 327**
Staff will present recommended construction project awards that are not on the Consent Agenda.
(For discussion and possible action — Dallas Hammit, Deputy Director of Transportation/State Engineer)
- ITEM 11: Suggestions**
Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas.

Adjournment

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

RIGHT OF WAY RESOLUTIONS (action as noted)

ITEM 3a: RES. NO. 2017-09-A-043
PROJECT: 089 YV 337 H8918 / 089-B(218)T
HIGHWAY: PRESCOTT – ASH FORK
SECTION: Paulden Turn Lanes
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
RECOMMENDATION: Establish new temporary construction easement right of way to be utilized for the reconnection of driveways along State Route 89 in the community of Paulden necessary to enhance convenience and safety for the traveling public.

ITEM 3b: RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA – BISBEE
SECTION: Jct SR 90 – Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise
RECOMMENDATION: Establish new right of way as a state highway to facilitate the imminent construction phase of the Foothills Drive Intersection Improvement Project necessary to enhance convenience and safety for the traveling public.

- ITEM 3c:** RES. NO. 2017-09-A-045
 PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and 060 MA 149 H7292 01R
 HIGHWAY: WICKENBURG – PHOENIX
 SECTION: 43rd Avenue – 71st Avenue (57th Avenue to 61st Avenue Intersections)
 ROUTE NO.: U. S. Route 60 (Grand Avenue)
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 020
 RECOMMENDATION: Abandon to the City of Glendale right of way temporarily acquired for this highway improvement project, in accordance with Intergovernmental Agreement No. 13-0002457, dated December 29, 2014, any and all amendments thereto, and that certain 120-Day Advance Notice of Abandonment, dated May 16, 2017.
- ITEM 3d:** RES. NO. 2017-09-A-046
 PROJECTS: 089 YV 289 H5435 01R / S 089-A-703; and 089 YV 289 H8746 / 089-A(211)T
 HIGHWAY: WICKENBURG – PRESCOTT
 SECTION: Kirkland Jct. – Wagoner Rd. Intersection
 ROUTE NO.: State Route 89
 ENG. DIST.: Northwest
 COUNTY: Yavapai
 DISPOSAL: D – NW – 007
 RECOMMENDATION: Abandon to the County of Yavapai right of way that was temporarily acquired for the Kirkland Jct. – Wagoner Rd. Intersection Improvement Project, in accordance with that certain 120-Day Advance Notice of Abandonment, dated May 11, 2017.
- ITEM 3e:** RES. NO. 2017-09-A-047
 PROJECT: 040B CN 198 M5195 01X / M-951-6-801
 HIGHWAY: SANTA FE AVE. – FLAGSTAFF URBAN AREA
 SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
 ROUTE NO.: State Route 40B
 ENG. DIST.: Northcentral
 COUNTY: Coconino
 RECOMMENDATION: Establish as a state route and state highway donated fee right of way encompassing recently completed intersection improvements constructed by the City of Flagstaff to enhance convenience and safety for the traveling public.
- ITEM 3f:** RES. NO. 2017-09-A-048
 PROJECT: 086 PM 120 H8469 / 086-A(217)T
 HIGHWAY: WHY – TUCSON
 SECTION: Fresno – MP 123.9
 ROUTE NO.: State Route 86
 ENG. DIST.: Southcentral
 COUNTY: Pima
 RECOMMENDATION: Establish new right of way as a state highway to facilitate the imminent construction phase of this project for widening and drainage improvements necessary to enhance convenience and safety for the traveling public.

- ITEM 3g:** RES. NO. 2017-09-A-049
 PROJECT: 040 NA 303 H8036 / 040-E(212)A
 HIGHWAY: HOLBROOK – LUPTON
 SECTION: Adamana T. I.
 ROUTE NO.: Interstate Route 40
 ENG. DIST.: Northeast
 COUNTY: Navajo
 RECOMMENDATION: Establish new right of way as a state highway to facilitate the imminent construction phase of this drainage improvement project necessary to enhance convenience and safety for the traveling public.
- ITEM 3h:** RES. NO. 2017-09-A-050
 PROJECT: 060 MA 145 H8874 / 060-B(224)S
 HIGHWAY: WICKENBURG – PHOENIX
 SECTION: Greenway – Thompson Ranch Road
 ROUTE NO.: U. S. Route 60
 ENG. DIST.: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route to be utilized for frontage road and widening improvements necessary to enhance convenience and safety for the traveling public.
- ITEM 3i:** RES. NO. 2017-09-A-051
 PROJECT: 008 MA 096 H8922 / 008-A(227)T
 HIGHWAY: YUMA – CASA GRANDE
 SECTION: MP 96 – Paloma Road (Painted Rock T. I.)
 ROUTE NO.: Interstate Route 8
 ENG. DIST.: Southwest
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route and state highway to facilitate the imminent construction phase of the Painted Rock Traffic Interchange Improvement Project necessary to enhance convenience and safety for the traveling public.
- ITEM 3j:** RES. NO. 2017-09-A-052
 PROJECT: 024 MA 001 H8915 / 024-A(200)T
 HIGHWAY: GATEWAY FREEWAY
 SECTION: Ellsworth Road – Ironwood Road
 ROUTE NO.: State Route 24
 ENG. DIST.: Central
 COUNTY: Maricopa
 PARCEL: 7-12096
 RECOMMENDATION: Establish new right of way as a state route by early acquisition to be utilized for the future extension of the Gateway Freeway necessary to enhance convenience and safety for the traveling public.

- ITEM 3k:** RES. NO. 2017-09-A-053
 PROJECT: 010 MA 130 H8587
 HIGHWAY: EHRENBURG – PHOENIX
 SECTION: Fairway Drive (El Mirage Road) T. I.
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route to be utilized for the reconfiguration of the Fairway Drive Traffic Interchange necessary to enhance convenience and safety for the traveling public.
- ITEM 3l:** RES. NO. 2017-09-A-054
 PROJECT: 019 PM 043 H5104 01R / I 019-A-801
 HIGHWAY: NOGALES – TUCSON
 SECTION: Duval Mine Road T. I.
 ROUTE NO.: Interstate Route 19
 ENG. DIST.: Southcentral
 COUNTY: Pima
 DISPOSAL: D – SC – 008
 RECOMMENDATION: Abandon to the Town of Sahuarita right of way that was temporarily acquired for the Duval Mine Road Traffic Interchange Improvement Project, in accordance with Intergovernmental Agreement No. 04-076, dated August 01, 2006, and all Amendments thereto.
- ITEM 3m:** RES. NO. 2017-09-A-055
 PROJECT: 010 PN 196 H7984 / 010-C(206)A
 HIGHWAY: PHOENIX – CASA GRANDE
 SECTION: Earley Road to Jct. I-8
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Southcentral
 COUNTY: Pinal
 RECOMMENDATION: Establish new right of way as a state route and state highway to accommodate design change and facilitate the imminent construction phase of this traffic interchange improvement project necessary to enhance convenience and safety of the traveling public.
- ITEM 3n:** RES. NO. 2017-09-A-056
 PROJECT: 017 MA 215 H5162 01R / I 017-A-702
 HIGHWAY: PHOENIX – CORDES JCT. HIGHWAY
 SECTION: S. R. 101L – Carefree Highway (Scatter Wash)
 ROUTE NO.: Interstate Route 17
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 017
 RECOMMENDATION: Abandon to the City of Phoenix right of way that was temporarily acquired for the Scatter Wash Drainage System Project, in accordance with Intergovernmental Agreement No. 04-139, dated December 05, 2005, and any and all Amendments thereto.

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 3o: BOARD DISTRICT NO.: 1

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BIDS OPENED: August 11, 2017

HIGHWAY: CITY OF GLENDALE

SECTION: 59TH AVENUE AND OLIVE AVENUE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-GLN-0(246)T : 0000 MA GLN SH63501C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: VISUS ENGINEERING CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 715,000.00

STATE ESTIMATE: \$ 734,434.00

\$ UNDER ESTIMATE: (\$ 19,434.00)

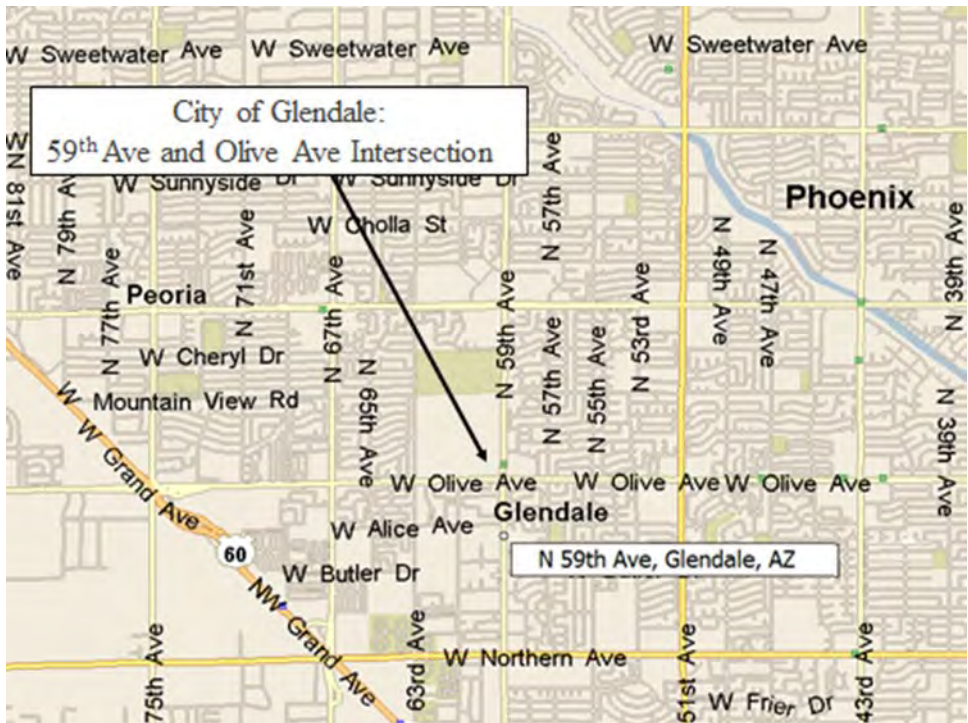
% UNDER ESTIMATE: (2.6%)

PROJECT DBE GOAL: 10.61%

BIDDER DBE PLEDGE: 13.11%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3p: BOARD DISTRICT NO.: 1

BIDS OPENED: August 25, 2017

HIGHWAY: CITY OF GLENDALE

SECTION: 55TH AVENUE FROM RIVIERA DRIVE TO CACTUS ROAD

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GLN-0(244)T : 0000 MA GLN SZ10601C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: VISUS ENGINEERING CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 346,000.00

STATE ESTIMATE: \$ 366,044.60

\$ UNDER ESTIMATE: (\$ 20,044.60)

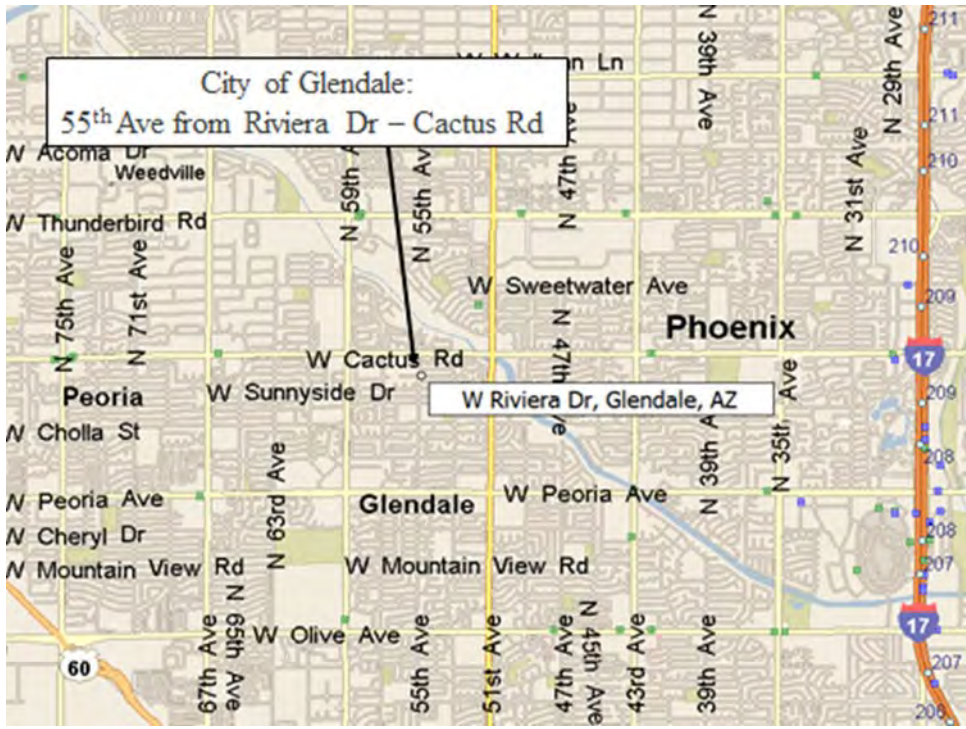
% UNDER ESTIMATE: (5.5%)

PROJECT DBE GOAL: 10.05%

BIDDER DBE PLEDGE: 11.36%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3q:

BOARD DISTRICT NO.: 1

BIDS OPENED: August 25, 2017

HIGHWAY: CITY OF LITCHFIELD PARK

SECTION: LITCHFIELD ROAD: BIRD LANE TO CAMELBACK ROAD

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-LPK-0(204)T : 0000 MA LPK T000401C

FUNDING: 65% FEDS 35% LOCAL

LOW BIDDER: VISUS ENGINEERING CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 328,000.00

STATE ESTIMATE: \$ 353,000.00

\$ UNDER ESTIMATE: (\$ 25,000.00)

% UNDER ESTIMATE: (7.1%)

PROJECT DBE GOAL: 8.38%

BIDDER DBE PLEDGE: 8.78%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3r: BOARD DISTRICT NO.: SW

BIDS OPENED: August 11, 2017

HIGHWAY: NORTHERN ARIZONA COUNCIL OF GOVERNMENTS (NACOG)

SECTION: VARIOUS LOCATIONS

COUNTY: STATEWIDE

ROUTE NO.: STATEWIDE

PROJECT : TRACS: HSIP-NAC-0(202)T : 0000 SW NAC T003901C

FUNDING: 100% FEDS

LOW BIDDER: ABBCO SIGN GROUP, LLC

LOW BID AMOUNT: \$ 410,408.00

STATE ESTIMATE: \$ 438,656.00

\$ UNDER ESTIMATE: (\$ 28,248.00)

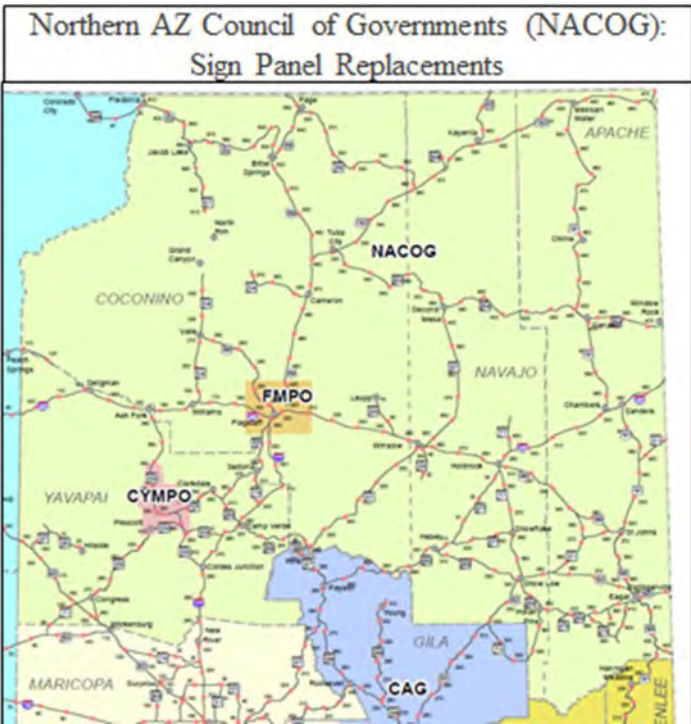
% UNDER ESTIMATE: (6.4%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3s: BOARD DISTRICT NO.: 6

BIDS OPENED: August 25, 2017

HIGHWAY: CITY OF COTTONWOOD

SECTION: MINGUS AVENUE: WILLARD STREET TO 10TH STREET

COUNTY: YAVAPAI

ROUTE NO.: LOCAL-FA

PROJECT : TRACS: STP-CWD-0(200)T : 0000 YV CWD SZ01101C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: FALCONE BROS. & ASSOCIATE, INC.

LOW BID AMOUNT: \$ 1,498,554.10

STATE ESTIMATE: \$ 1,448,546.55

\$ OVER ESTIMATE: \$ 50,007.55

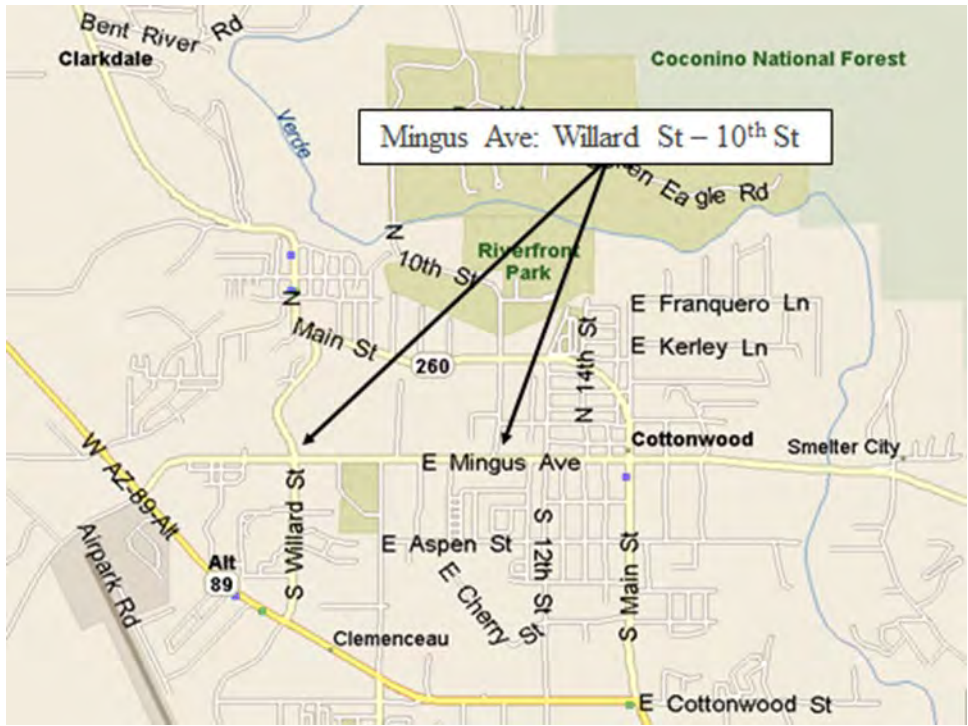
% OVER ESTIMATE: 3.5%

PROJECT DBE GOAL: 11.37%

BIDDER DBE PLEDGE: 20.03%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3t: BOARD DISTRICT NO.: 2

BIDS OPENED: August 25, 2017

HIGHWAY: NOGALES-TUCSON HIGHWAY (I-19)

SECTION: CANOA RANCH REST AREA TO DUVAL MINE ROAD

COUNTY: PIMA

ROUTE NO.: I 19

PROJECT : TRACS: NHPP-019-A(228)T : 019 PM 031 H871601C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS

LOW BID AMOUNT: \$ 9,477,798.98

STATE ESTIMATE: \$ 10,127,127.27

\$ UNDER ESTIMATE: (\$ 1,091,086.60)

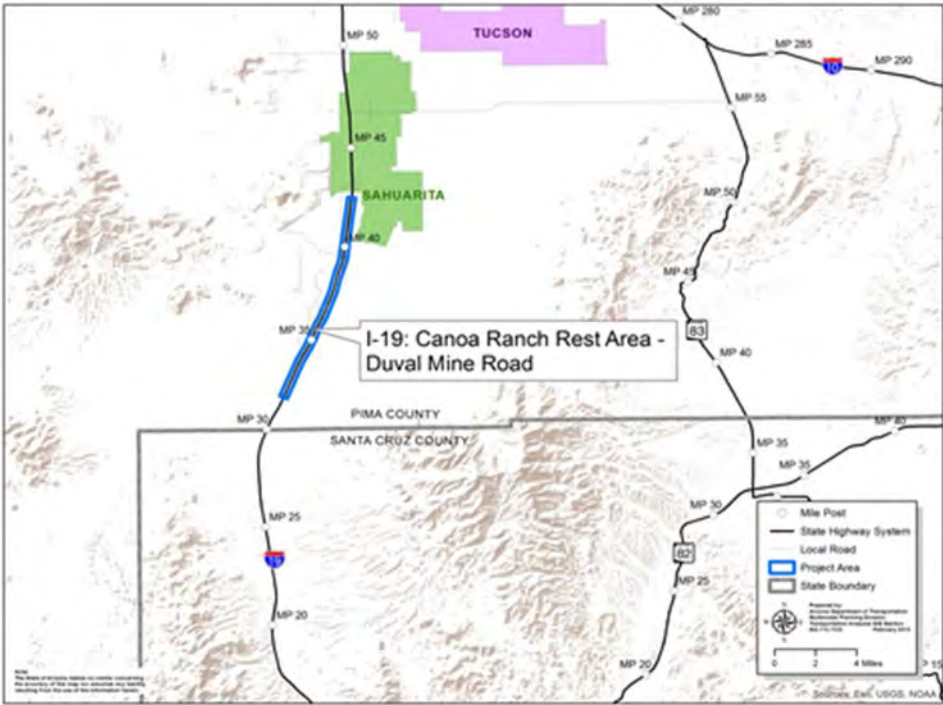
% UNDER ESTIMATE: (10.3%)

PROJECT DBE GOAL: 2.89%

BIDDER DBE PLEDGE: 3.85%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3u: BOARD DISTRICT NO.: 1

BIDS OPENED: August 25, 2017

HIGHWAY: SUPERSTITION FREEWAY (US 60)

SECTION: VAL VISTA DRIVE

COUNTY: MARICOPA

ROUTE NO.: US 60

PROJECT : TRACS: NHPP-060-C(215)T : 060 MA 184 F014801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: PCL CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,658,260.00

STATE ESTIMATE: \$ 1,679,000.00

\$ UNDER ESTIMATE: (\$ 20,740.00)

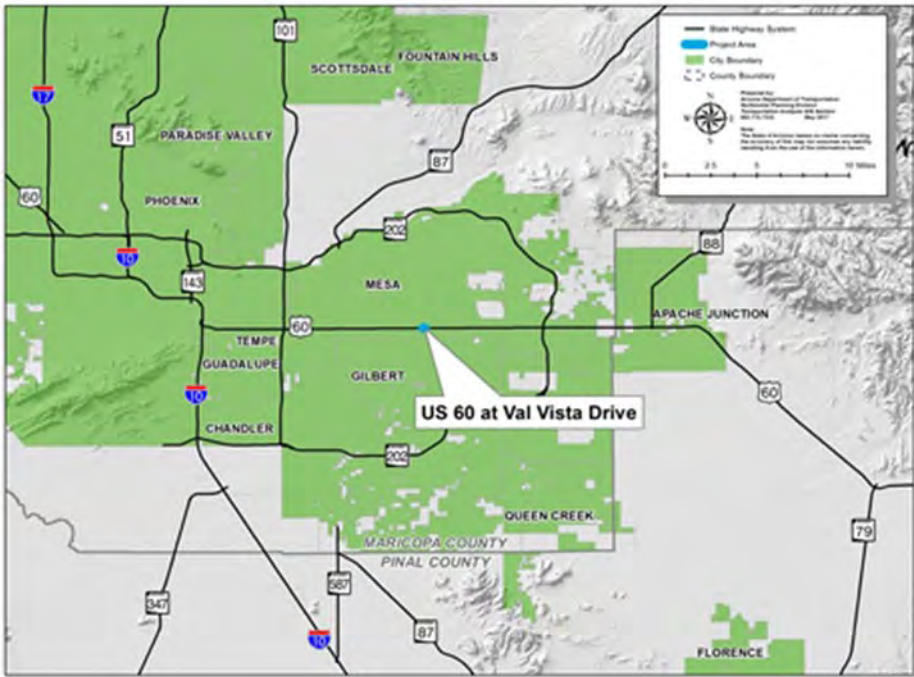
% UNDER ESTIMATE: (1.2%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM 3v: BOARD DISTRICT NO.: 4

BIDS OPENED: August 25, 2016

HIGHWAY: TUCSON-ORACLE JUNCTION-GLOBE HIGHWAY (SR 77)

SECTION: S. OLD TIGER ROAD – MIGUEL ROAD

COUNTY: PINAL

ROUTE NO.: SR 77

PROJECT : TRACS: STP-077-A(214)T : 077 PN 113 H879101C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 4,319,273.50

STATE ESTIMATE: \$ 4,455,972.25

\$ UNDER ESTIMATE: (\$ 136,698.75)

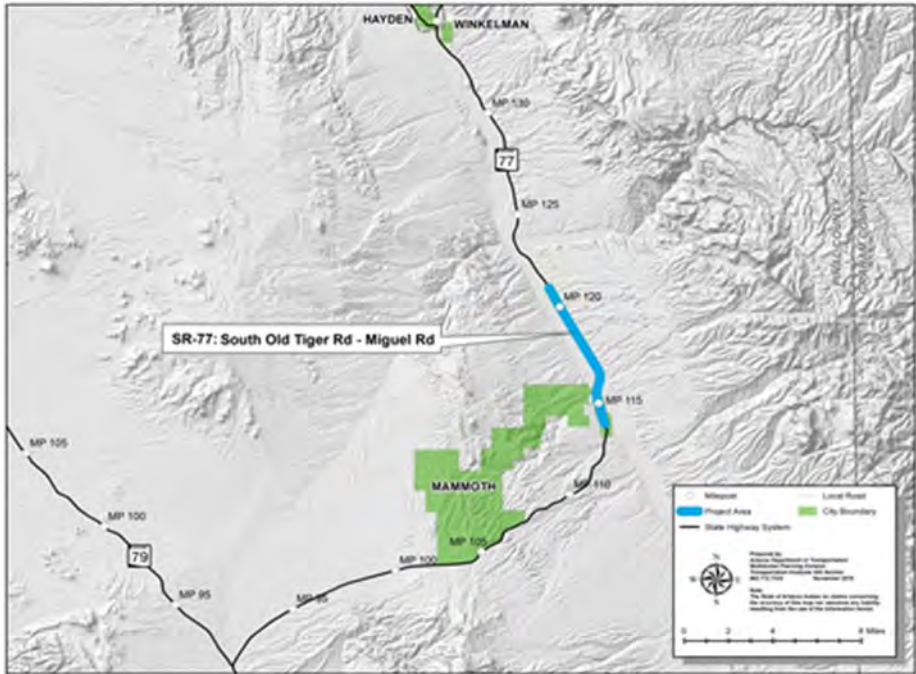
% UNDER ESTIMATE: (3.1%)

PROJECT DBE GOAL: 3.62%

BIDDER DBE PLEDGE: 3.63%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3w: BOARD DISTRICT NO.: 4

BIDS OPENED: August 25, 2017
HIGHWAY: GILA BEND TO CASA GRANDE HIGHWAY (SR 84)
SECTION: BURRIS ROAD TO FIVE POINT INTERSECTION
COUNTY: PINAL
ROUTE NO.: SR 84

PROJECT : TRACS: STP-084-A(204)T : 084 PN 175 H879001C
FUNDING: 94% FEDS 6% STATE

LOW BIDDER: GREY MOUNTAIN CONSTRUCTION, LLC

LOW BID AMOUNT: \$ 1,747,683.45

STATE ESTIMATE: \$ 1,860,293.47

\$ UNDER ESTIMATE: (\$ 112,610.02)

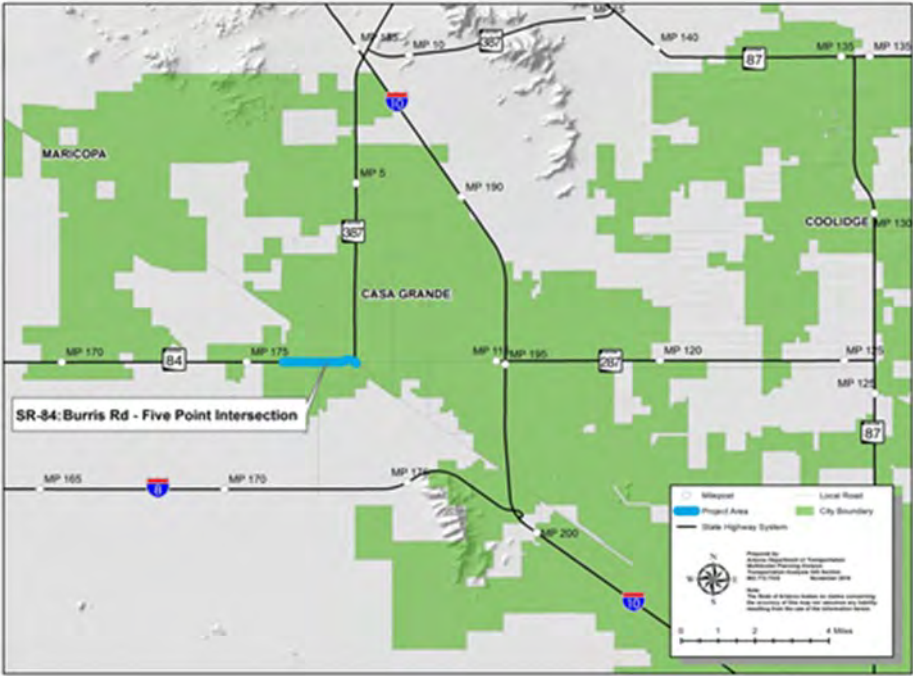
% UNDER ESTIMATE: (6.1%)

PROJECT DBE GOAL: 9.52%

BIDDER DBE PLEDGE: 9.56%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3x: BOARD DISTRICT NO.: 6

BIDS OPENED: August 4, 2017

HIGHWAY: US 191

SECTION: JUNCTION I-10 – US 191

COUNTY: MOHAVE

ROUTE NO.: US 191Y

PROJECT : TRACS: STP-191-Y(200)T : 191 CH 087 F007701C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,200,955.25

STATE ESTIMATE: \$ 1,316,787.00

\$ UNDER ESTIMATE: (\$ 115,831.75)

% UNDER ESTIMATE: (8.8%)

PROJECT DBE GOAL: 4.82%

BIDDER DBE PLEDGE: 5.00%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3y: BOARD DISTRICT NO.: SW

BIDS OPENED: AUGUST 25, 2017

HIGHWAY: STATEWIDE

SECTION: SACATON AND CANOA RANCH REST AREAS

COUNTY: VARIOUS

ROUTE NO.: SW

PROJECT : TRACS: STP-999-A(349)T : 999 SW 000 H821301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS

LOW BID AMOUNT: \$ 4,355,955.17

STATE ESTIMATE: \$ 4,281,724.30

\$ OVER ESTIMATE: \$ 74,230.87

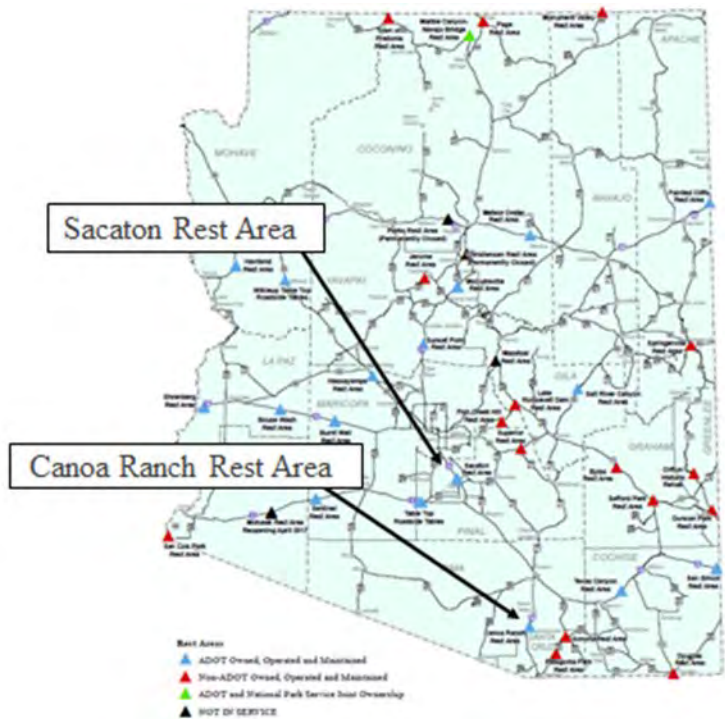
% OVER ESTIMATE: 1.7%

PROJECT DBE GOAL: 7.81%

BIDDER DBE PLEDGE: 10.51%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



MINUTES
STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Tuesday, May 30, 2017, 2017
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, AZ 85009

ITEM 1: Grand Canyon Airport Master Plan (Sonya Herrera)3

ITEM 2: MAG’S Major Amendments to the Regional Transportation Plan (Bob Hazlett/MAG)..14

**ITEM 3: 2018– 2022 Tentative Five-Year Transportation Facilities Construction Program Review
(Kristine Ward, Bret Anderson).....61**

Pledge

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

Roll call by Floyd Roehrich

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

Absent: None.

There were approximately 30 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.

Call to the Audience:

The following members of the public addressed the Board:

1. John Moffat, Pima County Director, thanked the Board for the Sonoran Corridor SR410 Study. He asked the board to consider adding funding in the budget to help keep moving this project forward. He added on a local level, they are looking into federal funding.
2. Chris Bridges, CYMPO Administrator, discussed regional partnerships and what has been accomplished so far. He also asked the Board to consider adding the SR69 Safety and Capacity Improvement Project into the Five Year Plan.
3. Marcie Ellis, Traffic Matters Chair, reported on the recent traffic issues in Sedona and Oak Creek Canyon. She provided examples of why changes need to be made. She asked the Board to consider including
4. Mary Garland, Traffic Matters, echoed Ms. Ellis’s comments and asked for legislative changes to find alternative funding sources. She also asked the Board to look into public/private partnerships and consider new strategies.

Item 1: Grand Canyon Airport Master Plan

Item 2: MAG’S Major Amendments to the Regional Transportation Plan

Item 3: 2018– 2022 Tentative Five-Year Transportation Facilities Construction Program Review

1 (Beginning of excerpt.)

2 MS. HERRERA: Madam Chair and members of the
3 Board, thank you for the opportunity to share with you an update
4 today on the Grand Canyon National Park Master Plan. The FAA
5 recommends that airports update their long-term planning
6 documents every seven to ten years. The Grand Canyon National
7 Park's current master plan was completed in 2005. So, in late
8 2015, we began the process to update our master plan. Following
9 the bid process, we contracted with Koffman Associates, a
10 national aviation consulting firm who specializes in master
11 planning and environmental studies to lead this effort.

12 MR. ROEHRICH: How about that so you don't have
13 to juggle so many things?

14 MS. HERRERA: Thank you, Floyd.

15 The airport -- the airport master plan is an
16 evaluation of current and forecasted airport activity,
17 facility requirements and a review of various alternatives for
18 the Grand Canyon National Park Airport. The master plan
19 establishes short, immediate, as well as long-term planning
20 goals for a 20-year period.

21 The primary objective of the airport master
22 plan is to provide guidance for future development, which will
23 satisfy aviation demand in a safe, environmentally and
24 fiscally responsible manner, while adhering to appropriate
25 Federal Aviation Administration safety design standards.

1 During extensive and proactive public involvement
2 and community outreach process, alternative development
3 scenarios will be devised with environmental stewardship being a
4 prime consideration during all phases. The master plan then
5 acts as a guide to aid local, state, and federal decision makers
6 when considering airport improvements.

7 A key component of developing master plan, is the
8 establishment of a planning advisory committee that features key
9 stakeholders to provide guidance throughout the process. As you
10 can see, we have quite a large pact with all key stakeholders
11 being represented. Some of those include the FAA, several
12 different areas within ADOT, the USDA, the Grand Canyon National
13 Park, the Town of Tusayan -- and we have Mayor Dufy (phonetic)
14 here today. So, thank you for being here, Mayor. As well as
15 the Havasu tribe, the Sierra Club, and many of our other
16 stakeholders from the area.

17 There are -- there are several phases in the
18 master plan process that I am now going to walk you through.

19 The Planning Advisory Committee, or PAC, first
20 met on October 29th, of 2015 in the town of Tusayan to educate
21 participants on the process as well as to discuss next steps.
22 The PAC met again on May 25th of 2016 to review the working
23 papers on inventory, forecast, demand capacity, as well as
24 facility requirements.

25 The first of eight public information workshops

1 was held in Tusayan on May 25th, and a second was held on July
2 20th of 2016 in Flagstaff.

3 The Planning Advisory Committee met again on
4 October 27th of 2016 to discuss development alternatives. In
5 addition, another public information workshop was held that same
6 day in the town of Tusayan, and an additional public information
7 workshop was held in Williams on February 15th of 2017.

8 The next Planning Advisory Committee meeting is
9 scheduled for June 26th, this summer, to review the working
10 papers on the master plan concept, to review the environmental
11 section of the plan, as well as the sustainability analysis. I
12 will tell you that something that we have spent a lot of time
13 and effort working on is really to include a really robust
14 sustainability plan as a part of this master plan going forward.

15 So I thought I'd share some of the forecast
16 summary that our consultant has developed. So, an enplanement
17 includes any revenue passengers that board an aircraft for a
18 fare at an airport. This statistic is what the FAA utilizes
19 to determine the annual level of entitlement funding dedicated
20 to an airport under the Airport Improvement Program, or AIP.

21 In reviewing the Grand Canyon National Park's
22 airport history, (inaudible) enplanements came in 1996 with
23 642,000 enplanements. Since 2011, the Grand Canyon Airport has
24 averaged about 334,000 annually. The enplanements consist
25 primary of air tours as well as charter flight passengers.

1 The consulting partnership with the Planning
2 Advisory Committee is working on a number of alternatives, many
3 of which are shown here: Enhancing the terminal facility to
4 better meet customer and operational needs, determining land
5 uses, both aviation as well as non-aviation, evaluating airfield
6 improvements necessary to comply with the FAA design, as well as
7 geometry standards.

8 So here's a little bit more about the
9 Sustainability Management Plan goals. So the areas that are
10 being addressed are air quality, energy, natural resource
11 management, land use, plan development, construction methods,
12 resiliency and preparedness, waste management, as well as
13 water, which is a very precious resource in Northern Arizona.

14 So with regard to our public outreach, ADOT
15 prepared a public involvement plan at the very beginning of
16 the master plan -- planning process. So, typically, we have
17 in the past had about four public outreach meetings. In this
18 particular process, we are having twice that. We are having
19 eight, and they're in multiple regional areas.

20 So this is a recap. I mentioned these earlier,
21 ones that are upcoming is in the town of Tusayan again. That
22 will be on June 28th. We're meeting -- going down to meet with
23 the Havasupai tribe on the 29th, and then there will be an
24 additional meeting here in Phoenix, and that date has not yet
25 been determined.

1 We do have a website where members of the
2 public as well as the Board can go to find more information
3 and see the actual working papers and the draft documents that
4 are currently available.

5 So our next steps. We'll be developing the
6 master plan concept as well as the associated Capital
7 Improvement Program. We will be implementing the Sustainable
8 Management Plan based on recommendations, and then we will be
9 preparing a market rent study, as well as a rate and charges
10 analysis. The next step in that process will then be approval
11 and adoption by ADOT, and then the final step of that is the FAA
12 will review and approve our airport layout plan.

13 So I wanted to also update the Board. We had
14 shared a number of pictures and things with regard to the
15 airport, and Chairwoman Beaver came up and visited with us at
16 the airport. We really appreciate you coming up and spending
17 some time with us. So I wanted to share a little bit about
18 some of those things that we have done with regard to some
19 improvements at the facility since your visit. We've repaired
20 the retaining wall and steps, which I'll share some pictures
21 of those here in a moment.

22 We've enhanced security at the Grand Canyon
23 Airlines terminal by installing fencing that better controls
24 runway access. We've also updated the exterior of the
25 terminal. We've painted and done some repairs there. Our HVAC,

1 we have a new AC unit, as well as a new heating unit to support
2 the terminal. And then the lighting in our parking lots -- and
3 this is something we're really proud of -- has been converted to
4 LED lights at no cost to the State, and that includes shields
5 which are compliant with the Dark Sky Initiative. We've
6 installed and rehabilitated airfield lighting and added 20-foot
7 shoulders to our runway, and we've done some taxiway
8 preservation as well.

9 The current FBO and fuel farm lease does expire
10 on September 30th, and these are being put out for bid. ADA
11 improvements were also done on our main parking lot when it
12 was crack sealed. So we have better addressed ADA parking at
13 the terminal as a result of that project.

14 So some other things that have occurred. We
15 now have tandem skydiving. A vendor named Paragon is there on
16 site doing that. That has started back in April of 2016, and
17 it's the only operation of its kind in North America. Our
18 helicopter leases come up for renewal in 2018 and 2016. We've
19 also replaced the security system with fiber optic cabling to
20 repair automated gates and to make them more reliable and to
21 also enhance our security system.

22 I'm also happy to report that for the last
23 three years, the airport has been very close to being
24 completely self-sustaining. And our energy conservation
25 efforts are paying off. Our water consumption at the airport

1 has gone down significantly.

2 One other item to note is we no longer have
3 scheduled air at the Grand Canyon National Park Airport, as
4 Vision Airlines did not renew their lease.

5 So I'm going to some photos here. At the top,
6 this is the before, and the below is the after. Again, these
7 are updated photos. Both of these are from current. Just
8 made this week.

9 So we showed you the retaining wall and the
10 steps.

11 We were having some major deterioration issues
12 there. Those have now been repaired.

13 This retaining wall also was starting to break
14 down and degrade. That has also been repaired.

15 Those are our new HVAC and heating units.

16 And I am now willing to take any questions that
17 you might have.

18 CHAIRWOMAN BEAVER: (Inaudible.)

19 MR. HALIKOWSKI: Madam Chair, could you please
20 pull the microphone up?

21 CHAIRWOMAN BEAVER: Excuse me. Yes.

22 Does any of the board members have any
23 questions that they would like to ask Sonya?

24 MR. LA RUE: Madam Chair.

25 CHAIRWOMAN BEAVER: Board Member La Rue.

1 MR. LA RUE: Sonya, it's not so much a question,
2 but just as you're working on the master plan, you know, every
3 -- I think is an area that's got a little bit of controversy
4 (inaudible). We look at this (inaudible). So when I think
5 about that, I always think, what is the purpose of the airport?
6 You know, what is its mission and why? And then are there
7 guiding principles to get it there? And then how do you wrap
8 all of the, you know, recommended capital projects that are
9 going to come from that through the mission and the guiding
10 principles. So I don't know if this committee's working on that
11 or thought of that, but -- I'm assuming you have, but that would
12 be nice to bring back to this board (inaudible).

13 MS. HERRERA: Member La Rue, you're absolutely
14 correct. It's stating that it is an area that there's a lot
15 public interest with regard to the environment, and I think
16 through the public outreach and the public information
17 workshops, we are giving a lot opportunity for the citizens as
18 well as the groups in the area that may have concerns to
19 provide some input with regard to that.

20 I also believe that as a part of the master plan,
21 it is that group's charter to really look at what is the purpose
22 of the airport going forward and what is the vision for the
23 future for that particular area.

24 MR. LA RUE: Okay. Thank you.

25 CHAIRWOMAN BEAVER: I know on my visit up there,

1 I think it was a couple of years ago, but on that visit, as far
 2 as the main building, there was -- I know that you're working on
 3 the outside as far as the ADA compliance, but the TSA was
 4 totally out of compliance, and then the bathrooms up there were
 5 not ADA compliant. Has anything been happening on those, or are
 6 those still in need of...

7 MS. HERRERA: Madam Chair, those are still in
 8 need of modernization, and those are things that we are
 9 working on and looking at. Ultimately, I know that one of the
 10 things that the PAC committee is also going to be recommending
 11 is a new terminal. In updating the siding on the terminal, we
 12 found that there is no insulation in the walls of the terminal
 13 at all. There's only insulation in the ceiling. So clearly
 14 that's something that we need to take into account as we go
 15 forward in the future.

16 CHAIRWOMAN BEAVER: And I noticed that you had
 17 one of your public meetings -- it seems that Flagstaff is also
 18 one of the neighbors that -- from past has had some concern
 19 about the airport up there, and I did notice that you did have
 20 one of your meetings there. And was it well attended?

21 MS. HERRERA: Madam Chair, we had about 20
 22 members of the public attend that meeting. So it was well
 23 attended.

24 CHAIRWOMAN BEAVER: Mr. Thompson.

25 MR. THOMPSON: Just one comment. I think that

1 (inaudible) is that I am happy that you are able to talk about
 2 the concerns. I know there's probably a lot issues as well as
 3 interests in that (inaudible). I like that you're able to
 4 address those concerns. (Inaudible.)

5 MS. HERRERA: Thank you.

6 CHAIRWOMAN BEAVER: Mr. Hammond.

7 MR. HAMMOND: I don't (inaudible), but I'm
 8 curious as to Board Member La Rue's question. You had a very
 9 good, very large group of constituents in the process. We've
 10 had the -- for example, the Sierra Club before us in the past
 11 voicing their objection. I'm curious. How much consensus is
 12 there within your constituency, and could (inaudible)
 13 appropriate for you to talk a little bit about that as far as
 14 those in that constituency that are absolutely against versus
 15 those -- it's not that I'm (inaudible), but I think that the
 16 Board, some of the balance of the (inaudible), if that's the
 17 right word, (inaudible) your stakeholders would be appropriate
 18 to at least (inaudible).

19 MS. HERRERA: I think --

20 MR. HALIKOWSKI: Before you answer that, and
 21 Madam Chairman, to that point, I'd ask you just to speak in
 22 generalities and not point out any specific groups, but
 23 generally what the issues are.

24 MS. HERRERA: Member Hammond, I was going to
 25 respond. This is probably premature at this point. The next

1 meeting is going to discuss further some of the development
 2 alternatives. So I think at this point it would be premature to
 3 say who sits where on the fence with regard to the
 4 recommendations of our consultant. That will be something at
 5 the June 28th meeting that will be discussed in greater detail.

6 MR. HAMMOND: And I would just say to that point,
 7 Madam Chair, obviously there are a number of issues surrounding
 8 the airport. The point is well taken, what's the airport's
 9 mission and what its future would be.

10 As you know, we've had issues of whether or not
 11 the airport would draw business away from other tourist
 12 centers, whether improvements to the airport would impact
 13 water usage in the national park, whether, you know, the
 14 flights over the Canyon -- what impact those have.

15 So as we've looked at, you know, improving the
 16 airport, as Sonya has said, to try and at least make it break
 17 even, there are lots of concerns on both sides about whether
 18 expansion of the airport in Tusayan in general is a good thing
 19 and what impact the airport would have on any of that
 20 potential expansion.

21 So I think it's imperative that we continue to
 22 outreach to the stakeholders and the tribes to discuss this,
 23 because then sooner or later you've got to make some decisions
 24 about the airport's mission and its future, and do you at some
 25 point turn that into an enterprise that breaks even or makes

1 enough money that it could be leased out and run by a private
 2 entity instead of ADOT. So there are lots of questions on
 3 both sides of this particular issue.

4 Thank you, Madam Chair.

5 CHAIRWOMAN BEAVER: Thank you. Thank you.

6 Okay. Now we'll move on to Item 2, MAG's Major
 7 Amendments to the Regional Transportation Plan.

8 Hi. If you could just state your name for the
 9 record.

10 MR. HAZLETT: Certainly. Is this water?

11 MR. HALIKOWSKI: You can't have water until
 12 you're done.

13 MR. HAZLETT: I can't have water until I'm
 14 done? Thank you, Mr. Halikowski. I certainly appreciate it.

15 MR. ROEHRICH: You have to -- the microphones
 16 are not the best. You kind of -- you've got to get kind of
 17 close.

18 MR. HAZLETT: Okay. How about if I -- hopefully
 19 I'm right there, and hopefully --

20 MR. HALIKOWSKI: Just like when you were on
 21 American Idol.

22 MR. HAZLETT: You saw that episode.

23 My name is Bob Hazlett. I'm the senior
 24 engineering manager for the Maricopa Association of Governments.
 25 Madam Chair and members of the State Transportation Board,

1 Mr. Director, I really appreciate the opportunity to be here.

2 When we brought up this item -- and there's going
3 to be some action, I think, that we're going to be seeking from the
4 Board at your -- at your regular business meeting coming up here
5 in June. It became very apparent to us that there have been a
6 lot of activities that have happened at MAG, and we wanted to
7 bring the Board up to date on some of these activities. Some of
8 them are some major initiatives that we've had for I-10 and
9 I-17, and then another big one was what we call rebalancing, and
10 I'll get into that as I get into the presentation here.

11 To start off, and I'm going to go a little out of
12 order from your Board agenda just to -- just because of flow,
13 but I want to talk first about a project that we've recently
14 completed, and the final recommendations were just accepted by
15 the MAG Regional Council last week, and that is for the
16 Interstate 10/Interstate 17 Corridor Master Plan.

17 This project was a study that started and was an
18 outgrowth of a number of workshops that were held back in 2012,
19 about five years ago. Then Director Halikowski and also Karla
20 Petty with the Federal Highway Administration, we all had met on
21 Halloween to talk about the continuing planning and the
22 continuing expansion of Interstate 10 and Interstate 17.

23 We had a couple of member agencies, elected
24 leadership that were kind of concerned about some really large
25 expansion plans. And so we kind of stepped back to -- because

1 of what was brought up by the elected officials and said, "What
2 are we doing with this corridor, and where are we going to go
3 with this?" And so, again, back in 2012, we identified that
4 will be some near-term improvements that would be conducted, and
5 then we would also -- MAG would also complete this corridor
6 master plan so that we could have the long-term vision for the
7 corridor.

8 The corridor itself is up here. As you can see,
9 it's 31 miles long. It begins down at the Loop 202/Pecos Stack,
10 extends up along Interstate 10 to the split interchange, and
11 then from the split interchange, it continues along Interstate
12 17 up to the North Stack at Loop 101.

13 And the reason that we -- that -- the nickname
14 that has been given to this project is called "the Spine." And
15 the reason we call it "the Spine" is because when we take a look
16 at all of our traffic that happens on the regional freeways,
17 roughly 40 percent of all daily travel finds its way on to some
18 part of I-10 and I-17. So it is an extremely important corridor
19 to the region, but we also know it's a very important corridor
20 to the state of Arizona and our continuing activities as the
21 economic development continues to happen throughout the entire
22 state.

23 The project was led by this group of management
24 partners you see up there. We had some great representation
25 from Multi-Modal Planning Division inside of ADOT. Mike Kies,

1 when he was the director of the Multi-Modal Planning Division,
 2 was there at every meeting, and we really appreciate all the
 3 assistance that was given. We had some great representation
 4 from Federal Highway Administration, and then you can see,
 5 also, too, that we had a number of representatives from the
 6 Maricopa Association of Governments that helped lead this
 7 project.

8 The project itself, through purchasing and
 9 procurement and everything, we went from Halloween of 2012 to
 10 about the beginning of 2014 to go ahead and get started with the
 11 particular project, and it was about a three-and-a-half effort
 12 that we -- that led us through a number of different options and
 13 different ideas for the corridor.

14 But the best way to kind of settle everything
 15 down is to really talk about some of the six key issues that
 16 we had when we started developing this Corridor Master Plan.
 17 The very first one was trying to tackle the whole notion of
 18 the aging infrastructure that we have.

19 As many of you around this table probably know,
 20 and I know there's been ADOT (inaudible) that probably know
 21 their history better than me, but this is -- if I'm not
 22 mistaken, I-17, the I-17 part of it was Arizona's first freeway.
 23 It goes all way back to the '50s. In fact, it was, I believe,
 24 designated as Arizona State Route 69 before the interstate
 25 system even came into existence here in Arizona. And so there

1 are some parts of that infrastructure that are aging. We have
 2 flooding issues that you can see here, whenever we get a good
 3 monsoon storm that comes through. And so all those kind of
 4 issues kind of came to the forefront and really demonstrated to
 5 us that the facility, both 10 and 17, need to be modernized to
 6 today's design standards.

7 The next thing that was important to us was that
 8 we have four Light Rail crossings of I-17. Light Rail is
 9 extremely popular here in the Valley, continues to be so, and we
 10 have now four different places where it is going to cross. One
 11 down to the south on Central Avenue, another up by Van Buren
 12 Street, and then one up in kind of the Camelback corridor,
 13 although that hasn't been completely determined yet. And then
 14 the last one is up by Metro Center. So we have those four
 15 crossings.

16 And the one thing that was important was, is that
 17 as these improvements take hold, we wanted to make certain that
 18 they were scheduled at a time such that we don't have
 19 construction happening on top of construction to the point that
 20 it prolongs the construction season or causes a lot of delays
 21 for our partners.

22 The other part of that, too, is that the
 23 Federal Transit Administration works with full funding grants,
 24 and we wanted to try and make certain that we met all those
 25 windows as we're working with these four Light Rail crossings.

1 The other thing that was also very important, we
2 had a round of public meetings, was planning for bicycle and
3 pedestrians, and a lot of folks came to us and said that --
4 during the public meetings that they felt like getting back and
5 forth across the freeways -- and we see that not just on 10 and
6 17, but across our entire freeway system, that planning for
7 bikes and pedestrians -- they see it as a Great Wall. It's kind
8 of tough to get back and forth across the freeways. And so as
9 we did some of our planning, we really started to focus on this
10 and look at the bicycle master plans that our member agencies
11 such as Phoenix and Tempe and Chandler were doing so that we
12 could make certain that we could appropriately plan for those
13 types of facilities.

14 Technology was certainly a part of our
15 discussion. The connected vehicle, autonomous vehicle future
16 was always something that we -- that we kind of kept tabs on.
17 Quite admittedly, it's very difficult to really have a true bold
18 technology plan inside here, because a lot of that's still
19 starting to evolve, and as we start working with our -- with
20 folks like Google and Apple and even Ford and Chrysler, we're
21 not aware of all their plans, but I think the one thing that we
22 did was is we tried to make certain that any recommendations
23 that we had of this Corridor Master Plan, that we would make
24 certain that it wouldn't preclude the ability to be able to
25 include technology and that we could enhance technology.

1 Certainly ADOT has a very big push and initiative on it through
2 the TSMO division, and we wanted to support that as best as we
3 possibly could with this Corridor Master Plan.

4 The other issue that we had is that it is a
5 constrained corridor. We knew that any significant expansion,
6 particularly along Interstate 17, was going to be difficult at
7 best. It was going to affect a number of businesses, a number
8 of residences, and we wanted to try to make certain that any
9 expansion that we had, that it would not only be the best bang
10 for the buck, but that it would also be one that wouldn't take
11 as many businesses or homes as possible. And so we looked at
12 a lot of different ideas and concepts to try and keep it
13 within the existing corridor.

14 The issue is, though, is that parts of I-17,
15 the rights-of-way were purchased back in the '50s, and again,
16 it's kind of difficult to not -- to not impact somebody just
17 simply because the corridor is extremely tight. And when you
18 add to that the increasing demand for the corridor -- as I
19 stated, it's roughly 40 percent today. We only see traffic
20 continuing to increase on both Interstate 10 and Interstate 17
21 as the Valley continues to grow. We were the fastest growing
22 county and the fastest growing city in the nation last year, and
23 so as a result, that means that there is going to be more
24 activity. And that's always important. It's always good,
25 because that means that it is a sign of a good economy.

1 And so as we started getting into the Corridor
 2 Master Plan, we looked at about 349 different ideas of how to --
 3 how to develop this plan. We threw everything into the -- into
 4 the mix here. We even looked at one -- one section even looked
 5 at, as the suggestion was, to maybe move 17 around if we
 6 couldn't have all the right-of-way that we needed. And that was
 7 a very tricky one to work with, but we talked with our partners
 8 on the management team, as well as our friends in Phoenix and
 9 Chandler and Mesa and Guadalupe, and we tried to keep everything
 10 down the existing center lines as it stands right now. But I
 11 just used that as an example to illustrate the 349 different
 12 ideas that we had of trying to develop it.

13 We went through a different -- a number of --
 14 about four different screen levels, where we worked different
 15 alternatives, and then we went through a whole host of very
 16 rigorous evaluation criteria to develop the Corridor Master Plan
 17 recommendations. And these are these recommendations that we
 18 had identified.

19 The very first thing is I identified some of
 20 the issues was, again, improving the safety by modernizing
 21 both interstates to current design standards. As I'd stated
 22 before, on I-17, being some of the oldest construction, we
 23 recognized, also, too, that there is going to be a point in time
 24 where some of that construction's going to be resulting in
 25 reconstruction, just simply because some of the pavement's

1 getting to the end of its service life, and we want to make
 2 certain that -- that if that happens to go ahead and make
 3 certain that there is the ability to modernize the interstates.

4 The other recommendation that we have is that
 5 minimum of adding one lane throughout the entire corridor.
 6 But when we started looking at that, adding that one lane, and
 7 in particularly in areas on I-17 where we have such a tightly-
 8 constrained corridor, what became very important to us was to
 9 try and manage that capacity as best as possible. As it
 10 stands right now, I-17 is recommended to have another lane
 11 added in each direction, but that it be another HOV lane,
 12 because that's where we kind of get our biggest bang for the
 13 buck in terms of people movement. It also provides our best
 14 reliable transportation time, and then, also, too, as
 15 technology starts to unfold, we feel that that extra lane
 16 coupled with the existing HOV lane would be -- would be good
 17 candidates to be able to work through that.

18 The next thing that was very important to us, and
 19 one of the things we found when we were doing our studies, we
 20 found that we found more people crossing I-17 and crossing I-10
 21 that actually using I-17 and I-10. And so what became very
 22 important to us there was to recommend improving or
 23 reconstructing 24 of the 31 traffic interchanges. Again, those
 24 are -- a lot of folks talked to us about that. And it's not
 25 only the bicycle and pedestrians that couldn't figure out how to

1 get back and forth across, but even some people that travel
2 across the corridor on a day-to-day basis. They wanted to make
3 certain that the interchanges would be able to facilitate that.

4 And then the other thing that was also given to
5 us, we call them "direct HOV ramps" or the "DHOVs." These are
6 ramps that you see a lot of times in some of the system
7 interchanges here in the Valley. They're also meant for
8 carpools to be able to exit, as well as public transportation
9 and shared rides. We recognize that when you have those --
10 when you don't have the HOVs, you have a lot of that traffic
11 trying to weave all our way across the general purpose traffic
12 to try and get in the HOV lane. We kind of felt that if we
13 could identify five new direct HOV ramps throughout the
14 corridor, that by doing that, we would be able to help cut down
15 on that weaving movement and be able to help improve the
16 reliability of those trips.

17 And then last but certainly not least, we
18 were -- the recommendations, the plan and enhanced bicycle
19 pedestrian connects across the corridor at 20 locations, and a
20 lot of these all match up with locations that have been
21 identified by the City of Phoenix, the City of Chandler, the
22 City of Tempe, and also the Town of Guadalupe, and also included
23 in that are nine new structures to -- to be able to facilitate
24 bicycle/pedestrian movement. So we -- we felt like we covered
25 the gamut on a lot of the stuff as we make recommendations.

1 And just to kind of give you an idea of what some
2 of those recommendations were, the biggest area that we wanted
3 to try to figure out how to import was I-10 at State Route
4 143/Broadway and the US-60 interchange complex. That was a
5 near-term improvement study that's still moving forward, and we
6 wanted to make certain that we could get those improvements
7 targeted so that we could look at improving some of the
8 connections there.

9 And then another thing that we've also recommend
10 along I-17 is the introduction of -- now again, this is -- still
11 has to go through a lot of study through ADOT's interchange
12 selection process, but we developed these recommendations with a
13 lot of folks, with ADOT staff, and that is, is what we call the
14 "platform diamond." It adds a third deck to a lot of these
15 diamond interchanges that we have along Interstate 17, and the
16 idea there is, is to be able to provide better ways for people
17 to get back and forth across, and also, too, to minimize, the
18 potential for traffic to start to back out onto the I-17 main
19 line. And so these were some of the big recommendations that
20 we -- that we saw throughout the project.

21 Again, as I talk about technology improvements,
22 trying to provide better connectivity for vehicles, especially
23 as these systems start to evolve. I talked about the direct HOV
24 ramps and being able to provide those. This is in the Pecos
25 stack right here at Loop 202 and I-10. We see the -- a lot of

1 value to that. The issue with a lot of these interchanges,
 2 though, is that they can be quite pricey because they're all one
 3 structure. But ADOT has done a magnificent job of building
 4 these, and so we've recommended that more of these be considered
 5 in the future.

6 Dealing, again, with the Light Rail crossings, as
 7 I've stated before, there's about four different areas that
 8 we're trying to work through.

9 And then finally, the bicycle/pedestrian
 10 crossings. A lot of folks really like this bridge, 63rd Avenue
 11 and Loop 101 in Glendale. Like to see types of structures
 12 added, and working with ADOT staff on that.

13 So how did this all plan out? A lot it responded
 14 to the priorities that the public told us. Improves commutes,
 15 particularly by modernizing the interstate alone. We'll be able
 16 to provide better safety and ability for traffic. You'll be
 17 able to move to the left and to the right during different
 18 times. And adding more HOV lanes. Adding more travel choices
 19 was another big priority that the public had told us. Wanted to
 20 make certain that we could have more managed capacity. And, of
 21 course, the bike/ped crossings added to that.

22 We feel that it protects the environment as best
 23 as possible, because we were doing our best to keep within the
 24 existing right-of-way footprints wherever possible. And also,
 25 addressing some of the flooding issues on I-17. Increasing

1 connection and promoting neighborhoods. I-17 in particular goes
 2 through a number of neighborhoods in North Phoenix, and so we
 3 wanted to try to protect those as best as possible.

4 And then last, but certainly not least, we think
 5 that all this will help improve commerce. It will also minimize
 6 the cost of what was, I think, originally being identified, and
 7 it also emphasizes jobs. And when we had a set of public
 8 meetings. We -- the last set of public meetings, we asked
 9 people about this recommendation. And as you can see here with
 10 thoughts about the strategy, we had more than half of the folks
 11 seemed to agree with us and -- but about a third -- or about 26
 12 percent, about a quarter of the people not agreeing with us.

13 And then we also had questions about right-of-way
 14 acquisition. That's always kind of a fundamental question, and
 15 as you can see there, we still have pretty good support for
 16 right-of-way acquisition, and about a quarter of the folks not
 17 terribly excited about it.

18 All the information for this particular
 19 project -- and I'm sorry it didn't appear on the slide -- is
 20 spine.azmag.gov. If you just go to that website, you can get
 21 all of the information related to this.

22 Now, the entire Corridor Master Plan in and of
 23 itself probably has about a three-and-a-half billion dollar
 24 price tag. And so the question that kind of comes up is, is how
 25 do you -- how are we going to work through that? And the

1 rebalancing that was recently accomplished for the Regional
2 Freeway and Highway Program certainly figures into that as some
3 of the projects from this Corridor Master Plan have kind of been
4 moved forward.

5 The biggest thing about the Regional Freeway
6 and Highway Program is is that we have to keep everything in
7 balance. We cannot -- we have to keep things fiscally
8 constrained. We cannot program projects unless the money is
9 clearly identified in that. That's part of the legislation,
10 the enabling legislation for Proposition 400. We like to try
11 to keep -- make certain that everything is in balance. And
12 when we take a look at our cash flow balances, you see the red
13 line there below. That was where we had identified the cash
14 flow back in 2012.

15 And now, you can see up above in blue with a lot
16 of work that's been done by a lot of folks where the cash flow
17 balance is. We have about a \$1.8 billion improvement, or
18 roughly now in the program, almost a \$1.4 billion surplus. And
19 there's a lot of folks that really helped lead us to that -- to
20 that -- to this great finding that we have. It's not every day
21 that you find that you have extra money to -- to do some things
22 with.

23 The folks at ADOT that have helped us out,
24 besides the leadership of John Halikowski, Kristine Ward, and
25 Elise Maza, Patrick Stone have all been great with FMS. Kwi

1 Kahn -- Kang, excuse me, Clem Ligocki, Mike Kies, when he was
2 NPD Director, Steve Boschen, Annette Reilly. And then, of
3 course, we've had a lot of help from folks from Federal Highway,
4 Karla Petty. And then, of course, the staff at MAG that have
5 helped us to have such a positive balance in the program.

6 And the first question you might say is, "How did
7 that happen? How did you go from being \$300 million in the hole
8 to being \$1.4 billion ahead?" And this is why -- this is
9 where -- where it all happens. Tax revenues have gone up
10 considerably, and that has really helped out the Regional Area
11 Roadway Fund, which is the half-cent sales tax that's
12 collected here in Maricopa County.

13 But there has been a whole host of other
14 activities that have happened. South Mountain has come in at a
15 much better price than I think a lot us have figured on. And
16 then you see that purple wedge there called "Other Project
17 Expenses." One of the things that we've been very, very excited
18 about, and this has been a joint effort between ADOT and MAG,
19 and that has been our whole cost/risk analysis process where we
20 have gone through each individual project, and we cost out the
21 risk instead of just doing a blanket contingency. And a lot of
22 that has freed up a lot of money that has allowed us to figure
23 out how to program and be able to bring more projects to the
24 table.

25 And so, what that translates into here in 2017,

1 with the projects that are under construction, and that includes
2 Loop 202, South Mountain, and also Loop 303 out in Goodyear, at
3 roughly about \$1.8 billion.

4 We also had another host of projects that were
5 still programmed at about \$2 billion. With the rebalance
6 projects we've safely identified roughly about 1.25 billion.
7 We left a little bit in reserve in case project costs get away
8 from us again or we have to add something in the future. But
9 when you put it all together, we've got roughly about a
10 \$5 billion program over the next 12 years, and we couldn't be
11 more excited about that and what that has done for the region.

12 Now, what does 5 billion buy you? That. Those
13 41 projects that you see listed up -- or you see I colored up
14 here on the map. I'm going to talk a little bit about some of
15 these projects that were brought back in that we thought we
16 couldn't bring back in. I'm going to start in the West Valley,
17 and you see some of the highlighted projects you see there. See
18 identified there in -- I think that's orange. The Agua Fria
19 Freeway/Loop 101, that was balanced out. We weren't going to be
20 able to provide an additional general purpose lane on that
21 particular facility, but now we can.

22 And then also, too, a direct HOV ramp at I-10 and
23 Loop 101. We have a lot issues right now with the HOV traffic
24 merging into the GP traffic and trying to go across the I-10
25 traffic. All that was in there.

1 And then the project number 34 you see
2 highlighted right there. That's Arizona State Route 30. It's
3 also the subject of a major amendment that I'll talk about
4 towards the end of my presentation, but we went ahead
5 identified a way to at least acquire the right-of-way between
6 Loop 303 and Loop 202, and to go ahead and put in what we call
7 a phase one facility in that particular part of the Valley.

8 The next big part was I-17, as I just went
9 through the Corridor Master Plan. What we've been -- what
10 we've been able to identify is out of that \$3 billion, roughly
11 half of it's going to be funded now. And you see a lot of the
12 projects are really tackling the interchanges along Interstate
13 17.

14 There is a large widening -- or pardon me --
15 reconstruction of 17 between the I-10 split and 19th Avenue or
16 Durango Curve. And then up north, north of Anthem Way, the MAG
17 program has added \$50 million for the widening of Interstate 17,
18 up to the county line, Black Canyon City. So, again, good
19 things to come there with I-17.

20 In the East Valley, some of the biggest projects
21 that we were working with, again, were the -- was I-10 itself,
22 identifying a way to get the reconstruction of the State Route
23 143 interchange in there, but then at the same time, too, we're
24 ready to go on widening the Price Freeway, which is project
25 number 27, and the recommendation there is to go ahead and move

1 that ahead of I-10 just because it's ready to go and I-10 is not
2 yet.

3 And then also, too, when we do the widening of
4 the Price, the recommendations that extend what we call the
5 run-outs from the system interchange there at 101 and 202 over
6 to Arizona Avenue. A phase one facility for State Route 24 is
7 also identified from Ellsworth over to Ironwood, particularly
8 to help out the San Tan Valley residents. And then last but
9 certainly not least, widening of the Superstition Freeway/US-
10 60 between Crismon Road, out to Ironwood Drive, has also been
11 identified in the Regional Freeway and Highway Programs.

12 So it does buy us a lot of stuff, as you can see
13 here. That's the -- in addition to the projects that are under
14 construction, which also, again, as I'd stated before is the
15 South Mountain, which is identified in number 29 up there,
16 that's mainly for the continuing maintenance. That's part of
17 the design/build contract. And then also, too, the -- just
18 finishing out the south half of the I-10/Loop 303 traffic
19 interchange.

20 And so, this was adopted by the MAG Regional
21 Council on March 29th. We've had a number of meetings
22 internally between MAG and ADOT to try and get the scheduling
23 down, and also, too, to make certain we've got the right program
24 in (inaudible). And so where we're going to go with that is, is
25 that there's going to be some program amendments that'll be

1 developed this fall. Some of that is -- will then -- would
2 then, I guess, roll up into the -- into the ADOT program, but
3 right now we're just moving through that and moving through our
4 conformity.

5 We're going to always do cost to cash flow
6 modeling, and I can't say enough how terrific the staff is at
7 FMS here and ADOT, that they've been giving us the data that we
8 need in a timely manner. They've been keeping the spreadsheets,
9 keeping everything up to date. And then also, to our friends at
10 Federal Highway have certainly contributed.

11 And the other thing that we've also decided to
12 do, too, is to go ahead and do quarterly reporting of the
13 Regional Freeway and Highway Program to the Transportation
14 Policy Committee, and what we've done is we've started with this
15 large matrix that you can see here, but it kind of identifies
16 the four big phases of a project: Pre-design, design, right-of-
17 way, and utility and construction.

18 You can see the projects up top there that are
19 already in the pipeline, and then you can see the other projects
20 that are getting underway. You can see what's completed and --
21 and so we want to be able to report this out to the
22 Transportation Policy Committee on a timely manner. Their next
23 update will be here in June, because we gave them the first
24 update in March. So that will be three months. And we're
25 pretty excited about staying on track with that so that folks

1 can get the information that they need on the Regional Freeway
2 and Highway Program.

3 So before I go to the major amendments, Madam
4 Chair, are there any questions about these two items?

5 CHAIRWOMAN BEAVER: Does -- any questions at this
6 time? Okay. Board Member Hammond.

7 MR. HAMMOND: (Inaudible) I don't have a right
8 to ask a question. Do you have any sense of the percentage of
9 traffic coming from -- to L.A. or Flagstaff that goes through
10 to points southeast, Casa Grande and Tucson? What percentage
11 of that traffic goes right through?

12 MR. HAZLETT: That's a good question, Madam
13 Chair and Board Member Hammond. It is -- right now when we see
14 the amount of traffic that goes through the region, it actually
15 goes, like, from, say, Los Angeles down to Tucson or Los Angeles
16 down to El Paso or Los Angeles to Flagstaff, it's really a very
17 low number. It's -- we have what we call on our travel demand
18 models external stations, and we do these surveys on a pretty
19 regular basis, and we try to figure out how much is going
20 through and how much is actually ending here in the Valley. And
21 at most of the external stations, it's not more than 10 percent
22 of the volume. Most people that are coming into the Valley are
23 coming to the Valley for a destination.

24 MR. HAMMOND: My sense is that you could get 10
25 percent (inaudible) off that corridor, and that would be

1 significant, and I know that South Mountain is trying to do just
2 that but there was something that -- this is anecdotal. I was
3 coming back from L.A., and it was four o'clock, and I hit the
4 Buckeye area, and I knew I was in for a treat going through
5 Phoenix. So I (inaudible) Gila Bend, and the time to get to the
6 intersection of I-10 and I-8 was, I think, two minutes different
7 than going through Phoenix and going through traffic, and I
8 don't know that that message is getting out. You might be able
9 to -- with just some signage or some -- an electronic billboard
10 get some of that traffic out of central Phoenix. That's my
11 thought.

12 MR. HAZLETT: Thank you.

13 CHAIRWOMAN BEAVER: Board Member Stratton.

14 MR. ROEHRICH: I don't know if you could pull
15 that, Madam Chair, so maybe...

16 MR. STRATTON: Thank you.

17 Kind of tag on to Board Member Hammond's
18 question. Take it the other direction. How much traffic is
19 coming from eastern states, Texas, New Mexico and others and
20 passing through Tucson/Phoenix points beyond into California.

21 MR. HAZLETT: Madam Chair, Board Member Stratton,
22 it's the -- about that 10 percent volume is about the same at
23 just about all of our -- all of our external stations. I know
24 there's -- it might seem like we see a lot of license plates
25 form Texas and California on our Valley freeways, but based on

1 surveys, a lot of folks that are coming in from the south or
 2 coming in from the east, they are coming to Phoenix. They --
 3 there's a few that makes its way through. But the one thing to
 4 kind of look at is, is the volumes are high, and, you know,
 5 again, it's around 50,000 cars a day on some parts of these
 6 external stations. 10 percent is about 5,000 cars going
 7 through, and it's kind of easy to see that 5,000 cars on a daily
 8 basis.

9 MR. STRATTON: To continue on, Madam Chair, the
 10 proposed I-11 and the partnering we're doing at the Nogales
 11 border now and the -- increasing the inspection time -- or
 12 decreasing the time to 20 minutes, what's the impact on that
 13 traffic coming through?

14 MR. HAZLETT: Again, Madam Chair, Board Member
 15 Stratton, it's still significant, and I think it would still
 16 help out. I mean, we -- you know, these connections -- I mean,
 17 Phoenix is not an island, and it has to be connected. It has to
 18 have these connections. And again, work down at the border at
 19 -- on I-19 and State Route 189, and then, of course, the
 20 proposed Interstate 11, all of those enhance those connections
 21 to the Valley and helps us out with not only making better
 22 connections to neighboring metropolitan areas as well as to the
 23 country of Mexico, but it also helps out our economic growth and
 24 development.

25 MR. STRATTON: Thank you.

1 CHAIRWOMAN BEAVER: I have a question. If you
 2 could -- it's more for informational variety where I have a
 3 better understanding. I don't know. Maybe the other board
 4 members already have an understanding of it. If not, it will
 5 help. But when you were talking about the -- when making the
 6 improvements with regard to safety, as they relate to the
 7 current design standards --

8 MR. HAZLETT: Uh-huh.

9 CHAIRWOMAN BEAVER: -- that you follow, is
 10 there any kind of a requirement -- because I know this even
 11 takes into account statewide. Can that be done incrementally,
 12 or once you start on something, is it like you're kind of stuck
 13 where you have to do the entire thing to get it up to standard?

14 MR. HAZLETT: Madam Chair, I think the best way
 15 to kind of put that is is that yes, it can be done incrementally
 16 and over time, and there's a lot of times, too, that on just
 17 about every one of our projects, if we know we're widening it --
 18 I know that in working with ADOT staff, they'll always go to
 19 look at the current design standards and do their best to work
 20 some of these things out.

21 And so, you know, from our perspective at MAG, we
 22 just wait to continue to be able to promote that, to provide
 23 that, because we know that a lot of these design standards over
 24 time have been meant to help improve the safety of the facility,
 25 and if we can improve the safety of the facility, then we cut

1 down on crashes, and then we're able to have a much more
2 reliable trip for people to be able to make.

3 And so, again, that has always been our way of
4 looking at it at MAG. Safety is an extremely important
5 priority. And a lot of these -- all these design standards that
6 have been put into place are meant to help promote that.

7 MR. ROEHRICH: And Madam Chair, if I could --

8 CHAIRWOMAN BEAVER: Mr. Roehrich.

9 MR. ROEHRICH: -- maybe add on to that.

10 Bob, that was well said. I think the thing to
11 remember is our freeways are designed and built safe. But as
12 time -- and again, as was pointed out -- they're various ages,
13 and there's various evolutions of transportation technology that
14 happen. So as that happens, we then go through a period of as
15 we're modifying them, modernizing them, expanding them or making
16 major adjustments, we address those new trends or new safety
17 issues as part of the overall life cycle management, if you
18 will, of a system. Unless we find a direct safety correlation
19 by some of analysis or some engineering judgement that we go out
20 and correct specifically.

21 We're updating and modernizing as it goes, but at
22 no time do we leave unsafe conditions out there on purpose
23 without having to address them to the best of our ability. So
24 the question of safety is really not so much a question of "Is
25 it safe or unsafe," as, what is the standard that it was

1 designed and constructed under, what's the standard today, and
2 what is our plan moving forward to modernize it and then to
3 address those situations? Do we expand it or reconstruct it
4 or -- or as we plan for the system of the future.

5 CHAIRWOMAN BEAVER: I think part of my question
6 had to do with -- again, with liability. You know, if you tap
7 into one of those areas, are you -- you know, can you do it
8 incrementally? Like, if there's funds for a particular area,
9 it's not just here in the MAG region, but even statewide. Can
10 -- by law, whether it's statute or federal regulations, can you
11 do it incrementally, or once you find there's a deficiency as
12 far as the design, do you have to do the continuum?

13 MR. ROEHRICH: Well, Madam Chair, I think you
14 really get into a very legal discussion more significant than
15 what we're attempting to do here. But again, it's always
16 argumentative no matter in what court you get into or if you
17 have a specific situation that you have to defend.

18 All I can say is every road that we build, every
19 road that we design at the time is built to the standard of the
20 industry and to the engineering associated with it. When we do
21 see that there is a deficiency or something that is out of
22 standard for a reason, we develop projects to go in there and
23 correct it. I don't -- you know, it's not so definitive black
24 and white. There's always some gray element of it, and within
25 the legal system, it's obviously why there are lawsuits and why

1 we defend them or challenge them based upon whatever the
2 incident is.

3 But if we're modernizing the roadway and we go in
4 to modernize it, within that stretch of roadway we're working
5 on, we'll modernize all the elements of that stretch. And then
6 when we go to the next stretch and we program that project,
7 we'll modernize all of the elements of that project. So it's
8 not like we defined that we got a problem with guardrail, so all
9 28,000 miles of roadway have to have guardrail improved
10 immediately. No. We go out and improve it as we program
11 projects incrementally, as we address them through our life
12 cycle, freeway management/highway management program.

13 CHAIRWOMAN BEAVER: Thank you.

14 MR. ROEHRICH: I don't know if I've answered --
15 the way you're looking at me, I'm not sure if I've answered you,
16 but I don't think your question is easily answered, or I'm not
17 sure exactly what --

18 CHAIRWOMAN BEAVER: No, you did. My question had
19 to do with is that something once that you find that there's a
20 deficiency or something, and once you start -- you know, sort of
21 like when you have a problem with your house, and you start to
22 do remodeling, and the next thing you know, you've got a whole
23 bunch of other projects that you've got to do because of
24 something that happened -- because you don't make the plumbing
25 and it expands. Well, I'm thinking -- I was up on I-40, and I

1 know at the point in time I was up there with the engineers,
2 there was a section up there where there was an egress, you
3 know, where it wasn't lined up correctly or something like that.
4 But it's like once you start working on it, then you've got to
5 finish it. So it's like...

6 MR. ROEHRICH: Well, Madam Chair. I'm not sure
7 how to address this other than to say, we don't build projects
8 knowing that there's deficiencies within them. And yes,
9 within each individual project, if we're going out to do a
10 pavement preservation project, but we get out there and we see
11 that there is a drainage issue, that's why all projects have a
12 contingency. We will address it at that time, because the
13 intent is while we're there on that stretch of road, we want to
14 correct any of the improvements or any deficiencies or any
15 problems that we identify at that time. But when we build it or
16 complete it, the intent is it's built to standard, and we do not
17 build in deficiencies in hopes that nothing happens and then we
18 don't have to defend it later on. We build it to the standard
19 of what it is, and we will address all the concerns at that
20 time.

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

22 CHAIRWOMAN BEAVER: Yes. Board Member La Rue.

23 MR. LA RUE: Bob, excellent report. I hope that
24 the board members realize there's a lot going on here, the
25 Maricopa County, Greater Phoenix region. What amazes me is when

1 you see all of those projects up there that, you know, you've
2 got hundreds of thousands of people going to work every day,
3 going to school, you know traveling. I mean, it's amazing the
4 work that ADOT and MAG is doing on this.

5 Bob, and I think I've -- you've heard this down
6 at MAG a few times. I think when I look at all this, these
7 are all projects that are absolutely necessary, but there is
8 one there that just gives me a little bit of -- I don't know
9 the right word -- trepidation or a little bit of fear or
10 whatever, but 1-10 out in the West Valley is packed.

11 UNIDENTIFIED SPEAKER: Yes.

12 MR. LA RUE: I think the other day there was a
13 fire, you know, on that facility, and it backed up traffic all
14 day long. And as I-10 backs up, it backs up into I-17, backs up
15 into these other areas. So the State Route 30, we see it up
16 there in 2022. I mean, that's a critical project, not just for
17 west -- the west side of Phoenix. It's a critical project, I
18 think, for a much greater region given that I-10 is such an
19 important thoroughfare for the entire state. I think whatever
20 we can do to accelerate it, build it out fully from 85 to the
21 Durango Curve, whatever -- whatever we can do there is
22 absolutely necessary.

23 MR. HAZLETT: Madam Chair, that kind of goes to
24 the next part of my presentation.

25 MR. LA RUE: Oh, good. See, I wanted to help you

1 transition.

2 MR. HAZLETT: Thank you. I appreciate that.
3 Madam Chair, was -- did Board Member Thompson
4 have a question?

5 CHAIRWOMAN BEAVER: Go ahead. Proceed. Oh,
6 I'm sorry. Board Member Thompson.

7 MR. THOMPSON: Madam Chair, members, up in the
8 northern part, we're still talking about preservation, and
9 here we're trying to -- what I'm seeing is that a lot of the
10 issues regarding safety is coming up. Now I'm thinking, once
11 we get this all done, at what time, within what period will we
12 begin to move forward to add on to what we have being proposed
13 here today? I mean, there will be a time where you're going to
14 have to do more modification --

15 MR. HAZLETT: Sure.

16 MR. THOMPSON: -- (inaudible) project. So that's
17 kind of what I am thinking.

18 MR. ROEHRICH: Madam Chair, Board Member
19 Thompson, I think the thing to remember here is the way the
20 funding is programmed. It is regionally. So even in the MAG
21 region, because of, again, their half-cent sales tax, with their
22 distribution of funds through HURF as well as through federal
23 funds, the funds that they get are staying in this region, and
24 that's what gives programs to these projects. And then these
25 project sets are complete, they're going to program more

1 projects.

2 MR. THOMPSON: Uh-huh.

3 MR. ROEHRICH: So now then you look at the other
4 regions, and that's where the Greater Arizona, like in
5 Northeastern Arizona. So, when will we move into that?
6 Again, as we at staff evaluate the available funds that we
7 have --

8 MR. THOMPSON: Uh-huh.

9 MR. ROEHRICH: -- as well as the balance of the
10 existing system plus funds for new expansion or modernization,
11 we will meet with this board, and this board will help us
12 define and prioritize when we put funding on those programs. So
13 regardless of what's going on in Maricopa County, that's not
14 affecting projects around the rest of the state. What's
15 affecting projects around the rest of the state is the available
16 funds that -- for transportation that we receive and that we
17 have available to program.

18 MR. HAZLETT: Okay.

19 CHAIRWOMAN BEAVER: Thank you.

20 MR. HAZLETT: Thank you, Madam Chair.

21 Moving forward here, and again, these will be
22 the -- be on your agenda for action at you next business meeting
23 in June. These are -- what we're going to be requesting are for
24 the Board to weigh in on the amendments that we want to make to
25 the Regional Transportation Plan. We call them major

1 amendments, and they are defined under Arizona law that we're
2 supposed to have certain actions happen, and I'll get to that
3 slide here in a moment. But we're going to be asking for action on
4 both Interstate 11 and Arizona State Route 30, to continue on
5 with what Board Member La Rue has talked about.

6 Just to kind of give everyone -- this is the
7 information we gave to the MAG Regional Council. It's just
8 kind of the history of Interstate 11 and how it has evolved
9 over time, starting back in 2008 with the Buckeye General Plan
10 and the Interstate 10/Hassayampa Valley Framework Study. The
11 MAP-21 designation along US-93 between Metro Phoenix and Las
12 Vegas, and then, the ADOT/Nevada DOT study that was completed,
13 the I-11 and Intermountain West Corridor Study, and then the
14 FAST Act, the current surface transportation policy, federal
15 surface transportation policy -- pardon me -- extended the I-11
16 designation south to Nogales in Arizona and north to Reno in
17 Nevada. And then right now, ADOT is underway with a tier one
18 environmental impact statement study for the segment between
19 Nogales and Wickenburg. And you see I have in there SIU, which
20 stands for "segment of independent utility" two, three, and four
21 that was identified in the study that was completed back in
22 2014.

23 And so as this -- as planning comes together,
24 these are the -- kind of the general segments. These are not --
25 by no means the center lines, but you can kind of see what was

1 identified as part of the inter -- I-11 and Intermountain West
2 Corridor Study back in November of 2014, here in the MAG region,
3 and that identifies both SIU's three and four.

4 MAG Regional Council took a resolution supporting
5 the SIU four corridor, that it be west of the White Tank
6 Mountains. And so, I think that's why now, for the tier one
7 EIS, most of the study has always been west of the White Tank
8 Mountains and looking in that area between Buckeye and
9 Wickenburg. ADOT's team's done a terrific job of identifying
10 areas to avoid, and so we're starting to now start to see a
11 lot of center lines -- pardon me -- corridor lines, but they're
12 not really, truly center lines. The idea of the tier one EIS is
13 to identify about a 2,000-foot corridor, and that is what we
14 have money for right now.

15 But the thing that we've been looking at with
16 MAG, and a lot of it has to do with, again, funding constraints
17 and being able to show that we can start to work this, our
18 current addition of our 2040 Regional Transportation Plan is
19 allowing us to identify that we can at least get into the plan
20 that has a 2040 horizon, funding for Interstate 11 for the
21 section between I-10 and Buckeye and US-93 up in Wickenburg.
22 And so before we can do that, though, to do -- to move it to a
23 tier two environmental impact study -- statement study, EIS, we
24 would like to -- need to have that be a major amendment to our
25 Regional Transportation Plan.

1 And one of the reasons that we want to move that
2 forward is a 2,000-foot corridor. Unfortunately, the pointer
3 doesn't work, but you can kind of see the word varies on either
4 side. That still makes it very difficult for us to continue to
5 do regional planning as well as private parties to be able to do
6 their own planning in the area when a 2,000-foot corridor is --
7 has been identified.

8 And so, the purpose of the major amendment is
9 to go ahead and bring for SIU four, at least, the Interstate
10 11 corridor in. It's kind of the biggest missing link, if you
11 will, of a future Interstate 11, and to bring that into the MAG
12 2040 Regional Transportation Plan.

13 Turning our attention to Arizona State Route 30,
14 as Board Member La Rue had talked about, that is a very
15 important corridor. Interstate 10 is our primary trade route
16 with Southern California and the ports in Long Beach and Los
17 Angeles. This corridor was identified as part of the Regional
18 Transportation Plan back in 2003; however, when we had the
19 economic recession back in 2009, we had to defer the corridor to
20 the unfunded part of the RTP, and as I just showed you, as part
21 of rebalancing, this center section has been brought back in.
22 It's identified as a six-lane freeway back in 2003. There's
23 been a continuing environmental assessment study that's been
24 underway since 2006. And so this corridor is really not the
25 subject of the major amendments between Loop 303 and Loop 202,

1 because again, action and such is moving forward on it.

2 But the sections that need the major amendment,
3 the first one is the west section from State Route 85 to Loop
4 303 through Buckeye. It was identified as a phase one interim-
5 type facility back in the 2003 Regional Transportation Plan with
6 acquisition for a future full freeway; however, that was
7 deferred back in 2009. And then the -- and then, again, we've
8 had studies that have recommended the freeway construction. The
9 I-10/Hassayampa Valley Framework Study confirmed the need for it
10 to be a full freeway and identified the traffic interchange
11 locations that were adopted or accepted -- pardon me -- as part
12 of the end of the Regional Transportation Plan when that
13 framework study was accepted back in 2008.

14 So, this is part of the amendment, and then the
15 other part of the amendment that's needed is for this east
16 section between the Loop 202 South Mountain Freeway and
17 Interstate 17. This was not a part of the Regional
18 Transportation Plan back in 2003. It was a corridor that -- or
19 it's a -- it's definitely a link that was -- that wasn't looked
20 at. There was a lot of fears of -- that if we tied it in, that
21 it would cause some major redesign issues with Interstate 17.
22 And so, it was looked at in 2013 as part of the Central Phoenix
23 Transportation Framework Study, and a rough corridor was
24 identified. But again, that corridor still has to -- still has
25 to undergo the proper study by ADOT. But we want to bring it

1 into the Regional Transportation Plan to be able to show a
2 uniform 31-mile corridor from State Route 85 to I-17 at the
3 Durango Curve.

4 Now, when we -- so again, these are the purpose
5 of the major amendments for State Route 30. When we bring --
6 when we do a major amendment, the Arizona Revised Statutes
7 28-6353 has to -- has some certain things that we at MAG have
8 to follow. It went for consideration to the TPC, and then it
9 was further endorsed by the Regional Council in April of this
10 year. And if it is, then it is submitted to review by the
11 Regional Public Transportation Authority, State Transportation
12 Board, Maricopa County of Board of Supervisors, the Indian
13 communities, cities, towns, and the Citizen's Transportation
14 Oversight Committee. It goes to those for review, but we need
15 to have a vote on the recommendation from the Regional Public
16 Transportation Authority, the State Transportation Board, and
17 the Maricopa County Board of Supervisors.

18 And so, again, we wanted to bring this up in
19 study session so that the Board can understand this is the
20 reason the amendments are going to be brought to you at your
21 next business meeting.

22 The schedule that we a have identified, again,
23 the Policy Committee and the Regional Council accepted -- or
24 approved the concept and requests a consultation for the major
25 Regional Transportation Plan amendment in April. We're in this

1 June, July period right now, where we're going to be working
 2 with the RPTA, the State Transportation Board and the Maricopa
 3 County Board of Supervisors. And then in August, it'll come
 4 back to the Regional Council, probably TPC and the Regional
 5 Council, to recommend the major amendment to the RTP, and then
 6 Regional Council will do the final action to amend the Regional
 7 Transportation Plan in September. And then -- but that's all
 8 going to be contingent upon finding of air quality conformity,
 9 which will be -- which will come to us through the U.S.
 10 Department of Transportation. So we're still -- this is the
 11 schedule that we're working with, and we wanted to bring this to
 12 you in study session for questions and hopefully answers.

13 So, Madam Chair, that completes my presentation.
 14 I'll just leave this up on the major amendments, and I'll be
 15 happy to take any further questions from the Board.

16 CHAIRWOMAN BEAVER: Thank you. And your report
 17 will -- the PowerPoint will be available online?

18 MR. HAZLETT: Yes, ma'am.

19 CHAIRWOMAN BEAVER: Is that correct?

20 MR. HAZLETT: Yes.

21 CHAIRWOMAN BEAVER: Okay. Thank you.

22 Board Member Stratton.

23 UNIDENTIFIED SPEAKER: Madam Chair, if I could
 24 just thank Bob and Dennis Smith and Eric Anderson, the
 25 leadership at MAG. All of these issues, especially the Spine,

1 have been extremely complex to work through as we deal with all
 2 the various entities, and I just want to thank MAG for their
 3 leadership and their cooperation in getting us to this point.
 4 These are some excellent things that we're working on. Sorry,
 5 Mr. Stratton, but thank you.

6 MR. STRATTON: Thank you, Madam Chair. And
 7 John, this question may be more for you.

8 Should Highway 93 become the designation of
 9 Interstate 11, will that open up any more Federal funds for that
 10 portion outside the MAG area so that the impact on rural Arizona
 11 would be less?

12 UNIDENTIFIED SPEAKER: Floyd's got his hand up,
 13 so...

14 (Inaudible conversation.)

15 MR. ROEHRICH: Madam Chair, I'm going to start
 16 the answer, but I'm sure John will probably maybe have some
 17 comments as well.

18 The designation of Interstate 11 brought no
 19 additional funds. What it did get is a priority designation by
 20 Congress, which if we as a state who get our federal funds
 21 appropriated every year would choose to put them on that
 22 corridor, it's a designation that we could use as we go through
 23 the process that may give us some leverage with other federal
 24 agencies to help review the process or to move the steps along,
 25 but it comes with no additional funding.

1 So any funding that does get put onto that will
2 either come through and get programmed by this board or the
3 local region, like in MAG (inaudible) region for that
4 designation. When we're ready to go with and complete
5 environmental studies, there are some grant opportunities out
6 there, FAST Lane grants for freight and other things -- and
7 freight will be a significant part of this corridor -- that
8 could possibly be looked at above the TIGER grants and things
9 like that, but above our distribution, but it's all a
10 competitive process. It brings no addition funding.

11 MR. HALIKOWSKI: So looking out to the future,
12 again, leaving the portion of I-11 outside of Maricopa County
13 outside of the discussion for the moment, it's really too much
14 of a mixed bag to tell right now between what the Trump
15 administration is proposing, which we really haven't seen the
16 details on that yet, and what Congress may be proposing. You
17 know, there's been talk of this trillion dollars coming to the
18 states, but based on everything we know, we still don't know if
19 that's going to be a \$200 billion cash infusion or if that's
20 going to be a \$200 billion cash infusion that's going to be
21 leveraged by private funds. And then the additional parts of
22 that trillion dollars are through streamlining and regulatory
23 reforms and other things that the administration is looking at.

24 The other thing I would say is that they keep
25 waving back and forth, and the focus seems to be on projects

1 that are shovel ready. And I use that term a little bit
2 loosely, but that have been through the environmental process
3 and design or close to construction.

4 As Bob stated, I-11 is under a tier one right now
5 on that portion between Wickenburg and Nogales. And our
6 intention is to conclude that tier one by 2019, but we will have
7 a preferred alternative about this time next year. So that will
8 give folks within that 2,000-foot wide swath a pretty good idea
9 of where the recommended alternative is.

10 So at this point, it's just too early to use the
11 magic eight ball to tell us whether I-11 will be there in a
12 position to receive additional federal funds. So right now
13 we're just doing everything we can, as the I-11 Corridor
14 Coalition says, is to get our guns loaded and keep this whole
15 idea moving forward. So as we conclude the tier one in Maricopa
16 County -- I'll move us back the region now -- we will seamlessly
17 move into the tier two study to get a signature by FHWA that
18 would allow us, as Bob said, to do construction on segments of
19 independent utility. But in order to get to the tier two and
20 complete it, the Regional Council has to send a major amendment
21 to you, which essentially says that we have met the items of
22 fiscal constraint, and it's in the MAG long range plan. So it's
23 too early to tell on funding yet.

24 MR. HAZLETT: And if I could add one thing, Madam
25 Chair. Yes, the one thing that we have to do in our Regional

1 Transportation Plan is we always have to show that there is
 2 reasonable expectations of funding to be able to cover future
 3 construction, and as we started looking at our 2040 Regional
 4 Transportation Plan, which the Council is set to adopt here in
 5 June, we hope, we've projected that out, and we see that there
 6 is -- if things like the half-cent sales tax continues and the
 7 levels of funding that we expect out of the federal government,
 8 as well as the gas tax revenues continue to happen over time, we
 9 do see that we can cover in Maricopa County the section of I-11.

10 CHAIRWOMAN BEAVER: Board Member Sellers.

11 MR. SELLERS: Just a quick comment. First of
 12 all, excellent presentation. Thank you.

13 But I think most people here know, but I
 14 nonetheless will point out for anyone who doesn't know that Joe
 15 La Rue and I both serve on the MAG Regional Council, and we both
 16 are very involved with MAG on all these issues.

17 MR. HAZLETT: Madam Chair, he stole my last
 18 minute line, was to compliment both Board Member La Rue and
 19 Board Member Sellers for their continuing participation on the
 20 MAG Regional Council, as well as the Transportation Policy
 21 Committee. Their wisdom and counsel has been very good for us.

22 MR. ROEHRICH: But neither of them have been the
 23 recipient of the 64-colored box of Crayolas that you used to
 24 draw I-11, have they?

25 MR. HAZLETT: Well, you know...

1 MR. ROEHRICH: I have it on my desk.

2 MR. HAZLETT: It's on my desk, too.

3 CHAIRWOMAN BEAVER: Board Member Thompson.

4 MR. THOMPSON: I guess (inaudible) trying to say
 5 exact. Any new construction, any new improvement in the future
 6 is going to require some preservation. How are all these
 7 incorporated in the (inaudible) year plan (inaudible)?

8 MR. HAZLETT: (Inaudible) about, I mean --

9 UNIDENTIFIED SPEAKER: Sure. Go Ahead.

10 MR. HAZLETT: Continuing maintenance of the
 11 system that we have here in the Valley is a concern of ours, and
 12 right now the half-cent sales tax that were collected under Prop
 13 300 and Prop 400 were mainly meant for capital expansion,
 14 although with Prop 400, one could argue that we've -- in terms
 15 of adding lanes to the facilities, that we've done some
 16 preservation as parts of the -- a part of those projects.

17 But right now, Eric Anderson, the Transportation
 18 Director at MAG, just started. There's a discussion with our
 19 Transportation Policy Committee this month. The whole notion,
 20 we don't what the proposition number will be, but it's -- kind
 21 of the working number is 500, but what would be the renewal of
 22 the half-cent sales tax, and certainly operations and
 23 maintenance is a huge part of our discussion that we have on a
 24 day-to-day basis.

25 We've already kind of figured that between now

1 and 2040, the region's going to need something in the
 2 neighborhood of about \$3.5 billion of loan in preservation and
 3 in continuing maintenance, and we see that as a very hard, very
 4 real number, and it might -- it's probably going to grow.

5 UNIDENTIFIED SPEAKER: Uh-huh.

6 MR. HAZLETT: And so we want to make certain that
 7 our partners here at ADOT who have been absolutely wonderful for
 8 the last 30 plus years, we want to make certain that they have
 9 the funds that they need to make that happen.

10 MR. ROEHRICH: Madam Chair, if I could just add a
 11 little bit to Mr. Thompson's comments.

12 And then on a statewide basis, obviously, as you
 13 seen in the first -- or in the public hearing that we've had,
 14 the last public hearings as well as maybe a quick summary that
 15 Brent will talk about, when we look at the future transportation
 16 funding without any projected growth at all, you're seeing a
 17 program that has slowly evolved (inaudible) preservation of
 18 maintaining what we have with very limited opportunities for
 19 either the modernization and expansion is very strategic and
 20 very limited in its capabilities. Again, all dependent upon the
 21 transportation revenues that we have.

22 And I know there's been a number of times this
 23 board has wanted to talk about revenues, and we are planning
 24 that for one of our future study sessions this year. In order
 25 to kind of delve into that, what the local discussions have been

1 around the funding, as well as hopefully more clarity, as the
 2 director said, on the administration or Congress' take on
 3 federal funding as well. And then kind of look at as well some
 4 of the things the local governments are looking at, and some of
 5 the local governments here in the state that have been
 6 addressing it, such as Maricopa, Pima County, Coconino County,
 7 and the one Pinal County is considering for later this year. So
 8 there's a lot of talk about transportation revenue, but without
 9 the completion of any of any initiatives or without the legal
 10 ability to raise revenues, our revenues have been stagnant, as
 11 Ms. Ward has been reporting on month after month. So thank you.

12 CHAIRWOMAN BEAVER: I just have a concern, and
 13 correct me if I'm wrong in my understanding. But if MAG has the
 14 capacity, and I believe PAG, to actually have the voters in
 15 their areas vote for a sales tax and they put it in place, those
 16 regions get that benefit, but if the statewide and the rural
 17 part of the state has to go to the State Legislature to get them
 18 to consider a sales tax, then MAG and PAG, they've already got
 19 their sales tax. Would that not cause, you know, the MAG and
 20 PAG areas will not be interested in supporting a statewide sales
 21 tax for gas increase?

22 MR. ROEHRICH: So, Madam Chair, there is probably
 23 at least three questions or issues in there, but let me start
 24 with the last one first.

25 And I don't mean to speak for MAG and PAG, but

1 it's obvious that their economies depend on not only interstate
 2 trade, but international trade and the roadways or the freeways,
 3 the interstates or how you move cargo back in and finished
 4 products out. So essentially, everybody in the state has an
 5 interest in maintaining the state highway system and interstate
 6 from an economic perspective. Also, the residents in the MAG
 7 and PAG regions don't just drive around in their regions, as you
 8 experienced on I-17. From a quality of life and tourism issue,
 9 there's lots of folks moving in and out for recreation and other
 10 purposes.

11 So from our perspective, as you look at it,
 12 yes, there are regional funding sources, but I would not ever
 13 believe that MAG and PAG's planning is confined only to their
 14 region as they look out. So they are definitely looking at not
 15 only the Sun Corridor, but as we travel around MAG's interest,
 16 and SR-189 from the border perspective, the resolutions that MAG
 17 and PAG passed on what is ostensibly a rural piece of highway.

18 So I would say that the interest as far as the
 19 state efficiency and capacity doesn't stop at the borders of
 20 their region. However, the way the funding is set up for their
 21 half-cent sales tax, those are set up within the county. And I
 22 want to be sure folks here understand they don't have a free
 23 pass just to go to the voters anytime that they want. On Prop
 24 300, permission had to be given by the Legislature through a
 25 bill, and that was also true of Prop 400, and it continues to be

1 true of Prop 500. Before the County Board of Supervisors can
 2 authorize a vote, the Legislature had to provide that permission
 3 for the half-cent sales tax. The same is true in Pima County.

4 And then the last issue I would say I want to
 5 dispel is that any region could go for a half-cent or a
 6 quarter-cent or whatever, as we're seeing right now happen
 7 with the Pinal County region. Gila County has a half-cent
 8 sales tax already. The problem you run into is there's not
 9 enough value in those areas in the tax base to necessarily
 10 generate significant revenue. And I'll use Apache County as
 11 an example. I think their sales taxes are probably 11 or 12
 12 per -- cents on the dollar, and if you were to raise that
 13 another penny, it becomes very high as a sales tax, and it's
 14 quite regressive, also. So you want to be careful about where
 15 you raise tax, but obviously there is a statewide system need.
 16 And I've never seen MAG and PAG not be supportive of the
 17 statewide system needs. So with that, I hope I've answered the
 18 question.

19 CHAIRWOMAN BEAVER: Well, I've -- and thank you.
 20 There was never any slight intended with regard to MAG and PAG.

21 MR. ROEHRICH: Oh, I didn't (inaudible).

22 UNIDENTIFIED SPEAKER: No. That's okay.

23 CHAIRWOMAN BEAVER: It's just I think from a
 24 legislative standpoint when, you know, we're, you know, trying
 25 to consider how --

1 MR. ROEHRICH: Right.

2 CHAIRWOMAN BEAVER: -- do you raise revenues
3 statewide, and the gas tax is what comes up.

4 MR. ROEHRICH: Right.

5 CHAIRWOMAN BEAVER: I'm thinking if they're
6 raising taxes in MAG and PAG regions, it makes the Legislature
7 less interested in having a statewide increase in, say, gas
8 tax when MAG and PAG have that tax already. So how do we kind
9 of separate out the statewide area, which would lend itself to
10 Board Member Thompson --

11 MR. ROEHRICH: Uh-huh.

12 CHAIRWOMAN BEAVER: -- in generating a revenue?
13 I know from my perspective -- we live on the west
14 side of the state where that gas tax, if it was increased, a
15 high amount of it would come from tourism and California dollars
16 from --

17 MR. ROEHRICH: Right.

18 CHAIRWOMAN BEAVER: -- people coming into the
19 state that direction. I don't know about the eastern side of
20 the state, but I know from the western side that there is high
21 tourism all along the west side, which would be out-of-state
22 people paying that gas tax.

23 MR. ROEHRICH: Right.

24 CHAIRWOMAN BEAVER: And so I guess my is how do
25 we manage presenting it to the Legislature to seriously consider

1 a gas tax, but when MAG and PAG have the capacity that they
2 can -- you're saying that rural counties have the same capacity,
3 though. Did I understand that correctly?

4 MR. HALIKOWSKI: They do have the same
5 capacity, but at the end of the day, we all have to go back to
6 the Legislature, whether it's a gas tax or sales tax, to get
7 that permission for the County Board of Supervisors to hold a
8 vote of the people in that region.

9 Whether or not you include MAG and PAG in a
10 statewide vote is a policy question that you have to look at and
11 say, "What's the best approach?" Because remember, 85 percent
12 of your population lives in the Sun Corridor region, and that's
13 where a lot of the wealth is generated. And so, again, I think
14 you have to look at it as an entire system, and not separate out
15 the rural from the urban, because they really do have to work
16 together in order to complete a transportation system. So
17 whether it's a gas tax or some other form of revenue in the
18 future, I'd be careful about Balkanizing rural versus urban --

19 UNIDENTIFIED SPEAKER: Yes.

20 MR. HALIKOWSKI: -- because I think you want to
21 make sure that everybody's contributing to the system.

22 CHAIRWOMAN BEAVER: Does anyone have any
23 additional? We'll move on then.

24 Thank you very much.

25 MR. HAZLETT: Thank you. Thank you, Madam Chair.

1 MR. HALIKOWSKI: Thanks, Bob.

2 CHAIRWOMAN BEAVER: Item 3, 2018-2022 Tentative
3 Five-Year Transportation Facilities Construction Program
4 Review. Kristine and Bret.

5 MS. WARD: Good morning.

6 CHAIRWOMAN BEAVER: Good morning.

7 MS. WARD: Well, I will -- I'll start this off
8 briefly and then pass it over to Bret.

9 So on the 31st, January 31st, I came before you
10 guys and presented the financial plan for the '18-22 program.
11 And we went through the historic revenues and so forth as well
12 as what proposed debt we -- that issuances we were going to set
13 forth in the plan, as well as covered some elements of, you
14 know, operating cash requirements, and we'll also in this plan
15 be re-instituting the HURF swap.

16 Also, in those -- but since that January 31st
17 time frame, we've had a couple of things that have happened that
18 we want to adjust the financial -- a small component of the
19 financial plan for the '18-22 program in a good way. Since --
20 remember that since that presentation, the Legislature has
21 visited, and the Legislature has left, and Congress also has
22 passed the FY '17 federal funding.

23 The net effect of the changes from the
24 Legislature, as well as the Congressional changes that have
25 taken place have allowed us to add a few more dollars back in --

1 add a few dollars into the program. So the change that you will
2 see in the program that Bret is going to review with you today
3 is there is \$40 million more in the program than what I
4 presented to you on January 31st, and those -- that \$40
5 million is spread in FY 2018 as well as 2019. If things bode
6 well in the next programming cycle, we'll see if we can add some
7 more dollars. Those will go through the regular programming
8 cycle. But that is the change that you'll see financially that
9 has taken place since the January presentation.

10 So, with that, that's all that's changed from the
11 financial perspective, and I would pass it on to Bret to present
12 the tentative program.

13 Any questions?

14 CHAIRWOMAN BEAVER: Thank you.

15 MR. ANDERSON: Thank you, Kristine. Thank you,
16 Madam Chair, members of the Board. It's been my pleasure to be
17 with you for the last -- March, April and May, and present the
18 proposed tentative program to you, and I've got a couple of
19 slides here to go through, a couple things we're going to talk
20 about and go through.

21 Before you have -- before you, you have a new
22 book with the highlighted changes, along with a summary page of
23 all those changes as well. We've made the best to try and
24 capture the changes that we have there. So anything that you
25 see in yellow has been changed. And anything you see on the

1 summary page in yellow, that is a new project that's been added
 2 in. So that's -- hopefully you can crosswalk -- get a crosswalk
 3 through as you look up -- look through that the next couple
 4 weeks before the June meeting, and we'll be making the final
 5 presentation to you in the June meeting.

6 So what I'm going to propose to do is go through
 7 the general changes to the Greater Arizona program, some project
 8 adjustments. I've kind of -- the summary of the changes in the
 9 handouts in the proposed document. Expansion and delivery
 10 program, I'm going to cover that with a couple of slides. The
 11 development program, six-to-ten year program, projects to
 12 consider. The PAG, there is no changes in the PAG region. MAG,
 13 you've just heard the extensive changes for the MAG region. So
 14 I thank Bob Hazlett for that. And then the airport program,
 15 there is some updates and then a couple of next steps to cover.

16 So moving on with that, and this -- the general
 17 changes we've had, there's been a total of 76 changes between
 18 the bridge, pavement, new projects being added in. The net
 19 effect, as Kristine has said, is that it's zero, a net change.
 20 We've added some projects. We've moved some projects from 2017
 21 -- or from 2018 to 2017, things that aren't on track yet, and
 22 then we've also moved some projects from 2017 to 20- -- back to
 23 2018 and adjusted some things throughout the program. But the
 24 net effect is a zero change to that.

25 So moving on to the next slide. I want to talk

1 about some of the comments, the public comments that we've
 2 received during this -- the March, April and May. This slide is
 3 a little bit out of sync, because this represents the changes
 4 that have -- were made up to, I believe our -- our last meeting
 5 in May at Flag- -- excuse me -- in Phoenix. We've -- I've just
 6 got some new information from Laura Douglas in our
 7 communications area, and so we've received 58 -- excuse me -- 58
 8 SurveyMonkey comments and then 17 emails. The 47 speakers at
 9 the public meetings, it's about a normal year that we've
 10 received. Flagstaff always seems to be a little bit more than
 11 our Tucson and Phoenix regions, but this is -- I would classify
 12 this as a -- about a normal year of our public comments.

13 One other -- a couple of other things to talk
 14 about on our public comment efforts that we've had. We had
 15 three news releases, three (inaudible) delivery notifications to
 16 the entire list of subscribers, a number of social media
 17 comments, Facebook and Twitter, and as always, we update our
 18 website, and then there's been several media interviews as well.
 19 So I believe that it's -- we've strengthened our level of public
 20 comment over the last few years, and we're getting good success
 21 with that, getting good reviews with that.

22 So moving on to the next couple of slides here.
 23 Proposed expansion projects. So what you have here is fiscal
 24 year 2018. We're proposing to add in -- we've -- I talked --
 25 Kristine's talked about the additional funding available. Okay.

1 So let me start first with the I-10 and the Pinal County
 2 project, the Picacho and Early to I-8. We -- you, at the last
 3 Transportation Board meeting, in an action moved about -- moved
 4 some money from fiscal year '18 up into '17 to get that segment
 5 -- I-10 segment started. We're going to be advertising that
 6 really soon and getting that started. We left the remaining
 7 money in fiscal year 2018 to continue out that project. So we
 8 advanced about \$58 million to 2017, and then we left the
 9 remaining money sitting in 2018 to cover the rest of the cost of
 10 that project.

11 We've left the Carrow to Stephens projects in
 12 fiscal year '18 on US-93, and then what we've also done is
 13 advanced \$5 million on US-93, the gap, to design that. We moved
 14 that project from fiscal year '19 up to fiscal year '18, and
 15 that as well as the US-93/I-40 West Kingman TI, phase one, the
 16 design for that. We've advanced that from fiscal year '19 to
 17 '18, and this is an effort to be prepared for whatever the Trump
 18 administration may do and get ready to go and have projects
 19 ready and on the table to take advantage of any funding that may
 20 come in.

21 So the next slide, fiscal year '19, we have
 22 advanced the Big Jim Wash and the Cane Springs design. We've
 23 moved those ahead. We were looking at trying to advance the
 24 I-17 design; however, there's some study money that is just
 25 getting started on that to get a final design or to go into

1 final -- to get ready to do the final design, and so that won't
 2 be ready to be completed until the end of fiscal year '18. So
 3 we didn't advance that yet. But so we left that in fiscal
 4 year '19. And then we also have the SR-189 project, the
 5 design/build project. We left that in 2019. So that -- those
 6 pretty much stayed the same that it was in the beginning.

7 Now moving on to fiscal year '20. So what we've
 8 proposed here is we left the \$41 million to construct the US-93,
 9 the gap project. We've left \$10 million in at US-93, the
 10 I-40/West Kingman TI to buy the right-of-way that may be needed
 11 for that project, and we've also left the \$5 million on the Lion
 12 Springs section of 260. We left that there.

13 The other things that you'll notice up there in
 14 red as well is through the public comment time, especially in
 15 the Flagstaff region, it was discussed or they made a great
 16 presentation about 4th Street Bridge widening. Now, these
 17 numbers here did not reflect adding this project in. However,
 18 if things were to come into play and the City of Flagstaff were
 19 -- be able to get a JPA and pull these -- pull that funding in
 20 together, then we would be able to add this project into fiscal
 21 year '20 with the ADOT bridge doing about \$2 million. That
 22 project is not line itemed in your book. However, the bridge
 23 group does feel that there is some structure work that needs to
 24 be done, some rehabilitation work needs to be done on that 4th
 25 Street Bridge that goes over I-40. And we could combine with --

1 if Flagstaff were to bring the \$5 million to the table, then we
 2 feel like we could be able to take advantage of it, find another
 3 \$2 million to complete that project. It's about a \$9 million
 4 project. So that is something that is proposed and brought
 5 before you today to discuss if you wish.

6 And I can move on and then -- then fiscal year --
 7 is there any questions on that, by the way, the 4th Street?
 8 That was something that we heard of this study session -- or the
 9 Flagstaff public hearing.

10 MR. LA RUE: (Inaudible) a question, Madam Chair.

11 CHAIRWOMAN BEAVER: Board Member La Rue.

12 MR. LA RUE: I think you -- I heard you say it's
 13 not line itemed in our book, but I do see a \$3 million
 14 placeholder -- a \$3 million line item in here. So what's that 3
 15 million on?

16 MR. ANDERSON: What page are you looking at?

17 MR. LA RUE: Page 42. I'm assuming it's the same
 18 project. It may be a different project. It says (inaudible)
 19 Avenue, TI and 4th Street overpass.

20 MR. ROEHRICH: Madam Chair, Board Member La Rue.

21 CHAIRWOMAN BEAVER: Yes.

22 MR. ROEHRICH: That's correct. That's correct.
 23 That's (inaudible) the bridge sub program, and what they've
 24 gotten is 3 million's for -- you can see that they've got four
 25 structures there, four bridges, and what that was intended to do

1 was to do some rehabilitation of the bridge decks. And what
 2 they're attempting to do is break 4th Street out, which was
 3 identified on that 3 million -- almost 2 million of that was
 4 just for the 4th Street bridges. Take that out and replace
 5 those bridges to widen them, and so that leaves 2 million out of
 6 that fund, and that would leave a million left for the other
 7 bridges, and then add two more million out of the program with
 8 the five million that they're bringing to do the bridge
 9 replacement, to widen that bridge. So that was a combination of
 10 four bridges in that line item. 4th Street was just a part of
 11 it.

12 MR. LA RUE: Thank you.

13 CHAIRWOMAN BEAVER: Just clarification, Bret.
 14 You said -- it is not included in those figures, but you see
 15 where we could get it into the year 2020.

16 MR. ANDERSON: We do have the capacity of being
 17 able to add that in if need, Madam Chair, yes.

18 CHAIRWOMAN BEAVER: Board Member Stratton.

19 MR. STRATTON: I believe it is our policy now
 20 that a JPA has to be in effect because of previous projects.

21 UNIDENTIFIED SPEAKER: Uh-huh.

22 MR. STRATTON: Is that correct?

23 MR. ROEHRICH: Madam Chair, Board Member
 24 Stratton, what we attempted to do was to get the IGA complete or
 25 at least drafted enough into its final stages. I mean, it's

1 been through legal review on both sides. So now we're just
 2 waiting for, you know, Regional Council to act to get it to the
 3 director to sign off on IGAs. So we intend to do that. Right
 4 now we are moving forward, planning based upon a commitment
 5 they've given us, but it has been more in -- through email,
 6 through a letter and through coordination. Nothing formalized
 7 yet.

8 But we view that it is a worthy project to move
 9 forward with, with somebody -- when a local entity is going to
 10 bring more than 50 percent of the cost of the project to it. If
 11 they bring the 5 million, we continue to move forward to find 4
 12 million in our program, we think it's -- there's little risk to
 13 start that process, because we've still got two programming
 14 cycles. If somehow the negotiations fall, we never get -- fail,
 15 we never get to a final agreement, you know, next programming
 16 cycle of the year after, we'll just reprogram those funds and do
 17 something else. But for now, we think it's a worthy effort to
 18 consider doing that bridge replacement with their funds, a
 19 combination of our funds, and the \$2 million the programming
 20 group is looking at being able to pull out of the program and
 21 still maintain fiscal constraint.

22 MR. STRATTON: Thank you. That is on my list to
 23 talk about later. Any time (inaudible) I think we need to give
 24 it very serious consideration, so thank you.

25 MS. WARD: If I may, Board Member, those JPAs,

1 the -- they -- and to Floyd's point, the reason they're so
 2 essential in order to be in place before we fully commit
 3 funding is because of the fiscal constraint option. So you have
 4 to show reasonable expectation of the funds, and so if you get
 5 into commitments that have not been documented, it starts to get
 6 a little -- a little fuzzy. So that's the essentialness of
 7 those.

8 CHAIRWOMAN BEAVER: Excuse me. Board Member
 9 Thompson.

10 MR. THOMPSON: I'd like to extend my thank you to
 11 you for listening to your (inaudible), and I know that NPOs has
 12 been working pretty closely with the district level district,
 13 (inaudible) and they've been working on (inaudible).

14 MR. ANDERSON: Thank you, Board Member Thompson.
 15 Madam Chair, thank you.

16 Everybody, thanks for the discussion.

17 UNIDENTIFIED SPEAKER: (Inaudible.)

18 MR. ANDERSON: So moving forward, we have fiscal
 19 year '21 and '22. You see the I-17 projects along with the --
 20 MAG's \$50 million. We have those projects ready to go. Again,
 21 like I said, we have -- the study is underway, and we have the
 22 final design sitting in fiscal year '20 as well to get those
 23 ready to go that will add -- well, it will do something with
 24 I-17 in the next -- in the future.

25 Again, just kind of highlighting where a lot of

1 our projects are in this state. You'll note, again, a lot of
 2 the projects follow the I-11 corridor, and this is just kind
 3 of -- this map kind of covers the locations of where our
 4 proposed expansion projects are.

5 MR. HALIKOWSKI: So we really don't have an I-11
 6 corridor, per se, yet, right? I mean --

7 MR. ANDERSON: Correct. That is just --

8 MR. HALIKOWSKI: Okay.

9 MR. ANDERSON: Just -- it's this --

10 UNIDENTIFIED SPEAKER: Proposed.

11 MR. ANDERSON: Proposed I-11 corridor.

12 MR. HALIKOWSKI: Potential I-11.

13 MR. ANDERSON: The potential.

14 UNIDENTIFIED SPEAKER: (Inaudible.)

15 MR. HALIKOWSKI: Just be careful here. No
 16 pre-decisions.

17 MR. ANDERSON: That's true. Thank you.

18 So what you see here is our next -- our six- to
 19 ten-year program. Again, we're proposing to leave -- I want to
 20 jump back here to these slides here. I want to just cover up on
 21 the green bar down at the bottom there. We're -- the green bar
 22 represents the preservation or the rehabilitation of the
 23 pavement in the state. We're leaving those numbers relatively
 24 unchanged from the five-year program and the presentations we've
 25 done for the public comment, and you'll notice the -- we're

1 trying to stay at that \$260 million level, but again, as we move
 2 into the six- to ten-year program, you'll see out there in that
 3 ten year, the 2027, that we're trying to get up to about
 4 \$320 million.

5 So again, the green bar in preservation is
 6 important, as we've talked about today, and taking care of our
 7 system. And that the blue bars that you see at the top there,
 8 again, those blue bars are representing the expansion program
 9 that we're proposing and that we have. And they do exchange
 10 projects that we have designed for US-93, Cane Springs section,
 11 the SR-260, Lion Springs section, as well as the West Kingman TI
 12 on US-93 and I-40. And then we're moving forward with the Big
 13 Jim Wash. You get out to 2026 and 2027, those projects we do
 14 not have designed staged in the five-year program; however,
 15 these are next priority that we would have -- that we could talk
 16 about in the next 2019 to 2023 program. So that's our six- to
 17 ten-year program.

18 MR. SELLERS: Madam Chair.

19 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

20 MR. SELLERS: Yeah. Just backing up a little bit
 21 to the I-17 study that you're doing. I believe that one of the
 22 key things you're looking at there is the possibility of
 23 reversible lanes.

24 MR. ANDERSON: There's many, many options. Board
 25 Member Sellers, Board Member Beaver, yes, there's many options

1 that we're looking at to try and figure out exactly what it is
 2 to fine tune that and get it ready to go so we can take them and
 3 do what -- exactly what we're going to do with the \$15 million
 4 to maximize everything. Thank you.

5 CHAIRWOMAN BEAVER: Board Member Stratton.

6 MR. STRATTON: Thank you, Madam Chair. And I'm
 7 assuming this is the appropriate time to speak about potential
 8 other projects, or do you want to wait until later?

9 MR. ROEHRICH: Madam Chair, board members, now is
 10 the time to bring in adjustments to the program, because staff
 11 will need to have time to go through and make any adjustments.
 12 If you're asking for a different -- projects that -- again, so
 13 we have fiscal constraint, so please bring them up so we can
 14 start discussing them.

15 MR. STRATTON: One of the ones I think we should
 16 consider -- again, it's the enemy bringing money to the table --
 17 would be Highway 69 in Prescott, a project that Chris Bridges
 18 has spoke to us about many times.

19 The other one that I would like to see be
 20 considered in the future is increasing the capacity of 191,
 21 which is utilized extensively when we close the freeway going to
 22 the east, I-10. All the traffic's rerouted through Safford and
 23 Duncan and/or Globe. Also tagging on to what my question with
 24 the MAG (inaudible) was, what percentage of traffic comes out of
 25 the east? 10 percent of that traffic comes out of the east,

1 apparently, which is a pretty good number. And at some point in
 2 time, there will have to be some kind of bypass, whether it's in
 3 Tucson or around Tucson or something, and I would like for the
 4 191, 70, 60 corridor to be considered as the bypass, being that
 5 it's actually a shorter route if you're coming from the east to
 6 191 in to Safford, 70 across (inaudible), which I see you have a
 7 couple of passing lane projects on that would be helpful, and
 8 then Globe since we're finishing Highway 60 into Superior
 9 (inaudible). It's actually a shorter and quicker route for
 10 trucks to come -- or any traffic to come around Tucson, and
 11 therefore, alleviate a lot of the traffic in Tucson itself that
 12 we're increasing by the (inaudible) and I-11. So I would at
 13 least like to see a study on that portion.

14 I've been there and looked at it. There's
 15 approximately eight miles that can be done without any impact to
 16 any housing, which is a pretty significant amount of
 17 construction. There's no washes. It's pretty easy-looking
 18 construction. So I'd like to see at least a study on that.

19 MR. ROEHRICH: Madam Chair, Member Stratton,
 20 absolutely. We'll pass that along to the planning director to
 21 look at that. And I know that recently they have looked at 191
 22 as well and did some analysis, possibly some alignment there in
 23 conjunction with the mining operations in the area. But again,
 24 what does that future corridor look? We'll make sure that -- to
 25 pass that along.

1 Regarding the State Route 69 in Prescott, I think
 2 as we continue to work with the locals, as Mr. Bridges has said
 3 and others, I think that the intent is we want to kind of
 4 advance, get the design started, and I don't see that as maybe
 5 this fiscal year addressing the construction of that work, but
 6 let's get the agreement in place, let's get the design started,
 7 and then let's look at, as you'd said, how we bring that forward
 8 in -- into construction, along with all the other needs. But I
 9 think we can get started with developing that and getting it
 10 ready to go. And then if for some reason additional funding
 11 becomes available, it becomes shovel ready.

12 MR. STRATTON: That is one of the points, Floyd,
 13 is I'm not saying we should program it now. But they are
 14 working out of -- they're doing a lot of their side, and I think
 15 we at least need to acknowledge that and ask them to continue to
 16 move forward until we get things in place.

17 MR. ROEHRICH: Madam Chair, Mr. Stratton,
 18 absolutely. Yes.

19 CHAIRWOMAN BEAVER: If it could just be explained
 20 to me a little bit, I see under -- I guess it would be project
 21 75, the DPS officer (inaudible) the TOC.

22 MR. ANDERSON: Sure, Madam Chair and members. It
 23 was brought up that the DPS program has been -- MAG has mostly
 24 taken care of that for the MAG region. However, through
 25 partnering with them, they've identified that it is a benefit to

1 the entire state. So it was proposed from the TSMO section to
 2 fund it for the next five years, and it is a benefit to the
 3 entire state. So we've added that as a statewide program to
 4 house DPS officers at the Traffic Operation Center to look at
 5 the entire state, and that is one of the proposals that we've
 6 got from the -- recommendations from our internal traffic
 7 operations center or -- and our TSMO section as well. So that
 8 was proposed to happen --

9 MR. HALIKOWSKI: So Madam Chair, if I could just
 10 elaborate a little. It was a pilot program that we started in
 11 the MAG region, and the cost was split 50/50 between ADOT and
 12 MAG for the DPS officer. And what that is is coverage 24/7,
 13 because if you look at our traffic incident management studies,
 14 there is a cost, and it is quantifiable to every minute of delay
 15 due to a crash or fatality, and having DPS in the Traffic
 16 Management Center allows us to more quickly respond and stage
 17 both as ADOT and DPS out to these crashes.

18 So the return per dollar has been, I think, well,
 19 something like 40 to one. It's proven to be quite a great cost
 20 savings, because not only do you get the quick deployment, but
 21 the sooner you get traffic moving again, you negate secondary
 22 crashes. As we've seen on 17 and in other places in the state,
 23 you have traffic coming up on backed-up traffic because of a
 24 crash and rear ending a number of vehicles. So because this has
 25 been so successful, we now want to expand it, as was said,

1 statewide, because we feel that having a DPS officer in the TOC
 2 who understands where the crash is and the conditions and
 3 relaying that directly to the officers responding, it really
 4 improves the response time and the ability to clear the crash
 5 more quickly.

6 CHAIRWOMAN BEAVER: And Director Halikowski, mine
 7 was just to bring this point up. I think half of the Board
 8 maybe has been down to the TOC.

9 MR. HALIKOWSKI: Right.

10 CHAIRWOMAN BEAVER: And maybe the other half
 11 hasn't.

12 MR. HALIKOWSKI: Right.

13 CHAIRWOMAN BEAVER: So it would be nice when they
 14 have the opportunity, they can go down there. And we did have
 15 the opportunity to see the DPS officer down there, and how
 16 they're able to see things --

17 MR. HALIKOWSKI: Uh-huh.

18 CHAIRWOMAN BEAVER: -- almost in advance as
 19 opposed to somewhat --

20 MR. HALIKOWSKI: Right.

21 CHAIRWOMAN BEAVER: -- that's on their way there
 22 in a vehicle. They're able to --

23 MR. HALIKOWSKI: Right.

24 CHAIRWOMAN BEAVER: -- have a visual of things
 25 that the -- you know, like you say, as far as time --

1 MR. HALIKOWSKI: Right.

2 CHAIRWOMAN BEAVER: -- saving time and safety, I
 3 also believe, because -- and I think we've got newer members.
 4 That's another study session probably in the future maybe where
 5 we have DPS over and they were talking about --

6 MR. HALIKOWSKI: Uh-huh.

7 CHAIRWOMAN BEAVER: -- safety issues and the
 8 different agencies from the -- the tow truck services --

9 MR. HALIKOWSKI: Right.

10 CHAIRWOMAN BEAVER: -- to the ambulance services
 11 to all of those as far as --

12 MR. HALIKOWSKI: Right.

13 CHAIRWOMAN BEAVER: -- how they all tie together,
 14 so...

15 MR. HALIKOWSKI: Yeah. We're looking at maybe we
 16 could host a study session at the TOC at some point so all the
 17 board members could (inaudible) there and we could bring DPS in.
 18 But we'll set something up to talk about this some more.

19 MR. STRATTON: Madam Chair.

20 CHAIRWOMAN BEAVER: Board Member Stratton.

21 MR. STRATTON: I'm sure this will come as a
 22 surprise to everybody. I'd like to talk about I-15 and the
 23 increase to 17 million. I've expressed my displeasure about the
 24 impact this has on rural Arizona. The increase to 17 million is
 25 another hit.

1 A few questions and then I have a comment. The
2 question is I believe that's the only freeway in Arizona that
3 can pull triples; is that correct?

4 MR. ROEHRICH: Correct.

5 MR. STRATTON: Is the additional 36,000 pounds,
6 up to 36,000, it would be 18,000 per axle on the additional
7 trailers, is that causing more damage to the bridges because of
8 the way they're built? Is it causing the damage to accelerate?
9 Could we make the bridges last longer if it was only doubles?
10 That's one question.

11 The second question would be -- and I'm sorry.
12 I'll give you all the questions at once if you'd like or one at
13 a time, however you --

14 MR. ROEHRICH: It's okay. I'll probably ignore
15 both of them. Go ahead. Because you're asking some complicated
16 questions. I don't know how much we're going to get into it.
17 Yes, sir.

18 MR. STRATTON: Has there been any more talks
19 scheduled with Utah and Nevada about funding or other possible
20 options?

21 MR. ROEHRICH: Madam Chair, Board Member
22 Stratton, regarding to the weight, I think it's important to
23 remember that those weight restrictions came on after that
24 corridor was built. So I do think as we have been evaluating it
25 and looking at the maintenance needs on there, there's

1 probably -- anecdotally, there has probably been some impact
2 because of that. Quantitatively, can I tell what it is? I
3 don't know if we have that information. We can always ask the
4 maintenance group or the district if they've been really
5 quantifying that. But I could say pretty confidently and
6 anecdotally, there's probably been some degradation additional
7 because of the additional weight.

8 But I also think it's important to remember that
9 we continue to have a responsibility to maintain that corridor
10 as in this state, and our attempts to do that have been
11 stretched out in what we hope are a way that allows us to
12 balance needs up there to ensure that that corridor is managed
13 safely, as well as address the rest of the state. But it does
14 come out of the state program or the statewide program for that
15 corridor, specifically.

16 And then as far as the conversations, yes, we've
17 had conversations with specifically what to do, but to this
18 point, I would say the local states are supportive of efforts
19 we'd take, especially when we ask about grants or we go after
20 possible other funding sources, but they're not taking the lead
21 on this (inaudible) aggressively saying we're going to give you
22 our funding. They're basically saying the same thing as I would
23 expect if they asked us for funding. "We've taken care of ours.
24 You guys need to take care of yours."

25 UNIDENTIFIED SPEAKER: That's good.

1 MR. STRATTON: Thank you for answering the
2 question.

3 My comment would be at this point I think
4 possibly we should consider as a board and staff is revisiting
5 the Casa Grande accords. Those are very old. I know
6 (inaudible) was, I believe, on the board at that time from Gila
7 County, and he and I spoke about them. At that time, there were
8 not the extensive freeways or the repairs that had to be made or
9 I'm not sure -- maybe it wasn't the intention of the Board or
10 the Casa Grande accords that all that money be spent on freeways
11 and taken away from rural Arizona. I understand we have a
12 liability and an obligation to maintain all of the freeways,
13 including I-15, because it is in the state. However, I think we
14 need to consider other possible ways of doing things so there
15 can be some expansion program in rural Arizona without the high
16 impact the freeways make.

17 MR. ANDERSON: Madam Chair.

18 CHAIRWOMAN BEAVER: Yes.

19 MR. ANDERSON: Thank you. That was great
20 questions. Good discussion. That's what the study session's
21 about is to hear what you guys have to say and to be able to
22 take everything into consideration as we put the next program
23 together.

24 So moving forward with the next stuff, so what
25 I'd like to do here, this one is just -- we don't have to go

1 back to Bob's slides or anything like that, but just kind of go
2 over -- there's some extensive changes that they did, and we
3 have in this -- in this program and what you'll see in the June
4 meeting is the final recommendations that they have as well.
5 Again, everything is contingent upon MAG Regional Council
6 approval and what they go through their process. So we've
7 updated all of the project information for the MAG region and
8 taken care of everything that Bob has talked about today during
9 his presentation as well.

10 And then moving on to -- and then it is noted in
11 the first part of this slide that there are no changes in the --
12 for the PAG region as well, so we've updated that -- or we've
13 kept that the same as it started out in the starting of our
14 public hearing and review process.

15 What I'd like to throw up now is the airport
16 program. And this is some of the -- this is just the statute
17 that governs the airport program. And the next slide that we
18 have here only shows -- it shows a significant change, only
19 showing our three and a half million dollars for the matching of
20 our FAA funds. This is -- again, it was a rebuilding year that
21 we've talked about through the public hearing process. This is
22 the amount of money that we feel is necessary to take care of
23 the FAA grants that do come in throughout the year.

24 Your book does represent the changes, and it
25 reflects the most -- the greatest -- the latest and greatest

1 information that you have in the back part of the book under the
2 airport capital program. That only shows the three and a half
3 million dollars that's available.

4 And then moving on, so we've had our public
5 hearings. We're here today at the study session. It is --
6 we're recommending what we take today and hear from today at the
7 end of our public -- our study session today, we'll make all the
8 final recommendations to you at the June 16th meeting in Payson,
9 and then we will present it to the Governor's office by the
10 30th, and then we will start everything again July 1 and get
11 ready for our next program.

12 Madam Chair, that's all I have for you today.

13 CHAIRWOMAN BEAVER: Thank you.

14 I do have a question to ask you, Bret. With
15 regard specifically to the I-15 and the bridge replacements, did
16 I not see under the bridges that there -- there's bridges up
17 there considered in poor condition? Am I reading --

18 MR. ANDERSON: We didn't show you the sufficiency
19 ratings and the bridge condition chart today, because we've been
20 showing you that for the last three months, so...

21 MR. ROEHRICH: Yeah. Madam Chair, if you
22 remember, there was some were about, like, 3 percent that were
23 in the poor condition. They're not unsafe, but they were poor.
24 The -- I don't remember if all the bridges on I-15 were, but I
25 know at least the ones we're trying to address are.

1 So we're continuing to address those through not
2 just the bridge program, but obviously programming additional
3 bridges as far as we move forward. But I think it's important
4 to remember we maintain all our bridges to safe condition. We
5 just know that there's some that definitely either need to be
6 replaced or rehabilitated, and with some reconstruction, we're
7 continuing to do those.

8 The ones -- the one on I-15 we're putting in, we
9 think is a priority that needs to be addressed.

10 CHAIRWOMAN BEAVER: Okay. I think sometimes I
11 have a hard time tying things together, but it was the
12 understanding that if we've got I-15 on here, and then there was
13 one that was in poor condition. That was probably why there's
14 this urgency to provide and move it along. Is that --

15 MR. ROEHRICH: Right, Madam Chair. And Board
16 Member Stratton's comment on I-15, it would be a great corridor
17 if we could come up with a different strategy, and I think the
18 director in the past has looked at some opportunities to
19 possibly even use a federal program that could (inaudible)
20 specifically for the improvements, but unfortunately there are a
21 number of issues within that that didn't lead to that being a
22 decision. We've not given up on continuing to look for funding
23 on Interstate 15, whether that is other TIGER grants, whether
24 that is other granting programs. We'll continue to do those at
25 the same time that we program as responsibly as possible and

1 bring to you recommendations on the project needs that are
2 necessary.

3 MR. HALIKOWSKI: And to that point, going back to
4 what may happen nationally, one of the issues, at least the
5 administration has lined out is where there's infrastructure
6 critical to interstate customers, like I-15, there may be
7 funding set aside to repair those particular facilities. So,
8 again, it's too early to tell whether or not we might get some
9 more federal help outside of the TIGER grant process, but we are
10 keeping a close eye on how that might work. That would be
11 something that would be very good to tell our Congressional
12 delegation, that we have a number of critical interstate
13 commerce facilities in Arizona, and if there were funding it set
14 aside for those, that would be very helpful.

15 CHAIRWOMAN BEAVER: Thank you. Board Member
16 Stratton.

17 MR. STRATTON: I want to go back to a comment you
18 made in last month's meeting, or earlier this month in Phoenix.
19 It struck me, and it stuck with me the fact that the feds
20 decided to put that road in Arizona, I-15, because it's such a
21 beautiful drive. It could have been built outside Arizona much
22 cheaper. But the federal government decided to put it in
23 Arizona -- which it is a beautiful drive. I've been on it.
24 However, that kind of puts us at a disadvantage, because it has
25 no use to us, but yet the feds say, "We're going to put it in

1 Arizona. Now you maintain it." And I just have a hard time
2 with that.

3 MR. HALIKOWSKI: I share your hard time.
4 Unfortunately, environmental issues and laws were different back
5 in the late '60s.

6 MR. STRATTON: Yeah.

7 MR. HALIKOWSKI: Again, reconstruction or new
8 construction, as you know today, is much more complicated by all
9 of the demands that are made on us by federal rules. So we're
10 going to continue to look at different ways to fund this,
11 because it is a drain on Greater Arizona, and as we've talked
12 before, the economic benefit to the rest of the state is pretty
13 slim. So rest assured we're going to keep looking for ways that
14 we don't have to impact Greater Arizona to such a degree to
15 maintain those bridges.

16 MR. STRATTON: Thank you.

17 CHAIRWOMAN BEAVER: Board Member Thompson.

18 MR. THOMPSON: Several things here. Not -- these
19 have already been presented to the Board during public comment
20 time, there's Flagstaff or Sedona group, questions for planning
21 dollars to begin discussing the needs (inaudible) 4th Street and
22 Flagstaff could use design dollars in 2019? (Inaudible)
23 reservation, I know that ADOT representative had time to go up
24 to Many Farms, I believe (inaudible), that's still a priority,
25 as well as the preservation of 260 and 60, and those particular

1 roads were presented to us in Flagstaff. So thank you for that.

2 We appreciate your high consideration. (Inaudible.)

3 CHAIRWOMAN BEAVER: Thank you.

4 So I don't know if it's in closing, because I
5 don't know if anyone else will have anything. Am I to
6 understand, correct me if I'm wrong, that all of these that are
7 highlighted on this --

8 MR. ANDERSON: Summary page.

9 CHAIRWOMAN BEAVER: -- revision, yes. They
10 equate to that 40 million that was found.

11 MR. ANDERSON: No.

12 CHAIRWOMAN BEAVER: No.

13 MR. ANDERSON: No. No. Okay. So let's kind of
14 go through a little bit about that, Madam Chair. I can explain
15 to -- your summary page that you're looking at right there, the
16 yellow -- okay.

17 So if you started with your book at the beginning
18 of the public hearing time in March, and then kind of went down
19 everything, the yellow sheet, the yellow pages, the yellow line
20 items that you see on that page represent new projects. If you
21 go out to the very last column, that's new money that's come in.
22 It wasn't in your current program, but through funding requests,
23 minor pavement -- minor projects program, we added these
24 projects into the program. And what that does is reduce the sub
25 program. So it was a net zero effect. So we -- so what this --

1 the sheet represents is what's your book like at the beginning
2 of the public comment time, and then you take the current book
3 that you have today, match that up, and that represents what the
4 changes have -- had made through the public comment time.

5 MR. ROEHRICH: I'm confused, too. Madam Chair,
6 right, that was a little confusing. I was trying to follow
7 along. Because you were able to accelerate some projects into
8 17, as you said, because you've made some adjustments to
9 projects, some different costs, but as well some moved. You
10 have rebalanced each of the fiscal years to make sure you got
11 fiscally constrained.

12 MR. ANDERSON: Funding in every year. Correct.

13 MR. ROEHRICH: Funding in each year.

14 MR. ANDERSON: That's correct.

15 MR. ROEHRICH: Each year is fiscally constrained,
16 as well as the five-year program. That's what Kristine and her
17 team make happen. So everything on this project, everything
18 that's not shaded is a change to an existing project that was in
19 at the beginning of the public hearing. And because of all the
20 adjustments, you're going to see some that balance out to zero,
21 and some that are just slight modifications. Then you're seeing
22 the ability to add in the new, which could be a combination of
23 funding because of the adjustments plus the 40 million that
24 Kristine had found that was distributed probably somewhere
25 regionally as well, between MAG, PAG and Greater Arizona. So it

1 all didn't go to one area.

2 Those adjustments altogether will add up, but
3 you're not going to see a specific \$40 million adjustment unless
4 you pull something out. What it does mean, though, is \$64
5 million, \$64.7 million was added to the program through a
6 combination of additional revenues, plus adjustments that were
7 made by accelerating projects and making adjustments. So the
8 effect of change to the five-year program that you received at
9 the beginning of the public hearing comment is this whole
10 summary sheet.

11 MR. ANDERSON: Madam Chair, Floyd, that is
12 correct.

13 UNIDENTIFIED SPEAKER: Could you repeat that?

14 MR. ROEHRICH: I don't think I could, to be
15 honest with you, because I started to ramble. I got caught in
16 the do loop there a little bit. I thought, "What in the hell am
17 I talking about?"

18 UNIDENTIFIED SPEAKER: Well, we're still
19 wondering.

20 MR. ROEHRICH: So that's when I said -- that's
21 when I turned to Bret and said, "Do you agree?" And will you
22 agree with me to say that I'm done?

23 MR. ANDERSON: That I'm done.

24 MR. ROEHRICH: I'm shutting up.

25 CHAIRWOMAN BEAVER: I -- just in follow-up then

1 to that, I understood, correct me if I'm wrong, that the
2 Flagstaff project for -- that was --

3 MR. ANDERSON: 4th Street?

4 CHAIRWOMAN BEAVER: -- displayed up that -- yeah.
5 The 4th Street is not included in this, but you have it showing
6 on this.

7 MR. ANDERSON: Madam Chair, the 4th Street Bridge
8 is on a page that Board Member La Rue brought up. That
9 \$3 million again is multiple bridges across I-40 for that year.
10 4th Street Bridge is one of those bridges that would add money
11 to --

12 MR. ROEHRICH: Okay. Hold on, Bret.

13 Madam Chair, you're asking for the \$9 million
14 project, is it in here? Are we showing the \$9 million project
15 yet, and not because of what Kristine said is since it would
16 come in in 2020, I think is what the time frame is, we will work
17 with the local government to get the agreement in place, to get
18 their \$5 million, and then we'll make the adjustment to bring
19 the other \$4 million in a future program (inaudible). For now,
20 it's still left in the program as the \$3 million for those four
21 bridges, 2 million of which would be for the --

22 MR. ANDERSON: 4th Street.

23 MR. ROEHRICH: -- 4th Street Bridge.

24 CHAIRWOMAN BEAVER: Okay. But --

25 MR. ROEHRICH: So we're not adding that total

1 project in until we get the IGA in place. But because it's two
2 years away, we will bring it in our next --

3 MR. ANDERSON: In the next programming cycle.

4 MR. ROEHRICH: -- programming cycle probably.

5 CHAIRWOMAN BEAVER: Okay. But it appeared on
6 that slide, if we could go back to that slide, that it was
7 identified as though we were incorporating it, but it wasn't
8 incorporated in yet.

9 MR. ANDERSON: Madam Chair, that's correct. It
10 -- we -- I put it up there for discussion purposes only just to
11 have the discussion that this is something that we have heard at
12 the public hearings through the -- through our process and
13 wanted to have the discussion with the Board today to get your
14 blessing or, you know, your discussion to see if this is
15 something that you would agree to as a staff recommendation and
16 as a Board recommendation.

17 CHAIRWOMAN BEAVER: Okay. The parliamentary
18 procedure, we can't vote on adding something in as a board. Can
19 we give consensus on adding something into -- --

20 MR. ROEHRICH: No. Madam Chair, you're right.
21 You don't -- all we're asking is do we -- from board members to
22 comment on that, whether your comment sounds good or your
23 comment -- I don't necessarily want to program that; let's
24 consider something else. That's only presented there for your
25 comment. That's all.

1 CHAIRWOMAN BEAVER: Okay. As one board member,
2 my comment is because they are bringing so much to the table,
3 the City of Flagstaff, we need to seriously look at including it
4 in.

5 MR. STRATTON: Madam Chair, Floyd, would you
6 anticipate having a (inaudible) in place with Flagstaff prior to
7 the Payson meeting?

8 MR. ROEHRICH: Madam Chair, Board Member
9 Stratton, no. I don't think this is going to happen this fiscal
10 year, quite honestly, which is why I think it's important to
11 note we're not asking really to -- you to take formal action on
12 that. We're telling you that we're going to coordinate that,
13 and we may bring it to you for -- in the future for action, but
14 I do not see that as part of this programming cycle, because
15 it's two years away.

16 MR. STRATTON: That's fine. I just wanted to put
17 a recommendation.

18 CHAIRWOMAN BEAVER: Board Member Thompson.

19 MR. THOMPSON: Madam Chair, members, contingency
20 fund, you know, (inaudible) all the details about it. When we
21 talk about preservation on many of the rural roads, I'm thinking
22 why can't we just go to the contingency funds and apply to these
23 roads. Is there anything that I'm not thinking through?

24 MS. WARD: Well, the reason the contingency fund
25 is established is as we go through the program year, projects

1 come in over budget, projects come in under budget. Excuse me.
 2 Trying to get over a cold here. And so we have -- you're a nice
 3 guy. Thank you.

4 So throughout the year, that's why that fund is
 5 maintained as established, and at the end of the year, we
 6 apply -- if there are any funds still existing, we apply them to
 7 projects that you've already approved, but we need to maintain
 8 that contingency as we go through the year to ensure that we are
 9 fiscally constrained when projects come in over budget.

10 So the funds that you have to apply to projects,
 11 you can take something else off of the island, but the
 12 contingency is needed to maintain that fiscal constraint. If
 13 you want to prioritize, take something else, another project,
 14 and take it off of the island, so to speak, or -- and put this
 15 in, then that's... If you'd like, I believe that you've got an
 16 upcoming orientation.

17 MR. THOMPSON: Yeah.

18 MS. WARD: And I'll go over the contingency fund
 19 in detail. Probably more than you want to know.

20 CHAIRWOMAN BEAVER: And is it not correct, also,
 21 that that contingency fund, we try to keep a certain dollar
 22 amount in it?

23 MS. WARD: Board Member Beaver, that is correct.
 24 We start out the year with a \$5 million figure, approximately,
 25 in that fund -- in that sub program.

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

2 CHAIRWOMAN BEAVER: Board Member La Rue.

3 MR. LA RUE: So a comment and then maybe a
 4 question. So the comment, I think you were asking about 4th
 5 Street and (inaudible). If the JPA does come forward, I think
 6 it's very consistent with the Board's direction in past years to
 7 encourage this kind of cooperation (inaudible) --

8 MS. WARD: Uh-huh.

9 MR. LA RUE: -- and other things. So as a board
 10 member, whether I'm still a board member when that comes
 11 forward, I would be supportive, and I think it's consistent with
 12 prior Board action.

13 And then following on Board Member Thompson, I
 14 think he mentioned something about the Sedona group.
 15 (Inaudible) been here a number of times. I thought that he
 16 might have said something about there was something in here
 17 addressing that, and I don't believe so. So could you confirm
 18 that?

19 MR. ANDERSON: Madam Chair, Board Member La Rue,
 20 we don't have anything in there covering the Sedona --

21 MR. LA RUE: Okay.

22 MR. ANDERSON: -- information.

23 MR. LA RUE: And so when I heard them, they've
 24 been here very consistently over a number of months. They
 25 talked about changing up parking, trying permits, transit, a lot

1 of those things. I don't see as those things really fit in our
 2 capital program the way we dial it up. So I would expect that
 3 there's other things that ADOT is doing in conjunction with all
 4 those stakeholders to address those issues.

5 MR. ROEHRICH: Madam Chair, Board Member La Rue,
 6 that's exactly right. Our district engineer, Audra Merrick, has
 7 been part of that committee that (inaudible) had talked about,
 8 the traffic matters folks, in order to meet and talk about these
 9 options.

10 Right now these are options that are being
 11 considered to talk about. As they get implemented, there are
 12 things that we will -- we'll do. We'll probably -- part of an
 13 operating program or maintenance functions or operating
 14 functions, things like that. If we end up getting to the point
 15 of developing capital improvement projects, then those would
 16 come through the Board for consideration within the five-year
 17 program.

18 But as we work with that group, as well as the
 19 local, you know, federal land management agencies, the local
 20 government agencies, other advocates within the area start
 21 talking about these options, there are a number of issues we've
 22 got to go through. Legal issues, liability issues. And then
 23 what's the authority level to do that?

24 So there's a lot that is being considered now as
 25 that group meets. Actions in the future will be managed through

1 the agency, unless it rises to the point of becoming a project.
 2 Then we would look at bringing something to the Board to
 3 program. But right now we don't -- we haven't identified that
 4 as early as that group has been starting to meet.

5 MR. HALIKOWSKI: Well, and as you know, we're a
 6 pass through for federal transit funds, but we don't program
 7 those here as part of the five-year plan. So we don't have a
 8 budget for transit. We're just a pass through for federal
 9 money.

10 MR. LA RUE: And that would be done more on the
 11 local level.

12 MR. HALIKOWSKI: Yes.

13 MR. LA RUE: Regionally.

14 MR. ROEHRICH: A lot of the cost (inaudible) of
 15 the government, even some cities or special transit agencies
 16 that get (inaudible) organizations. Those funds go from us to
 17 them through a granting program and process.

18 MR. LA RUE: So what I -- I appreciate that, and
 19 maybe I'm speaking on behalf of Board Member Thompson, is just
 20 updates on that from ADOT and what board members, especially the
 21 board member that that's their district, could be involved and
 22 help (inaudible).

23 MR. HALIKOWSKI: Right. So I forget the
 24 gentleman's name at the last board meeting here in Phoenix, but
 25 he was from traffic matters, and I committed to meeting with the

1 group. So we're going to stay involved to see what ADOT can do
2 from its part to help the situation. But again, as Floyd points
3 out, many of these things involve other federal agencies or fund
4 -- funding that is not with necessarily in our control.

5 CHAIRWOMAN BEAVER: Director Halikowski, if I'm
6 -- again, maybe I misheard, but it looks like they've got two
7 separate things. They've got the parking and the things that
8 have to do with -- along Oak Creek Canyon area, and they also
9 have the TI. Did I understand that? It's actually in the city
10 of Sedona that's at that junction.

11 MR. ROEHRICH: Madam Chair, they -- yeah. They
12 use the term "rotary." It's a roundabout. There are a number
13 of roundabouts on intersections State Route 89 and 179 through
14 the Sedona area, 89 through the Oak Creek Canyon area. But
15 there's no interchanges specifically like you would have a great
16 separation interchange, but there are intersections, roundabout
17 intersections and other configurations through that area.

18 CHAIRWOMAN BEAVER: Okay. Maybe since the last
19 time I was up there -- I don't remember a roundabout being
20 there, but it seemed at that junction, I could see where there
21 would be traffic that will back up. Since then, evidently
22 there's been a roundabout put in there?

23 MR. ROEHRICH: Madam Chair, yes. I think they're
24 talking about the junction of 89 and 179 --

25 CHAIRWOMAN BEAVER: Uh-huh.

1 MR. ROEHRICH: -- is the two routes that come in
2 there. And there's been a lot of discussion over the years with
3 the Oak Creek Canyon folks, Sedona folks. You know, we were
4 going to expand 179, but there was a big concern about the
5 footprint. So we narrowed it down, put in the roundabouts, put
6 in what we felt were more traffic calming as a way to move
7 traffic.

8 But there -- and like a lot of areas, like
9 Interstate 17 (inaudible), it's a capacity issue. How much
10 capacity are you going to be able to move through, and how much
11 demand is there? And as the economy gets better and more people
12 recreate, you're obviously seeing an increase in traffic,
13 increase in tourism, and the roads themselves are built for an
14 average level of traffic, but then on a specialty week, on,
15 like, a holiday weekend where traffic might be four times more
16 than that, it's just not designed to handle that type of
17 traffic.

18 MR. HALIKOWSKI: I just want to put a finer point
19 on it. The 179 happened, I think, before any of us were here,
20 and there was, as I understand it, a great deal of outreach with
21 the local communities, and there was great concern over taking
22 out trees, turning it into a four-lane -- two-lane -- you know,
23 four-lane --

24 UNIDENTIFIED SPEAKER: Four-lane divided.

25 MR. HALIKOWSKI: -- divided and what that would

1 do to the drive and the scenery. So there were great pains
2 taken by the department under Governor Napolitano's
3 administration to ensure that 179 was designed and built the way
4 that it is now. So what you do have is a series of roundabouts
5 through there, but again, we tried very hard to work with the
6 local community to get to what they would approve.

7 CHAIRWOMAN BEAVER: Well, I would just have them
8 (inaudible) the reason I bring up that one particular junction
9 is that would fall under ours, but I'm not hearing anything
10 about the county or the city comes to us with any dollars at
11 this point in time.

12 MR. ROEHRICH: Madam Chair, that is correct. I
13 mean, we study it and we monitor it, and our folks, maintenance
14 folks and others make sure that it's maintained and it's
15 functioning to the degree that it is, but we've not identified
16 it as a reconstruction or capacity project in there. That
17 conversation has not started.

18 CHAIRWOMAN BEAVER: But based on what we have
19 been as a board approving or kind of delaying, based on those
20 communities, as in the case with Flagstaff looks to be bringing
21 dollars to the table, versus Sedona, if that interchange -- or
22 intersection there or TI or junction, I haven't heard anything
23 where they're coming to us saying, you know, "We've got this
24 much money to help put up towards improvement on that."

25 MR. ROEHRICH: Madam Chair, I'm going to ask the

1 North Central District engineer if she's had any conversations
2 with the local governments about bringing funding into this
3 program. I'm taking advantage of Audra being here.

4 Hello, Audra.

5 MS. MERRICK: Thank you.

6 Madam Chair, members of the board, Sedona has
7 been perform some studies in the local area, but there hasn't
8 been any discussion in terms of bringing money to the table to
9 facilitate any projects that they might propose.

10 MR. ROEHRICH: But I think (inaudible) knowing
11 though is they do their studies, we do our studies, we will have
12 those conversations. Those will be something in the future that
13 may lead to something, but for now, we're all kind of looking at
14 it individually and working through the traffic matters with
15 advocates on specific issues, but...

16 MS. MERRICK: Now I have the mic again.

17 MR. ROEHRICH: Give me that microphone.

18 MS. MERRICK: In regards to traffic matters on
19 State Route 89A, one of the requests that they had was that --
20 was parking on State Route 89A, and the district, the
21 applications, I believe, are due tomorrow, but the district has
22 requested a study for Route 89A to look at closing some of the
23 parking areas on some of the shoulders of the roadway.

24 MR. HALIKOWSKI: So I just want to say that I
25 don't want to jump to solutions too quickly and focus on a

1 particular interchange or particular solution. Because as we've
2 learned, that there are many different constituents in the area,
3 and we want to make sure that we vet all these through
4 appropriately and not come up with a solution that's not going
5 to be supported. So we're hearing from a group, but as has been
6 pointed out, we really haven't been approached by local
7 government yet as the issue. But we'll continue to meet with
8 the interested constituencies like traffic matters and other
9 folks. But again, I don't want to jump to a quick solution at
10 this point.

11 CHAIRWOMAN BEAVER: So I'm guessing you were
12 being the closer right then and that was kind of the closing.

13 MR. HALIKOWSKI: I hope so, but I'd be happy to
14 answer any other questions.

15 CHAIRWOMAN BEAVER: Is there any additional
16 questions?

17 MR. THOMPSON: Madam Chair.

18 CHAIRWOMAN BEAVER: Board Member Thompson.

19 MR. THOMPSON: Although there's not too much that
20 we can do at this time, I believe that there's been discussion
21 and continue to be discussion (inaudible).

22 CHAIRWOMAN BEAVER: Thank you.

23 (End of excerpt.)
24
25

Adjournment

Chairwoman Beaver gaveled the meeting to a close adjourning at 11:39 am.

Meeting adjourned at 11:39 a.m. MST.

Deanna L. Beaver, Chairwoman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD TELEPHONIC MEETING
4:00 p.m., Friday, June 9, 2017
Arizona Department of Transportation
Director's Conference Room #139
206 S. 17th Avenue
Phoenix, AZ 85007

Roll call by Board Secretary Linda Priano

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

Absent: None.

Staff Members Present: Kevin Biesty, Dallas Hammit, Clem Ligocki, Tim Tait, Lynn Sugiyama, Laura Douglas and Linda Priano. Michelle Kunzman from the Arizona Attorney General's office was also present telephonically.

Call to the Audience:

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

***ITEM 1: Priority Planning Advisory Committee (PPAC)**

Staff will present a recommended PPAC action to the Board of a change to the FY2017 – 2021 Statewide Transportation Facilities Construction Program.
(For discussion and possible action — Clemenc Ligocki, Planning and Programming Manager)

***ITEM 1.**

ROUTE NO: I-17 @ MP 200.5
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 \$4,100,000 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: \$ 4,100,000

Clemenc Ligocki, ADOT Planning and Programming Manager, recommended this item for approval with the two stipulations. Mr. Ligocki stated staff is seeking approval for a reduced amount of \$3.7 million and not the full amount of \$4.1 million. He explained that this amount included associated software for procurement, which is under a separate agenda item that will be heard for consideration at the next State Transportation Board meeting taking place on June 16, 2107. The second stipulation is contingent upon approval of this item from Maricopa Association of Governments (MAG) Regional Council.

A motion by Joe LaRue to accept and approve Project Modification Item 1, as amended, to a total project cost of \$3.7 million as presented. The motion was seconded by Steven Stratton.

Chairwoman Beaver asked if there were any questions.

Board Member Stratton asked, assuming MAG approves this item, is there a completion date set? Dallas Hammit, Deputy Director of Transportation/State Engineer, stated the team will open bids no later than June 28th, 2017 and come back to the Board for consideration and approval. Once it is awarded there will be a quick start and construction is anticipated to last approximately seven months. Board Member Stratton thanked Mr. Hammit for the information.

Board Member Sellers stated one question that he is often asked is why spiked strips on the exit ramps to keep people from entering the wrong way are not being used. Mr. Hammit stated the spike strips that are currently on the market are for low speed and low volume and are not able to handle the volumes and speeds of our system. He explained that they are not designed to handle speeds above 5 miles per hour. Kevin Biesty added law enforcement officials raised the issue that tire spikes do not necessarily stop a vehicle. In many instances a driver can still go at a high rate of speed with two blown tires. Board Member Sellers thanked them both for the explanation.

A motion by Joe LaRue to accept and approve Project Modification Item 1, as amended, to a total project cost of \$3.7 million, as presented contingent on MAG Regional Council approval. The motion was seconded by Steven Stratton. In a voice vote, the motion carries.

Adjournment

A motion to adjourn the June 9, 2017 Telephonic Board meeting was made by Jesse Thompson and seconded by Bill Cuthbertson. In a voice vote the motion carries.

Meeting adjourned at 4:08 p.m. MST

Deanna L. Beaver, Chairwoman
State Transportation Board

Kevin Biesty, Deputy Director of Policy
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING MINUTES
9:00 a.m., Friday, June 16, 2017
Town of Payson
Council Chambers
303 N. Beeline Highway
Payson, AZ 85541

Pledge

The Pledge of Allegiance was led by Chairwoman Deanna Beaver.

Roll call by Board Secretary Linda Hogan

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

Absent: None.

Opening Remarks

Chairwoman Beaver thanked Mayor Swartwood and the Council for their hospitality in hosting the Board meeting here in Payson. She also thanked them for the barbeque dinner that they hosted at Rumsey Park adding that the location, food and networking opportunities were well received.

She also commented on the history of the location of the dinner and hoped that she will be able to come back to visit the museum. Then she proceeded to mention her history note for the meeting and explained that she had gone back to look up the history of the five-year plan and read an article from *The Copper Era and Morenci Leader*, dated Friday, July 7, 1916. Mrs. Beaver then asked Board Member Hammond if he had anything to add, to which Mr. Hammond responded and commented about the dinner last night adding that it was nice of the owner of Maynards to stop in on the group also commenting on the part he has played in the resurgence of downtown Tucson.

Title VI of the Civil Rights Act

Kevin Biesty reminded all attendees to fill out survey cards to assist our Civil Rights Department.

Call to the Audience:

The following members of the public addressed the Board:

1. Jonathan Rothschild, Mayor of Tucson, re: agreed that if the Chairwoman was to visit the museum she would love it. He then welcomed the Board to Tucson and their Chambers. He commented on the fact that Mr. Hammond was seated in the Mayor's chair. Thanked ADOT for the projects being and soon to be constructed in Tucson and mentioned a few. Commented about SR 189 and thanked the Board for their continued support. He then pointed out the importance of the Sonoran Corridor and added further information of where it was at. He also mentioned his involvement with PAG and thanked Rod and staff for their support as well. He added that if there were any complaints to please take them to his City Manager Mike Ortega.
2. James DeGroot, Deputy Director for PAG, re: also expressed his appreciation to the Board for coming to Tucson for their meeting. Adding to the Mayor's comments, he wanted to express his sincere appreciation to ADOT staff for working so well with them, particularly Rod Lane. He spoke about a couple of the projects (Ajo Road Interchange and Ina Road) and also expressed his thanks to Patrick Stone.
3. Robin Raine, Deputy Director of Transportation for the City of Tucson, re: reiterated everything that the Mayor said especially in regards to the support they have received from staff and their wonderful working relationship.
4. John Moffatt, Economic Development Director re: glad to see continued progress on SR 189 and most excited about the Sonoran Corridor. He wanted to concentrate on the next phase adding that they needed to start

looking at funding sources. He wrapped up with comments from former board member Steve Christy to the Board, sending his regards.

5. Chris Bridges, CYMPO Administrator re: SR 69 – mentioned that they do have a draft joint project agreement in hand that is currently going through attorney reviews and explained some of what it entailed. They were hoping to partner with the Board on the next 5-year plan and asked for their consideration of including this project.
6. David Wessel, Manager with Flagstaff MPO re: he was there to request the replacement of the four street bridges over I-40. The City of Flagstaff estimates that it would be an \$8M project and has \$3M in hand. He requested that this project find its way into the 5-year plan of construction.
7. Bruce Bracker, Santa Cruz County Supervisor re: mentioned that he has been coming to the Board regarding SR 189 so much that he feels they are family. He welcomed Mr. Thompson to the Board adding that this is a great appointment. In regards to SR 189, he had two resolutions with him, one from the City of Nogales and the other from the County Board of Supervisors that have been passed unanimously in support of it. They are now in phase two on this project. He also thanked them for including Ruby Road in the 5-year plan.
8. Tom McGovern, representing Southern Arizona Leadership Council and Tucson Metro Chamber re: thanked the Board and especially Mike Hammond for what they are doing for the state. More thanks to Rod and all of ADOT staff involved with the Ina Road project. Also thanked them for moving forward on the Sonoran Corridor and the movement on SR 189 as well. He then mentioned HB 2529 and asked the Director the purpose of it and if it had to do with I-11. Director Halikowski as well as Michelle Kunzman agreed that this could not be commented on during the public comment section but could be addressed in the Legislative Update for him.

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1 (Beginning of excerpt.)

2 CHAIRWOMAN BEAVER: We'll move on then to the

3 district engineer's report. And we have Bill Harmon with us

4 from the Southeast District.

5 MR. HARMON: Good morning, Chairwoman Beaver and

6 members of the State Transportation Board. I appreciate the

7 opportunity to be here. It's a little bit of a different dance

8 step for me to be here in the Flagstaff district area. My

9 friends in Phoenix felt sorry for me that I didn't have a chance

10 this year to visit with you. I'm twice as big as Audra, but

11 she's twice as smart. So I think you're getting the short end

12 of the stick. Nevertheless, I appreciate being here.

13 My name's Bill Harmon, just because you're in the

14 Southwest District, headquartered in Safford. Let's see. You

15 know where it is. Thank you very much. That will help.

16 Okay. Just a note here. We're changing our

17 district boundaries again just a little bit, tweaking the

18 northwest corner where the Central District, South Central and

19 Southeast Districts come together. July 1st, we're reopening

20 our Superior yard, and so we're adjusting the boundaries a

21 little bit so that our new boundary will go just a few miles

22 shy of where the Renaissance Festival is on US-60 and down just

23 above Florence. So we won't -- (inaudible) Florence city limit

24 area, but we'll take 79 out to the Florence Junction area as

25 well as closer to town -- town, the big city. So that's to

1 provide better emergency response as well as routine service in
2 that corner of the world.

3 Okay. As recently completed, the US-60 Oak Flats
4 pass lane project, which (inaudible) was recognized in San
5 Francisco recently for her leadership and partnering abilities.
6 She did a tremendous job there. A very difficult project, and
7 all in the same area, the US-60 tunnel lighting project at
8 US-60, the rock scaling around portal, it all was going on at
9 about the same time, as well as the US-60 (inaudible) to
10 Superior project. A lot of work. A lot of big investment in
11 that area. And the State Route 288 rock fall mitigation
12 project, as well as a number of routine projects.

13 So under construction right now, in the Silver
14 King to Superior project, the contractor was really hoping to
15 have finished this summer, but he didn't quite -- get quite
16 far enough. There's a temperature limitation on the final
17 pavement. His contract (inaudible) about November, but he'll be
18 back in the fall to do the finish paving. So Board Member
19 Stratton is -- he's been helping me to get along with the
20 neighbors out there, and I appreciate that. He knows a lot of
21 people out there and helps keep things moving for me.

22 Hey, if you look at the picture, the bright flood
23 light on the 14-foot boulder, standing next -- or -- one of our
24 inspectors is standing next to, you can see the size of the
25 boulders that were coming down on State Route 77 off those

1 cliffs, and it just pounded the pavement and made a lot of
2 pavement repair.

3 And then the US-70/BIA 6 intersection, just
4 outside of the casino, Apache Gold Casino.

5 All right. So advertising. Yeah, here. We're
6 trying to wrap up the fiscal year. The US-70 San Carlos High
7 School to BIA 170 turn lanes, that's been long anticipated. And
8 then US-60 Cieniga Creek to Well Canyon is actually a project
9 that overlaps district boundaries. The Southeast District will
10 not be administering that project, although a portion of it lies
11 within the district.

12 Might mention another big project that
13 (inaudible) west area. It is on the San Carlos reservation, and
14 that's the biosafety improvement project on US-70, which we've
15 been working on for many years, and that will be advertising
16 this week.

17 So 2018, the outlook for major projects, there's
18 some of the major projects, the US-60 Pinto Creek Bridge. We
19 hope to advertise that maybe this time next year or maybe just a
20 little bit sooner. That's the big arch bridge that people cross
21 over. It's a really beautiful structure, but it's seen better
22 days. The US-70 westbound passing lanes in Peridot, the San
23 Carlos area for the traffic heading west of Phoenix, give them a
24 chance to pass each other in that pretty hilly terrain out
25 there.

1 State Route 77, Gila River Bridge in Winkelman,
2 we'll be replacing, and then US-60, we're doing a traffic
3 calming project in the -- by the Circle K, Claypool area, as
4 well as a lot of other routine smaller pavement preservation,
5 those kind of projects.

6 All right. So projects of interest that are out
7 there maybe a few more years, State Route 88 -- 188 rest area,
8 and I always have a hard time getting my tongue wrapped around
9 Mazatzal. Audra and I wrestled -- arm wrestled who gets that
10 rest area, but she won and I got it.

11 So US-60 Queen Creek Bridge, it's a similar
12 structure to Pinto Creek. That will be out there also about
13 2020, 2021, depending on how everything tends (inaudible) that
14 one.

15 And then if you've driven down US-70 by the
16 Apache Gold Casino, there's a miniature passing lane on the
17 eastbound side that we're going to extend. That's -- give you
18 more than 3.7 seconds of passing opportunity.

19 Okay. Not on the five-year plan yet, but
20 interesting, State Route 88, Apache Lake to Roosevelt. That's
21 the Apache Trail, and we were a recipient of a Federal Land
22 Access Program, or FLAP project, which there will be a match
23 required for that, but it is to do a grade, drain, pavement work
24 on that dirt road between the marina and the Roosevelt Dam. So
25 that will improve safety and maintainability out there. We felt

1 very fortunate to get a project like that. Those are hard to
2 get, the FLAP projects, and we were really excited to get that
3 one. So as -- as that comes together, we'll keep everyone
4 briefed on its progress. But it's not quite firmed up yet
5 enough to program construction funds.

6 And then some folks have asked when are we going
7 to do pavement preservation in the Tonto Basin area, and you
8 know, pavement in a lot of places are bad, but (inaudible) we're
9 very aware that -- of our (inaudible) potholes. We'll keep it
10 going. It's a lot of attention out there, but we'll keep it
11 pieced together until we can't get a project out there.

12 All right. Issues of regional concern in our
13 corner of the world. Of course, preservation and safety on all
14 routes. That's always there.

15 Modernization of the US-60, US-70 corridor. I
16 would offer the observation that over the many years we have
17 been working -- we drive there. If you ever pull off on one of
18 those pull-offs and look, you can see on the canyon walls the
19 old mule trails and them little, narrow trails that, you know,
20 prospectors were using, those kind of things. And then you look
21 at the old pictures of the highway, and really we've done a lot
22 of work out there, but there's still a lot of work that needs to
23 be done.

24 And interesting is that the old adage, you build
25 it, they will come, that as we have done these incremental

1 improvements on that corridor, traffic is increasing. It is a
 2 shorter route to go, say, from New Mexico, Safford, Globe and on
 3 into Phoenix via US-70, US-60, as it is to go through Tucson on
 4 I-10. So (inaudible) truckers and people traveling across the
 5 country are figuring out, "Oh, this is not as bad as it used to
 6 be." So people are moving on that corridor either for -- during
 7 emergency detours or as well as just planning ahead.

8 The third item there, the -- just a footnote for
 9 us to be aware of low volume route study, which ADOT planning
 10 recently completed. It identified routes across the state that
 11 are less than 200-ish vehicles a day, and that picture is a
 12 picture of State Route 288 between the junction of 188 and the
 13 community of Young. And that, for example, has about 100
 14 vehicles a day. So there are policy decisions that we'll be
 15 facing in the future about how do we manage these legacy
 16 corridors. How do we sign them? How do we maintain them? And
 17 perhaps in some places where it makes sense, are there turn back
 18 opportunities?

19 So I say that, some districts have very little --
 20 very few routes, if all -- if at all. The Southeast District,
 21 about a fourth of the routes in our district would be
 22 characterized as low volume routes.

23 All right. So now, US-60 corridor, you can see
 24 it used to have overhanging cliffs. So you have to drive fast
 25 right underneath them. As people got nervous about that, we

1 probably took them out. But again, we are making progress, and
 2 we appreciate the Board's attention and ADOT's hard work.
 3 Realizing this is decades worth of work, so life is incremental.
 4 We know there's not enough money to do everything at once, but
 5 as we keep moving forward, baby steps, we're doing a lot of work
 6 over the years.

7 All right. Pinto Creek Bridge, the existing
 8 bridge shown on the left. If you look real close, you see the
 9 rust on the girders. It's an old bridge. Like I said, it's
 10 seen better days. The new bridge is on the right. It will be
 11 a steel girder on concrete columns. It will be nice looking.
 12 We've worked closely with The Forest Service about what it
 13 should look like, and we have a good consensus about dressing it
 14 up so it's fitting in that setting. It will be constructed
 15 parallel to the old bridge, and then we'll remove the old
 16 bridge.

17 Okay. And that is a picture of State Route 88
 18 Apache Trail from the Fish Creek Hill overlook, looking down on
 19 it, if you were heading east towards Roosevelt.

20 Thank you for all your help. Questions?

21 CHAIRWOMAN BEAVER: Thank you.

22 UNIDENTIFIED SPEAKER: Thank you.

23 CHAIRWOMAN BEAVER: Thank you, Audra, for
 24 sharing.

25 MR. LA RUE: Mr. Stratton got a question down

1 there?

2 CHAIRWOMAN BEAVER: Does -- Board Member
3 Stratton. Excuse me. Mr. Harmon.

4 MR. STRATTON: Two comments and then a
5 question, and I'm not quite sure this is the appropriate place
6 for the question. The first comment, and with having the
7 Globe (inaudible) manager here, I want to thank Dallas for
8 making sure the new Pinto Creek Bridge has suicide fencing on it
9 to eliminate a problem that's been occurring frequently, or in
10 our area.

11 Secondly, you may want to recount 288 on the
12 first week of August, as my grandmother's side of the family
13 reunion will be up there (inaudible).

14 The question I have is is -- and if this is the
15 wrong place or I should address to Dallas or the director -- you
16 mentioned the Renaissance Festival, and last year we had a lot
17 of complaints about the traffic and the backups and this and
18 that, and the statement we made as ADOT was that we would not
19 re-issue the traffic permit as it has been in the past few
20 years. Have we made any strides on that or working with them
21 and coming up with any new plans?

22 MR. HARMON: That permit is (inaudible)
23 throughout the Central District, out of Phoenix. So that's one
24 of the reasons I want to stay out of there.

25 UNIDENTIFIED SPEAKER: You took the rest area.

1 MR. HARMON: Yeah. I took the rest area.

2 MR. ROEHRICH: You take that over, Bill, you get
3 free turkey legs.

4 CHAIRWOMAN BEAVER: Dallas -- Dallas looks like
5 he's want to go volunteer some --

6 MR. HALIKOWSKI: Only because I nodded at him.

7 MR. HARMON: And he may not have any more
8 information on it than I do.

9 MR. HAMMIT: (Inaudible.) Madam Chair, Member
10 Stratton, Bill, and our deputy state engineer, Jessie
11 Gutierrez, has met with folks in Globe. We are tweaking that
12 traffic control. We're looking for better ways to do it, but
13 the Renaissance Faire is an event that we're just not in a
14 position to cancel. So we're looking at everything we can do to
15 tweak it to make traffic flow as good as possible. We're
16 looking for different options on where we turn people around,
17 because one of the big things is you have to -- when you exit,
18 you have to go towards Globe to turn around to come back, and so
19 we're going to continuously tweak that traffic control and look
20 for better ways, but the event will continue. I don't know how
21 we can stop it.

22 MR. STRATTON: We've --

23 MR. HAMMIT: Yeah. And I don't think anyone's
24 asked us to do that. We're just looking for different ways to
25 keep it going.

1 MR. STRATTON: Yeah. I'd like to make that very
2 clear. I'm not asking it be canceled. I support the event, but
3 if we can look at different ways to help the traffic flow is all
4 I'm asking.

5 CHAIRWOMAN BEAVER: Thank you. Any other
6 questions?

7 MR. ROEHRICH: Good job.

8 CHAIRWOMAN BEAVER: Thank you.

9 MR. HARMON: Thank you.

10 CHAIRWOMAN BEAVER: Now we will move on to the
11 director's report. Mr. Halikowski.

12 MR. HALIKOWSKI: Madam Chair, I don't really have
13 anything of note. I think that through the agenda, we'll
14 probably comment on different issues. So I really don't have
15 a report for you today, and we'll keep things moving.

16 CHAIRWOMAN BEAVER: Okay. Thank you.

17 MR. HALIKOWSKI: Actually, though, I do have a
18 last minute. I did want to introduce Linda Priano, who's joined
19 our staff in the Director's Office, and all of you are familiar
20 with Linda Hogan, but we recently had a retirement. Juanita
21 Kason (phonetic) left, and so we're playing musical chairs.
22 Lila's still my assistant. Linda Hogan will be working with
23 Scott, and Linda Priano will be taking over, as you know, the
24 Board duties. So we're very fortunate to have Linda. She spent
25 how much years down at MAG?

1 MS. PRIANO: Five.

2 MR. HALIKOWSKI: Five years at MAG, and also
3 worked for the CEO at PetSmart. So she comes with a high degree
4 of professionalism, background and experience, and we're lucky
5 that we were able to nab her. But she said her final deciding
6 thing was that the Director's Office seemed like such a warm and
7 welcoming place to work. Something about tea time at the zoo,
8 but... So anyway, welcome, too, Linda.

9 CHAIRWOMAN BEAVER: Thank you, and welcome.

10 MS. PRIANO: Thank you.

11 CHAIRWOMAN BEAVER: And the other Linda, she's
12 going to stop by once in awhile and visit, right?

13 Okay. Now we'll move on to the consent agenda.
14 Do we have a motion to approve the consent agenda as
15 presented?

16 MR. SELLERS: Madam Chair.

17 CHAIRWOMAN BEAVER: Board Member Sellers.

18 MR. SELLERS: I move for approval of the
19 consent agenda as submitted.

20 CHAIRWOMAN BEAVER: Okay.

21 MR. CUTHBERTSON: I second.

22 CHAIRWOMAN BEAVER: Okay. Motion by Jack
23 Sellers, seconded by Bill Cuthbertson to approve the consent
24 agenda as presented. Is there any additional?

25 All those in favor?

1 BOARD MEMBERS: Aye.

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

4 We got that. Mr. Hammond, we heard you.

5 MR. LA RUE: He's awake.

6 MR. HAMMOND: Okay. Sounds good.

7 CHAIRWOMAN BEAVER: Now we'll move on to Item
8 4, the legislative report. Kevin Biesty.

9 MR. BIESTY: Thank you, Madam Chair, members of
10 the Board. Well, summertime, it's pretty quiet down at the
11 State Capitol. Not a whole lot going on, thankfully. Of note,
12 on the state legislative side, we are currently in discussions
13 with FHWA and beginning to formulate the MOU in order to take
14 over the NEPA process at the state level. So we're look --
15 we're very excited about that the Legislature approved that, and
16 we're well underway to get that done.

17 On the federal side, we should have received an
18 update this week from Bruce Bartholomew. Of note, the
19 infrastructure plan being discussed by President Trump is still
20 being discussed. Governor Ducey was back there with other
21 governors last week, I believe, and was part of the discussions
22 with the White House talking about the needs, particularly of
23 Arizona, but also of the western states, and I'm happy to -- to
24 see that one of the things that the President agrees with is the
25 issue of being able to privatize or commercialize rest areas.

1 So we're hoping that Congress will agree with that and make the
2 necessary adjustments to the federal law so that we would be
3 allowed to do that, just like some of our states on the east
4 coast that were grandfathered in. So that's -- that's
5 promising.

6 But I will -- and just so you know, I mean, this
7 has been an issue that -- I remember the first visit to D.C., I
8 think it was Director Halikowski 's first week as director, we
9 had -- he was part of then Chairman Micah's (phonetic) from
10 Florida's kitchen cabinet on the transportation infrastructure,
11 and that was one of the big things that he brought up then was
12 that this was something that is necessary for states like
13 Arizona, so...

14 MR. ROEHRICH: Only because former Chairman
15 Feldmeier was on fire (inaudible).

16 MR. BIESTY: So I'm glad that that's still --
17 that's at least part of the discussion right now, but I will
18 tell you that there is pretty formidable opposition to that
19 proposal, as of the past, but at least now we have the White
20 House and hopefully some key members of Congress helping to push
21 that ball down the field.

22 MR. HALIKOWSKI: And it's important, as you know,
23 because a rest area costs about \$15 million per copy here in
24 Arizona, and if we were able to privatize and either save all or
25 a part of that, that's money that could be going into other

1 projects. So it's something we're watching closely.

2 MR. BIESTY: And I would like to point out that
3 there were two -- two things that people seem to confuse. One
4 is privatization of rest areas, and the other is
5 commercialization at rest areas. Obviously privatization of
6 rest areas, you turn over all or part of the operation to a
7 private company. The other option is commercialization, where
8 you allow commercial activities in the rest area. So you
9 could allow a Starbucks, a McDonald's or some other entity to
10 be in the rest area and hopefully provide a revenue stream.
11 So I'm glad that that's being discussed, and other than that,
12 I stand to answer any questions either on the state or the
13 federal side.

14 CHAIRWOMAN BEAVER: Thank you.

15 Does anyone -- okay. Board Member Stratton.

16 MR. STRATTON: Thank you, Madam Chair.

17 Kevin, you mentioned the privatization of the
18 rest areas, and also on that same paragraph or bullet talks
19 about the technology existing interstates.

20 MR. BIESTY: Uh-huh.

21 MR. STRATTON: What's the possibility of that,
22 Congress taking action on that?

23 MR. BIESTY: Board Member Stratton, Chairwoman
24 Beaver, I think that's going to be part of the discussion, but
25 even when -- hear in Arizona, when we were pushing our P3 bill

1 through the Legislature, when you get to the level of saying,
2 "We're going to toll a facility that's already in existence,"
3 that's where a majority of the push back comes in -- comes from,
4 particularly from the public, with the concept that, "We paid
5 for it. You shouldn't double charge us."

6 What people miss out on is the fact that, yes,
7 the facility may be paid for, but there has to be ongoing
8 maintenance as well and improvements and expansion of such,
9 similar to your house. You may pay off your house, but there's
10 also going to be some sort of cost to maintain it and upgrade
11 and put a new roof on, et cetera. So that takes a lot of
12 education of folks. I'm not saying it's impossible, but that's
13 where the push back comes from.

14 Now, how we've -- we've kind of dealt with it
15 with folks saying, like, here in Arizona, we can't toll an
16 existing facility, but if we add lanes or add capacity, we could
17 toll those lanes. So you could have a hot lane concept. So
18 it's nothing the facility has banned, but if you make
19 improvements or expansion, you could put a toll on those, those
20 sections.

21 MR. HALIKOWSKI: So one of the tweaks, Madam
22 Chair, Board Member Stratton, is I think it's Rhode Island is
23 tolling bridges --

24 MR. BIESTY: Uh-huh.

25 MR. HALIKOWSKI: -- on the (inaudible).

1 MR. BIESTY: Bridges are exempt.
 2 MR. STRATTON: Very interesting.
 3 MR. HALIKOWSKI: So that's a possibility we're
 4 looking to, but there are some -- already, I think, some legal
 5 challenges mounting in Rhode Island as to whether or not that's
 6 possible. And it's not so much it's a bridge toll. It's a
 7 truck only toll on the bridges. So it's interesting and
 8 something we're looking into.
 9 CHAIRWOMAN BEAVER: Okay. Thank you.
 10 MR. BIESTY: Thank you.
 11 CHAIRWOMAN BEAVER: And you'll keep us updated as
 12 you move forward, then, on it?
 13 MR. BIESTY: Yes.
 14 CHAIRWOMAN BEAVER: Okay. Board Member Thompson.
 15 MR. THOMPSON: Madam Chair, I think one of the
 16 biggest concerns that usually jumps in front of me is that
 17 many times these type of grants, these private funding, you
 18 know, usually it falls short of addressing a lot of projects
 19 in the really remote areas. In order to be part of the
 20 formula, I would like to know exactly what kind of eligibility
 21 criteria is there at the moment, or do we foresee that will
 22 allow us to be prepared for those funding that's coming for
 23 those projects.
 24 MR. BIESTY: Madam Chairman, Mr. Thompson, are
 25 you referring to the proposed infrastructure plan --

1 MR. THOMPSON: Yes.
 2 MR. BIESTY: -- that's being discussed?
 3 MR. THOMPSON: Uh-huh.
 4 MR. BIESTY: So broad picture, what it's looking
 5 like is that they're going to infuse about 200 billion in new
 6 funding, and then that would be used to leverage additional
 7 funding from private sources, but they're also looking for local
 8 matches.
 9 MR. THOMPSON: Uh-huh.
 10 MR. BIESTY: I guess the easiest, at this
 11 point, given what limited information we have, what I -- if
 12 you think of it this way, that any infusion in money that a
 13 state may get, let's say Arizona, regardless of where that new
 14 money may go, that frees up other moneys to be used for areas
 15 that may not meet that eligibility. So you build capacity into
 16 the program.
 17 For instance, when the Legislature had the Stand
 18 Fund, even though some of the more rural folks said it was
 19 unfair because it went to specific projects, mainly within the
 20 more populated areas, what we were able to show and what really
 21 got people on board was by freeing up that money, you built
 22 capacity. You could move projects up that are in the program
 23 that are out in later years. So that truly, with additional
 24 money, you can build projects around the state. But as far as
 25 the exact formula --

1 MR. THOMPSON: Uh-huh.

2 MR. BIESTY: -- we don't have those details yet.
3 But we will be keeping the Board up-to-date as more details come
4 out and pencil goes to paper.

5 MR. THOMPSON: Thank you, Madam Chair.

6 CHAIRWOMAN BEAVER: Thank you.

7 MR. HALIKOWSKI: But Madam Chair, I would add
8 that Board Member Thompson's point is well taken. Many of the
9 rural members of Congress are concerned that the plans or the
10 proposals they've seen so far tend to favor more populated urban
11 areas.

12 MR. THOMPSON: Uh-huh.

13 MR. HALIKOWSKI: So there's a lot of concern
14 among Congress that whatever this plan turns out to be, that
15 it treat rural areas more fairly.

16 MR. BIESTY: It is urban centric in that -- in
17 that sense, and then that has -- that has been voiced.

18 CHAIRWOMAN BEAVER: Well, in kind of a
19 continuation to that, and it's more of a comment, I think,
20 based on even what Mr. Begay was asking earlier, as far as
21 understanding -- I think sometimes in the rural areas, like,
22 for instance, to have that shovel ready project where there's
23 that eligibility, I think it's what can we do to help educate
24 some of those rural areas, specifically in their requests. How
25 do we educate them on these are what -- these are the different

1 steps that we are aware that need to be done in order to even
2 get eligible for the moneys. And, you know, where those areas
3 could be working, you know, kind of getting those things done
4 where they're ready to go whenever funding is available.

5 MR. BIESTY: Well, Madam Chairman and members of
6 the Board, it's kind of like the whole discussion we've had over
7 the last few years about P3s, right? Everybody -- a lot of
8 people will come to us and say, "Well, just make it a P3." You
9 know, wide -- I-17 alternatives or widening. We have to spend a
10 lot of time educating folks that that doesn't fit for
11 everything, right, because you have to have the proper amount of
12 vehicles traveling on it. It has to be feasible from a
13 financial standpoint. You're not going to charge vehicles \$50
14 apiece to use it if the volume counts are low. So it's the
15 whole process of finding those projects that are eligible for
16 this tool in the toolbox, which will free up money for other
17 projects that may not be utilized by that tool.

18 But we do have a lot of tools in our toolbox, as
19 you know, and what our message to Congress has been and what
20 Crystal has -- Crystal, that's my wife's name. Sorry.
21 Kristine. Kristine -- I say that only (inaudible) is educating
22 folks that what a lot of people talk about are financing
23 mechanisms. And we have a lot of financing mechanisms. But
24 it's the funding and the cash to pay those bills. I could have
25 a million dollar credit limit currently, but if I don't have the

1 income to maintain it, it's very useless to me. So that is
 2 happening. That education is happening with members of
 3 Congress, with the administration, with elected officials, but
 4 also with the public.

5 MR. HALIKOWSKI: I would just add again this --
 6 as far as from what I know, the plan being proposed that the
 7 advice being given to states and local governments is be
 8 prepared to kick in money to obtain federal money. And so
 9 that becomes, again, very difficult in states where you have a
 10 low -- or areas of the state where you might have a lower
 11 economic base to generate revenue. It goes back to we really
 12 have to look at the transportation system as a system that has
 13 to connect together. You can't start to Balkanize urban versus
 14 rural. It has to work together. Otherwise, it doesn't work.
 15 And so that's our advice back to Congress, is think of it as a
 16 system. Don't pit one area of the state against another.

17 CHAIRWOMAN BEAVER: Thank you.

18 Okay. Do we have any other questions?

19 Okay. Let's move on now to finance report.

20 Crystal -- Christina -- Kristine. Good morning.

21 MS. WARD: Good morning. Crystal, huh?

22 (Inaudible.)

23 All right. Let's see here. Starting off with
 24 HURF. We are still within target. We're a little below
 25 forecast, but we're still in (inaudible). Nothing (inaudible)

1 particularly concerned about. VLT is our strongest category,
 2 and -- oh, as a point of interest, we are -- a point of
 3 interest, but hopefully not a point of anything to cause
 4 depression, is HURF is finally on track to reach 2007 peak
 5 levels (inaudible) 2017 to get back to 2007 levels of revenue.

6 Moving on to Regional Area Road Fund, RARF is
 7 mildly above forecast, with about 343 million in revenues
 8 collected to date. We've got moderate growth in (inaudible)
 9 categories and -- again, right on target.

10 I wanted to give you a brief update on the
 11 Aviation Fund. I don't have a separate slide for that. The
 12 Aviation Fund, if you'll recall, we had a significant amount of
 13 deferred payments due to cash flow issues. I'm happy to report
 14 that we will have the total of the deferred payments was about
 15 \$8.7 million, and it impacted about 36 different airports. As
 16 of, actually, today, we should finalize getting payments out to
 17 the bulk of those airports, leaving just one airport that we'll
 18 have to (inaudible) area. So we will -- as of today, we'll have
 19 the bulk of the airports resolved and the payments -- the
 20 deferred payments sent out.

21 I would -- Madam Chair, if I may, there is a
 22 separate topic. Agenda Item Number 6 deals with the debt
 23 program, in a sense. Or if the board members have any questions
 24 on this part of my presentation, I'd be happy to take them.
 25 Otherwise, I would suggest moving on to Agenda Item Number 6.

1 CHAIRWOMAN BEAVER: Do we have any questions
2 right now?

3 Okay. Thank you. You can move on.

4 MS. WARD: So you have before you today a
5 resolution to complete a Grant Anticipation Note issue. So to
6 meet the funding requirements of the capital program, we're
7 looking to move forward with a GAN issuance. The amount that we
8 will be going forward to borrow is \$76 million. And if you'll
9 recall, if I haven't mentioned it before, Grant Anticipation
10 Notes are obligations against future federal dollars that we've
11 taken -- that we get from Arizona. And the issue was -- the
12 issue that is before you today, this GAN issue is in line with
13 what we have presented before in terms of it will be a level
14 debt service throughout the term, and the term will be 15 years
15 -- looking at a term of 15 years for this issue.

16 (Inaudible) we're expecting that we will go to
17 market with this in late August, around the August 28th time
18 frame, but as we go closer and we will evaluate the exact timing
19 of that. But what I would appreciate before it's actioned on or
20 consideration today is for getting us approval to move forward
21 with a \$76 million GAN issue for new money for the five-year
22 program.

23 That concludes my presentation. I'd be happy to
24 take any questions.

25 CHAIRWOMAN BEAVER: So we're on Item 6. The

1 motion before the Board is to approve the tenth supplemental
2 resolution dated June 16th, 2017 as presented by staff.

3 MR. LA RUE: Move it.

4 CHAIRWOMAN BEAVER: Motion by Board Member
5 La Rue. Seconded by Board Member Stratton. Is there any
6 additional questions anyone wants to ask Kristine?

7 MR. LA RUE: I do have a question.

8 CHAIRWOMAN BEAVER: Board Member La Rue.

9 MR. LA RUE: So Kristine, so in January you
10 stood before us with the financing plans for the -- what were
11 the five-year plan. Is this consistent with that plan that you
12 stood before us.

13 MS. WARD: Madam Chair, Mr. La Rue, I am very
14 happy to say it is precisely in line to that plan and on
15 schedule with that plan. So --

16 MR. LA RUE: And when you say "precisely," you
17 mean right down to the dollar?

18 MS. WARD: Right down to timing and the dollar.

19 MR. LA RUE: Because in the plan, it says
20 you're going to do GAN notes of 75 million, and I thought I
21 heard you say 76.

22 MS. WARD: Madam Chair, Mr. La Rue, how
23 insightful you are. The \$75 million issuance was based on just
24 the proceeds required for the program. I apologize. They did
25 not include the cost of issuance. So that is that \$1 million --

1 MR. LA RUE: A million dollars.
 2 MS. WARD: -- variation.
 3 MR. LA RUE: Is to pay -- pay all the lawyers.
 4 MS. WARD: Maybe lawyers and underwriters and --
 5 MR. ROEHRICH: Lawyers have to eat, too.
 6 MR. LA RUE: Yeah. Exactly.
 7 CHAIRWOMAN BEAVER: You tell that lawyer
 8 telling a lawyer joke.
 9 MR. LA RUE: No. So I -- thank you.
 10 MS. WARD: You're welcome.
 11 MR. LA RUE: I just wanted to make sure.
 12 MS. WARD: Is there anything from Madam Chair?
 13 CHAIRWOMAN BEAVER: No. He gets extra points for
 14 catching that.
 15 MR. BIESTY: You get 1 percent of the 1
 16 million.
 17 UNIDENTIFIED SPEAKER: (Inaudible) credit line
 18 you were talking about earlier (inaudible).
 19 MR. ROEHRICH: (Inaudible.)
 20 MR. LA RUE: I'd call for the question.
 21 CHAIRWOMAN BEAVER: Board Member La Rue has
 22 called for the question to approve is -- for the approval of the
 23 tenth supplemental resolution dated June 16th, 2017 as
 24 presented.
 25 All those in favor?

1 BOARD MEMBERS: Aye.
 2 CHAIRWOMAN BEAVER: All those opposed? Got it.
 3 All those opposed?
 4 The motion carries. Thank you, Mr. Hammond, too.
 5 We'll move on now to Item 7, the Maricopa County
 6 Association of Governments, better known as MAG, the proposed
 7 major amendment to the Regional Transportation Plan. Clem.
 8 MR. LIGOCKI: Hello, Madam Chair.
 9 CHAIRWOMAN BEAVER: Welcome.
 10 MR. LIGOCKI: Members of the Board. I'm Clem
 11 Ligocki with the Multimodal Planning Board -- of planning, and
 12 at the recent study session, you did have a presentation from
 13 MAG regarding these amendments. Mr. Bob Hazlett is here in the
 14 event that there's any detailed questions that you may have.
 15 So what I have is just simply review a very
 16 brief overview of what you had as a refresher with the study
 17 session.
 18 So we have two amendments that are major
 19 amendments requested, and one is the Interstate 11 corridor from
 20 I-10 to US-93, to add that to the Regional Transportation Plan,
 21 and the other is State Route 30, the -- as a freeway facility
 22 from State Route 85 to Loop 303, and then also from State Route
 23 202 to South Mountain to I-17.
 24 And the reason that this is before you again is
 25 because statute requires a majority vote from the State

1 Transportation Board and those other agencies that you see
2 listed there in the slide.

3 And again, just as a refresher, again, the time
4 line. And I thank MAG and Bob for allowing me to steal some
5 of the nice graphics that they had in the previous
6 presentation that you had. Remember going back to 2008,
7 again, the Hassayampa Valley Framework Study, and then in
8 2012, MAP-21 designating the interstate along US-93 between
9 the metro area of Phoenix and up to Las Vegas, and then 2014,
10 completion of the Intermountain West Corridor Study, and then
11 2015, the FAST Act extending south to Nogales, and then, of
12 course, now 2016, we've begun the more broad tier one
13 environmental impact study. That's ongoing. That should be
14 completed by 2019, based on our current schedule.

15 And so with that then, to the purpose of the
16 major amendment on I-11, as I mentioned, the tier one study is
17 ongoing. It's very conceptual. When we complete that, we
18 should have approximately 200 -- excuse me, a 2,000-foot wide
19 corridor, but much will have to be refined in the next tier two
20 study. But it is necessary to have a reasonable expectation of
21 funding identified before we could move to a tier two EIS
22 analysis, and in that tier two then, a center line could then be
23 established.

24 So what we have is the purpose here then, we need
25 to add the segment between I-10 and US-93 so that when the time

1 comes and we're ready, we can proceed with the tier two EIS. So
2 the expectation of future funding be availability assumes the
3 extension of the financing mechanisms that we currently have
4 available on the MAG region, such as the half-cent sales tax.
5 But it could be considered a reasonable expectation by the time
6 we get to that point.

7 So that's the recommendation concerning I-11.
8 I'll have a slide at the end that has wording recommending the
9 recommendations for both this I-11 project and SR-30. So I'll
10 go to SR-30. This just illustrates the corridor, which itself
11 is illustrated from State Route 85 over to the Durango Curve on
12 I-17. So it's just listed here to give you a general idea of
13 where that might be, and of course, more environmental studies
14 would be needed to really define that corridor.

15 But then getting to the specifics of the
16 requested amendment, this highlights that center section between
17 State Route 303 and State Route 202. Way back in 2003 when the
18 original Regional Transportation Plan was adopted, this was
19 identified as a six-lane freeway, but then with the economic
20 downturn, of course, there were adjustments needed to be made.
21 Some items were removed from the program, and this was one of
22 those. So it was deferred but then returned back to the program
23 earlier this year.

24 So that segment is there established, but what
25 the amendment is about is the west section, which you see here,

1 which was from State Route 85 to 303, which was deferred from
 2 the program and not added back in, and then the east section
 3 from 202 over to the Durango Curve area, I-17, again, there's
 4 nothing active there. This was not in the original plan, but is
 5 widely recognized as a missing link and important to getting the
 6 entire corridor defined from 85 all the way to I-17. So it's
 7 this west section and this east section, then, both sections,
 8 that are requested to be added so that things can move forward
 9 in total.

10 So with that, then, the motion that we have to
 11 recommend, and I'll read this, as we have a member on the phone,
 12 first is to recommend a major amendment to the Maricopa
 13 Association of Governments Regional Transportation Plan to add
 14 the Interstate 11 corridor from Interstate 10 to US-93 into the
 15 MAG 2040 Regional Transportation Plan, contingent upon a finding
 16 of air quality conformity, and to recommend a major amendment to
 17 the Regional Transportation Plan to add the State Route 30
 18 corridor as a freeway facility from State Route 85 to Loop 303,
 19 and from State Route 202/South Mountain to I-17, into the MAG
 20 2040 Regional Transportation Plan, contingent upon a finding of
 21 air quality conformity.

22 So those are the two recommended major
 23 amendments, and so that is what we have, if there are any
 24 questions. I'll thank Bob Hazlett for making the trip up here.
 25 He's available, and I can help as I'm able to do so.

1 MR. LA RUE: Move as presented.

2 MR. LIGOCKI: I would request that --

3 MR. SELLERS: Second.

4 CHAIRWOMAN BEAVER: Motion by Board Member La
 5 Rue, seconded by Board Member Sellers to approve the MAG
 6 proposed major amendments to the Regional Transportation Plan as
 7 presented. Is there any additional questions or...

8 MR. HALIKOWSKI: Madam Chair, I just want to go
 9 on the record as saying that ADOT supports these motions from
 10 (inaudible) perspective. We've worked quite closely with MAG
 11 and the folks that support getting into a tier two from I-10
 12 to Wickenburg, and this motion, if approved, will remove the
 13 final two barriers but putting an end to the Regional
 14 Transportation Plan and enacting fiscal constraint.

15 On the SR-30 piece, as you know, we have long
 16 supported the expansion to include Buckeye and the I-17 to the
 17 202 piece for two reasons. One is that as we all know, I-10,
 18 east and west, depending on the time of day, is a parking lot
 19 as you're trying to get in and out. Plus it's our major link to
 20 international markets at Long Beach and L.A.

21 So from the traffic perspective, the safety
 22 perspective, extending that out to Buckeye as we're watching the
 23 population (inaudible) grow in that area is critical. Fixing
 24 the I-17 Durango Curve is a dream we've had for a long time, and
 25 that will greatly improve the regional freeway system with the

1 other elements that MAG is planning to enact.

2 So I just want to thank Bob and MAG for working
3 so closely with us. These are two excellent pieces that you
4 have before you.

5 CHAIRWOMAN BEAVER: Okay. Thank you, Director
6 Halikowski, for that additional input.

7 If there's nothing additional, all those in
8 favor?

9 BOARD MEMBERS: Aye.

10 CHAIRWOMAN BEAVER: All those opposed? The
11 motion carries.

12 So noted, Board Member Hammond. Okay.

13 MR. HAMMOND: What's that? Yeah. Yes.

14 CHAIRWOMAN BEAVER: Okay. We got it. It
15 passed.

16 We'll move on now to Item 8, the final approval
17 for -- of the FY 2018-FY 2022 Five-Year Statewide Transportation
18 Facilities Construction Program.

19 Are we -- okay. I didn't know if you and
20 Kristine were going to work together or this or -- okay. Clem.

21 MR. LIGOCKI: Madam Chair, members of the Board,
22 I would just note that the fiscal constraint has been performing
23 and we're in good shape there, and in talking with Kristine, so
24 we're good (inaudible) move with that.

25 And so you've had these nice, tight presentations

1 from Bret Anderson (inaudible) the last few months. I'm not a
2 great substitute for Bret. I don't have the program memorized
3 like he does, but I'll do my best. And you also had the study
4 session back at the end of May where we went through all the
5 items. So I'm just going to do a quick review. I'm not going
6 to be representing everything, but if there are questions, I'll
7 do my best. We have the benefit of having some district
8 engineers and, of course, Dallas here. So we'll do our best to
9 answer any questions you may have.

10 CHAIRWOMAN BEAVER: Do we have any additional
11 questions? I think with regard to the five-year plan, Board
12 Member Stratton.

13 MR. STRATTON: Is there any additional update on
14 the 4th Street Bridge and their JPA with ADOT?

15 MR. LIGOCKI: Yeah. Madam Chair, Board Member
16 Stratton, I think that the testimony we heard earlier is on
17 target. While we have not placed any change -- or made any
18 change to place the project into the program at this time, our
19 direction is very positive to move forward, to work on the
20 (inaudible) agreement. So we need to do that, and then, of
21 course, we'll need to work together to define the project and
22 determine what the appropriate cost is. And provided those
23 things come together, which we expect that they will, then we
24 would anticipate coming back to the Board to request approval to
25 work it into the program at the appropriate time in the

1 appropriate year. So we're optimistic and positive on that.

2 MR. STRATTON: And if I recall correctly, that
3 money was going to be available through the bridge group?
4 Correct?

5 MR. LIGOCKI: Madam Chair, Board Member Stratton,
6 we have 2 million in the program already, and we would need to
7 add a -- perhaps up to another 2 million to match the 5 million
8 that the City is offering for that \$9 million estimate they
9 currently have. But again, when we define that project and
10 define that, we'll have to see what the costs turn out to be.
11 But we do have the 2 million, and then we would add to that to
12 make the project whole.

13 MR. STRATTON: Okay. So we are committed to the
14 project then as long as the JPA is (inaudible)?

15 MR. LIGOCKI: Madam Chair, Mr. Stratton, yes, we
16 would recommend that.

17 MR. STRATTON: Thank you.

18 Earlier Chris Bridges spoke in call to the
19 public, which under that we cannot ask any questions. If I
20 could ask him to come to the podium.

21 Chris, you said you were that close to having a
22 JPA. What is "that close"? Where are you exactly?

23 MR. BRIDGES: Madam Chair, Board Member Stratton,
24 we are basically down to Patrick Stone in ADOT finance and Alvin
25 Stump hammering out what the terminology of the capped amount

1 means for the project, and once they come to an agreement, our
2 region is all ready to sign the document. Our board's already
3 authorized our chairman to sign the document the second we get
4 it. He's ready to go. He keeps emailing me and calling me and
5 saying, "I haven't seen it yet. Where is it?" It could be a
6 matter of hours. It could be a matter of days. It could be a
7 week.

8 MR. STRATTON: Thank you.

9 CHAIRWOMAN BEAVER: Okay. It's possible Alvin
10 Stump, the District Engineer, has called in. Alvin, are you on
11 line?

12 MR. STUMP: Yes, I am.

13 CHAIRWOMAN BEAVER: Would you like to add
14 anything to this conversation?

15 MR. STUMP: Sure. Good morning, Madam Chair,
16 Board. Kind of mostly echoing what Chris said. We had
17 incorporated some fixed amount language into the agreement last
18 week and Patrick had questions about it, and we just haven't had
19 a chance (inaudible) fine tune that language, but otherwise, we
20 are 99.9 percent done with the agreement. It's just that it's
21 the fixed dollar amount without additional approval for any
22 additional costs. But we do feel that \$1 million could cover
23 the final design. We've already done a project assessment for
24 the project. So we feel like we got a good foundation for it.

25 MR. STRATTON: Madam Chair.

1 MR. STUMP: That's all I got.

2 CHAIRWOMAN BEAVER: Okay. Board Member Stratton.

3 MR. HALIKOWSKI: Just a point of order, Madam
4 Chair. I'm a little concerned. We're talking about the five-
5 year plan.

6 UNIDENTIFIED SPEAKER: Yeah.

7 MR. HALIKOWSKI: This project isn't in the five-
8 year plan, and we're kind of on thin ice as far as the agenda
9 item. I don't know if there would be a motion to add it into
10 the five-year plan, but there --

11 MR. STRATTON: There very possibly may be --

12 MR. HALIKOWSKI: Okay.

13 MR. STRATTON: -- in the (inaudible).
14 (Inaudible.)

15 MR. HALIKOWSKI: Yeah.

16 MR. STRATTON: I'll tie it back right now.
17 Should we come back with JPA signed, do we have money in
18 contingencies in this five-year plan to come up with -- the
19 worst case scenario, I believe, would be about \$7.7 million?

20 MS. WARD: So right now -- and I believe we're
21 talking about the 69 project. Is that what we're discussing?

22 MR. STRATTON: That's correct.

23 MS. WARD: My understanding is that project is
24 not built into the five-year program. So other portions of the
25 program would have to be reduced if there was a choice to fund

1 the project once the numbers had been finalized, in order to
2 maintain fiscal constraint. So right now, no, there is not
3 contingency built in for the project.

4 MR. STRATTON: So if the Board were to want to
5 add that to the five-year plan contingent upon signing of the
6 JPA, then we would have to suggest where the money would come
7 from, or would staff be able to move that money?

8 MS. WARD: Staff -- what I believe would happen
9 is that staff would recommend -- if that was the Board's will to
10 put that project in the program, staff would come up with
11 recommendations with where to reduce the program financially in
12 order to support the addition of that project.

13 MR. LIGOCKI: Something would have to come out.

14 MR. HALIKOWSKI: In other words, to meet fiscal
15 constraint, something's going to have to give elsewhere.

16 UNIDENTIFIED SPEAKER: Madam Chair (inaudible).

17 MR. STRATTON: So would that have to be done for
18 the five-year plan, or could a modification be done once that
19 JPA is signed?

20 MS. WARD: Madam Chair, Mr. Stratton, until that
21 JPA is signed and we had a guarantee of the funding, I would --

22 UNIDENTIFIED SPEAKER: Funding, yeah.

23 MS. WARD: -- I would ask that that not be
24 incorporated in the program, because it is -- until that is
25 signed, there is not a reasonable expectation. And so I would

1 not advise (inaudible).

2 MR. HALIKOWSKI: It's that, Madam Chair,
3 Mr. Stratton, and plus we've spent a lot of years getting away
4 from putting things in the five-year plan as placeholders that
5 were actually underfunded and didn't meet fiscal constraint.
6 I'm concerned if we start going down and adding projects into
7 the plan contingent upon, we're going to be heading back into
8 that direction. And so our preference would be to wait until
9 the JPA's signed and we have some time to sit down and look at
10 this a little more, and then I think you can modify the plan in
11 the future.

12 MS. WARD: Yeah.

13 MR. HALIKOWSKI: Pardon me?

14 MR. LIGOCKI: Every month.

15 MR. HALIKOWSKI: Every month.

16 MS. WARD: Exactly.

17 MR. HALIKOWSKI: Right. So we can modify the
18 plan in the future.

19 MR. STRATTON: I don't disagree with you,
20 Mr. Halikowski, and we shouldn't do things contingent, because
21 there --

22 MR. HALIKOWSKI: Yeah.

23 MR. STRATTON: -- have been things done in the
24 past that didn't materialize, and it affects many projects.

25 My -- I do believe, however, that we need to send

1 a message to the general public that we recognize when these
2 entities come forward with dollars, substantial dollars in most
3 cases, that we need to be supportive of that where we can, when
4 we can and partner with them, much like The Pinal -- the program
5 that Andy talked about earlier and moving forward with the
6 voters. Those are significant, such as MAG and PAG and others,
7 so...

8 MR. HALIKOWSKI: Sure.

9 MR. STRATTON: This board member would like to
10 make sure that the public understands those are recognized, and
11 as far as I'm concerned, be considered when they come forward,
12 if possible. So I would like to make a motion that we accept
13 the five-year plan the way it is with the understanding that
14 should either one of the JPAs be signed by Flagstaff or
15 Prescott --

16 CHAIRWOMAN BEAVER: CYMPO.

17 MR. STRATTON: -- (inaudible) come back to the
18 Board for consideration of funding and adjusting the five-year
19 plan at that point.

20 CHAIRWOMAN BEAVER: Okay. So just for
21 correction, it's CYMPO, right?

22 MR. STRATTON: Yes.

23 CHAIRWOMAN BEAVER: Okay.

24 MR. HALIKOWSKI: Could I suggest an alternative,
25 Madam Chair, and see if this would satisfy it? Because again,

1 we're going down this road, I think, of talking about
 2 understandings and contingencies. You know, before you
 3 (inaudible) the five-year plan, if you wanted to bring this
 4 into the plan and discuss it further and send that message, we
 5 might want to just put it on the agenda for next month for
 6 consideration, and that way we could have a more full
 7 discussion, and it would remove my discomfort from the fact
 8 that we're out here in territory discussing something that's
 9 not really agendaed for discussion. And that would give the
 10 public notice that if they wanted to talk about that more to the
 11 Board, it's going to be agendaed and on the calendar.

12 MR. STRATTON: That's acceptable, and I'll
 13 amend my motion to accept the five-year plan as presented.

14 MR. LIGOCKI: Thank you, sir. Thank you, Madam
 15 Chair.

16 MR. CUTHBERTSON: I'll second.

17 CHAIRWOMAN BEAVER: Okay. Motion by Board Member
 18 Stratton, seconded by Board Member Cuthbertson to accept the FY
 19 2018-2022 Five-Year Statewide Transportation Facilities
 20 Construction Program. It was amended, correct? To --

21 MR. CUTHBERTSON: No. As presented.

22 CHAIRWOMAN BEAVER: As presented. And it's with
 23 the understanding that we are going to come back -- --

24 (Speaking simultaneously.)

25 MR. HALIKOWSKI: Just as presented, and then

1 Madam Chair, as Board Member Stratton made a request to you, the
 2 item could be placed on the agenda.

3 CHAIRWOMAN BEAVER: Okay. So (inaudible) --

4 UNIDENTIFIED SPEAKER: (Inaudible.)

5 CHAIRWOMAN BEAVER: -- at the end of the meeting
 6 when we address that.

7 MR. STRATTON: Yes.

8 MR. HALIKOWSKI: Yes.

9 CHAIRWOMAN BEAVER: If there's no further
 10 questions, all those in favor?

11 BOARD MEMBERS: Aye.

12 CHAIRWOMAN BEAVER: All those opposed? Motion
 13 carries.

14 Now we will move on to Item 9, the Multimodal
 15 Planning Division report. Clem.

16 MR. LIGOCKI: Madam Chair --

17 CHAIRWOMAN BEAVER: Good to see you.

18 MR. LIGOCKI: -- thank you for that last item
 19 approval. And so I don't have any slides for this, so
 20 Mr. Buyers (phonetic) was -- is not available today. I don't
 21 really have anything significant to present except what I want
 22 to do is go back and recognize a comment that was made by the
 23 Board at a previous meeting about the importance of tribal
 24 planning and the fact that Mr. (inaudible) had retired, and we
 25 had the vacancy. So we had moved briskly to get things moving.

1 We have some strong candidates, and we are conducting interviews
2 next Wednesday. So we're moving quickly to address that. I
3 just wanted to make you aware of that.

4 CHAIRWOMAN BEAVER: Okay.

5 MR. LIGOCKI: And that's all I have.

6 CHAIRWOMAN BEAVER: Thank you. And in regard
7 to that, as soon as there is a position, could you please
8 contact Mr. Begay just to -- and Mr. Thompson to make sure
9 that they're in the loop on it?

10 MR. LIGOCKI: Madam Chair, we'll absolutely do
11 that.

12 CHAIRWOMAN BEAVER: Okay. Thank you.

13 MR. LA RUE: Madam Chair, if I could follow up on
14 that. So Clem, I'm glad you brought that up, because you know,
15 Mr. Begay's been coming here --

16 MR. LIGOCKI: Uh-huh.

17 MR. LA RUE: -- many times, and we've made visits
18 up there, and when I looked at the Pinnel (phonetic) work that
19 was just handed out where they've created this regional plan, do
20 the Navajos have a regional plan or -- for that area of the
21 state? And if so, you know, we probably should hear it here,
22 and if not, we should figure out a way to help them create that
23 plan.

24 MR. LIGOCKI: Madam Chair, Mr. La Rue, yeah, they
25 did. And I would also mention that there was a resolution

1 sometime ago for ADOT to prepare a report to the Navajo Nation
2 about activity that's ongoing, planning efforts and such. We
3 did prepare that report. It was sent and followed up on that
4 actually within the last week to see, you know, were there any
5 thoughts on that. And so that's all available. I believe,
6 Mr. Thompson, we sent that to a representative of yours so you
7 would have that available, because you were not there, I think,
8 when we originally prepared that. So that's out there, too.

9 I am available until we hire our new tribal
10 planner, and we'll do our very best to address any questions
11 that you might (inaudible).

12 CHAIRWOMAN BEAVER: Thank you.

13 MR. THOMPSON: Madam Chair.

14 CHAIRWOMAN BEAVER: Board Member Thompson.

15 MR. THOMPSON: If you could, can you resend that
16 information, too? I'm having a meeting with the western part of
17 the Navajo population this weekend. I (inaudible) information
18 that they're asking for. You could do that maybe. Okay?
19 Appreciate it.

20 MR. LIGOCKI: Madam Chair, Mr. Thompson, we
21 absolutely agree so.

22 CHAIRWOMAN BEAVER: Okay. Thank you.

23 MR. THOMPSON: Thank you, Madam Chair.

24 CHAIRWOMAN BEAVER: Thank you.

25 Okay. Now we'll move on to the Priority Planning

1 Advisory Committee.

2 MR. LIGOCKI: Madam Chair, thank you again.

3 So we have the PPAC recommendations. Today we
4 have 3 economic (inaudible) project recommendations, 16 project
5 modifications, 8 new projects. And so that's what we have for
6 you today. So first (inaudible). I think we have the state
7 engineer's report (inaudible) I do not have any slides. So I'll
8 just -- I'll just talk through this. And you have the agenda
9 item there. So first item, 10A. So the Economic Strength
10 Project Fund, that provides \$1 million annually for projects
11 that help provide economic strength creating jobs and retaining
12 jobs, capital investments, other significant contributions to
13 the regional economy. I had an earlier stint with ADOT, and I
14 remember drafting this late one night at the request of
15 legislators to (inaudible), and we modeled this after a
16 Wisconsin and Iowa program, and so this -- I have some fond
17 memories with this program.

18 The way it works by statute is the Arizona
19 Commerce Authority evaluates and rates the applications and
20 provides recommendations to the State Transportation Board. So
21 ADOT does not have a role in prioritizing projects, but they
22 have (inaudible) good candidate projects, and there are three
23 projects that are recommended. One is for the City of Casa
24 Grande, \$475,000. Another for Show Low at \$293,987, and then
25 the Town of Camp Verde was \$231,013. You have the specific

1 information in your packet, pages 165 to 168. There's some very
2 good benefits (inaudible) projects, and so we would fulfill that
3 recommendation and recommend approval of Item 10A, those three
4 ESP projects.

5 CHAIRWOMAN BEAVER: Do we have a motion to accept
6 and approve Item 10A as presented?

7 MR. THOMPSON: Madam Chair, I would move to
8 approve.

9 CHAIRWOMAN BEAVER: Okay. Board Member Thompson
10 made the motion. Board Member Stratton made the second to
11 accept and approve Item 10A as presented.

12 All those in favor?

13 BOARD MEMBERS: Aye.

14 CHAIRWOMAN BEAVER: All those opposed? Thank
15 you. The motion carries.

16 MR. LIGOCKI: Thank you, Madam Chair.

17 Then I would like to move to the 16 product --
18 project modifications, Items 10B through 10Q. And just a few
19 stipulations I'd like to add to that. There are three items
20 that are contingent. We would like to recommend contingent on
21 MAG Regional Council approval, and those are Items 10L, State
22 Route 101, and then Item 10M, which (inaudible) State Route
23 (inaudible), and then 10Q, which is I-17, the (inaudible)
24 rehabilitation.

25 So unless there are questions, I'd like to

1 request approval of Items 10B through 10Q, with 10L, 10M and 10Q
2 contingent on a MAG Regional Council approval, which is expected
3 on (inaudible).

4 UNIDENTIFIED SPEAKER: So moved.

5 MR. LA RUE: Second.

6 CHAIRWOMAN BEAVER: Okay. The motion is to
7 accept and approve the project modifications, Items 10B through
8 10Q as presented.

9 All those in favor?

10 BOARD MEMBERS: Aye.

11 CHAIRWOMAN BEAVER: All those opposed? The
12 motion carries.

13 Thank you.

14 MR. LIGOCKI: Madam Chair, thank you.

15 So finally, we have the new projects, Items 10R
16 through 10Z, but there are some situations that I need to make
17 here, and I have to start first with 10Z, which is the
18 construction for the wrong-way detection program, and I would
19 mention that we would not be requesting action on that item
20 today, because back at the telephonic meeting on June 9th, the
21 Board approved this item for the 3.7 million for construction.
22 So we -- I will not mention that item when it comes time for the
23 recommendation. So (inaudible).

24 However, we have do have Item 10Y, which is
25 importantly the software procurement that goes along with that

1 project, and that's \$300,000 for that Item 10Y that is there.
2 That item will be contingent on MAG approval. They are moving
3 expeditiously. We're expecting that to be on the agenda for the
4 MAG Regional Council Executive Committee on Monday, the 19th.
5 So we can thank MAG for working with us expeditiously to get
6 this moving. So that item is important. It is contingent on
7 that approval.

8 And then one other item, which is 10R, US-60 at
9 Val Vista, a pump station, is also contingent upon MAG Regional
10 Council approval. We believe that will be on the 28th of this
11 month again.

12 So unless there are questions, I would request
13 approval of Items 10R through 10Y, leaving out Item 10Z. So 10R
14 through 10Y, with Items 10R and 10Y contingent on MAG Regional
15 Council approval. (Inaudible.)

16 MR. SELLERS: Madam Chair.

17 CHAIRWOMAN BEAVER: Board Member Sellers.

18 MR. SELLERS: On 10Y, I think the original amount
19 we were told on that was 400,000. Is this a revised estimate?

20 MR. LIGOCKI: Madam Chair, Mr. Sellers, you're
21 correct that that was revised. It was originally brought to the
22 Priority Planning -- excuse me -- the PPAC, Priority Planning
23 Advisory Committee, with a little higher amount, but in
24 discussions with the project manager and internally, we
25 determined that 300,000 was (inaudible).

1 MR. SELLERS: With that I move for approval with
 2 the contingency noted.

3 MR. CUTHBERTSON: Second.

4 CHAIRWOMAN BEAVER: Okay. Motion to accept Items
 5 10R and 10Y -- wait. Motion to accept and approve the new
 6 project items as presented with the --

7 MR. HALIKOWSKI: That's good.

8 MR. LA RUE: That's good.

9 MR. LIGOCKI: (Inaudible.)

10 CHAIRWOMAN BEAVER: Thank you. No, you don't
 11 have to repeat the whole.

12 MR. LIGOCKI: It's okay. Items 10R through
 13 10Y --

14 CHAIRWOMAN BEAVER: Y.

15 MR. LIGOCKI: -- with 10R and 10Y contingent on
 16 MAG Regional Council approval.

17 CHAIRWOMAN BEAVER: Thank you.

18 All those in favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN BEAVER: All those opposed? Motion
 21 carries.

22 Thank you. Now --

23 MR. HALIKOWSKI: Madam Chair, I'd just like to
 24 note, thank you for the Board for coming together last week on
 25 the wrong-way driver system. As you know, this is a high

1 priority with lots of attention focused on it, and I want to
 2 commend our staff. I mean, we are developing and will implement
 3 a state-of-the-art system that is not used in its current form
 4 anywhere else in the country. So thank you to the Board for
 5 coming together on short notice.

6 MR. STRATTON: I think the frustration that we've
 7 all felt is that there's a lot of misinformation in the press --

8 MR. HALIKOWSKI: Yes, sir.

9 MR. STRATTON: -- about Arizona being worse than
 10 other places --

11 MR. HALIKOWSKI: Right.

12 MR. STRATTON: -- which is not true.

13 MR. HALIKOWSKI: That is not true. So -- but
 14 there is, as you know, lots of attention focused on this, and
 15 without getting into this, because we are not agendaed to do it,
 16 I just want to say thank you.

17 CHAIRWOMAN BEAVER: Thank you.

18 MR. LIGOCKI: Madam Chair.

19 CHAIRWOMAN BEAVER: Yes.

20 MR. LIGOCKI: With my short-term memory failing
 21 fast, I just wanted to double-check. Did we have a motion and a
 22 second before we took the action?

23 UNIDENTIFIED SPEAKER: Yes.

24 UNIDENTIFIED SPEAKER: Yes.

25 UNIDENTIFIED SPEAKER: Yes.

1 MR. LIGOCKI: We did. Okay. I'm sorry. My
 2 long-term memory is a lot better than my short-term. But
 3 Floyd's not here, so I thought I would check.

4 MR. HALIKOWSKI: Are you eating those brownies
 5 again?

6 MR. LIGOCKI: I was trying to stay away from
 7 brownies.

8 CHAIRWOMAN BEAVER: Yes, I believe it was Sellers
 9 and Cuthbertson that made the motion and second, so...

10 MR. HALIKOWSKI: At long last.

11 CHAIRWOMAN BEAVER: Welcome.

12 MR. HAMMIT: Madam Chair, you ready for the
 13 state engineer's report?

14 CHAIRWOMAN BEAVER: Yes.

15 MR. HAMMIT: All right. The state engineer's
 16 report. Currently we have 118 projects under construction
 17 totaling \$1.536 billion. Eight projects were finalized in
 18 April, totaling 20.4 million, and year to date we've finalized
 19 123 projects.

20 I'll use one minute of my state engineer's report
 21 to follow up on wrong way drivers. I'm not going to go into it
 22 in depth because it's not --

23 MR. HALIKOWSKI: (Inaudible.)

24 MR. HAMMIT: -- agendized, but I wanted to let
 25 you know what we've done since last Friday. We had a meeting

1 with the Governor's office, and we -- we're setting up the task
 2 force. We will have another meeting. I will leave here and --
 3 at 2:30 and meet with the Governor's office. With the actions
 4 you took and the actions MAG's taking next week, we will
 5 advertise our project next week. We will have that project in
 6 front of you no later than the July board meeting. If things
 7 can go a little faster, we may ask for another telephonic
 8 meeting, but we want to have this job under contract with the
 9 first day of work on July 31st.

10 That is where we're pushing. One of the things
 11 that we're doing to accelerate it is some of these items have a
 12 little bit of a lead time because of the specialty. We're going
 13 to buy those ourselves as the department and have them
 14 (inaudible) department furnished material, and so they're
 15 waiting for the contractor when they get on board. So we're
 16 doing everything we can to have this system up and running by
 17 the first of next year, where it was earlier looking like it
 18 would have been this time next year. So we're moving as fast as
 19 we can.

20 MR. HALIKOWSKI: I would just like to note, you
 21 know, under the state engineer's report that this is the pilot
 22 portion of the system on I-17, but that doesn't mean that your
 23 group is slowing down on looking at the next steps and expanding
 24 the (inaudible).

25 MR. HAMMIT: Madam Chair, Director, you're

1 exactly right. Because one of the exciting for me parts of
2 this, our folks came up with the idea, but they're using
3 existing equipment, and part of that equipment is those little
4 cameras you see when you come up to some of our traffic signals.
5 Some of them we detect the presence -- so there's a vehicle
6 present with a camera, sometimes we detect it with a loop. But
7 those intersections with cameras, we can take that technology,
8 do some software modification, and so with no hardware, be able
9 to at the top of the ramps at least, start getting detection
10 information there, and it will be basically a programming, not a
11 hardware construction project. If we detect at the bottom now
12 we need some more hardware and more -- a project, but we're
13 going to be able to do some things throughout this system, both
14 metro and anywhere else that we have these type of cameras that
15 we can get this information that will help us with this issue.

16 MR. HALIKOWSKI: So we're not going to stay
17 confined just to 17. We're going to keep looking outward, even
18 as we're running the pilot on 17.

19 UNIDENTIFIED SPEAKER: And Madam Chairman,
20 Director, I think it's also important to point out that we're
21 also looking -- we're not stopping there. We're continuing to
22 look at newer technologies and newer options to detect, and
23 maybe someday prevent people's bad decisions from impacting
24 others, but just so you know, that's something we're
25 continuously look at.

1 MR. SELLERS: And maybe this should wait until
2 the end of the meeting, but would this be something that perhaps
3 we could have an agenda item to talk about what we're
4 forecasting and perhaps where money sources might come from to
5 do it?

6 MR. HALIKOWSKI: So Madam Chair, Board Member
7 Sellers, that would be an excellent item we could look at for
8 next month and come back and give you a report on the
9 deployment, but also where this task force is going, because
10 as we've pointed out, detection and warning of drivers is one
11 thing, but you have to have personnel at this point to apprehend
12 them and stop them. And so --

13 UNIDENTIFIED SPEAKER: Yes.

14 MR. HALIKOWSKI: -- what we're trying to do is
15 step down the time frame between the detection and the
16 notification to the personnel, but then also be able to track
17 where the vehicle is, because at the speed some of these
18 vehicles move, they can quickly be on another part of the system
19 where we have no idea where they're at. With the loop
20 technology, we can track them by mile and give DPS more precise
21 locations.

22 UNIDENTIFIED SPEAKER: And not to prolong the
23 discussion, Madam Chair, but part of the problem is the reports
24 now are coming in from other drivers, and as you know, in a
25 split second trying to drive your car and call an emergency

1 number and determine where you are and say where the vehicle is,
2 that causes a lot of -- they don't know if they're going
3 northbound, southbound, eastbound. So this will eliminate the
4 human factor for that.

5 MR. HALIKOWSKI: But I don't want to lose focus
6 that we're probably going to exceed 900 fatalities in the coming
7 year --

8 UNIDENTIFIED SPEAKER: (Inaudible.)

9 MR. HALIKOWSKI: -- in the state. So we have a
10 problem that is also much larger than wrong-way driving.

11 UNIDENTIFIED SPEAKER: Yes.

12 MR. HALIKOWSKI: And that's that human behavior
13 continues to contribute to this ever-growing number of
14 fatalities.

15 MR. STRATTON: Madam Chair.

16 CHAIRWOMAN BEAVER: Board Member Stratton.

17 MR. STRATTON: I'd like to thank staff for this
18 diligence in working on this, and to your comment, you may need
19 meetings, more meetings, I'm willing to meet as many times as we
20 need to to expedite any of these projects for safety reasons.

21 MR. HALIKOWSKI: Thank you.

22 CHAIRWOMAN BEAVER: Thank you.

23 MR. HAMMIT: Moving on to the construction
24 projects, thank you for approving the nine projects that you
25 approved in the consent agenda. We had nine projects to talk

1 about, get some more justification.

2 At the bottom of the page there, this second-to-
3 the-last line, it's changed quite a bit in the last few months,
4 and I'm going to read. This month, the low bids, the sum of
5 them was 25 million, nine hundred and -- call it 61 dollars.
6 The State's estimate was 23,561,000, a difference of \$2.4
7 million, or 10 percent.

8 We have been averaging close to a tenth of a
9 percent, and now we're at ten percent. So I went and talked to
10 a couple of our bigger contractors yesterday to see what's going
11 on. Are prices going up? What are they seeing in the market?
12 And what they told me is overall, they're not changing prices,
13 but when there's risk, they're pricing that risk a little more
14 aggressive than they had in the past.

15 So you might ask what's risk? If I have a tight
16 working area that creates risk, because I know my production
17 changes. If I have a two-season job, it creates risk on my work
18 force and what prices are going to be over that two season. If
19 I have a project that has difficult terrain, that could create
20 risk, or if I have specialty items. And so we're going to look
21 at that in our estimates. We're going to adjust some of those,
22 but we're -- I'm going to follow it over the next few months.
23 This is the first time we've seen such a big jump, but as you
24 look at the justifications, look for those risk items, because
25 you'll see them in a number of these projects.

1 So with your permission, Madam Chair, I'll go to
2 Item 12A.

3 CHAIRWOMAN BEAVER: Please.

4 MR. HAMMIT: Item 12A is a reconstruction on Main
5 Street in Globe. The low bid was \$614,630.21. I'm sorry. I'm
6 a little bit (inaudible). The State's estimate was \$511,981.25.
7 It was over the State's estimate by \$102,649.96, or 20 percent.
8 Where we saw the biggest differences were in pricing for the
9 retaining wall, the concrete in that, the metal handrail and the
10 riprap. As we've reviewed the bids, they did say a lot of those
11 were moving in and with this type of work, but after review, the
12 department believes it is a responsive and responsible bid and
13 would recommend award to Standard Construction Company, Inc.

14 MR. STRATTON: So moved.

15 CHAIRWOMAN BEAVER: Motion to accept by Board
16 Member Stratton to accept and approve staff's recommendation to
17 award the contract for Item 12A to Standard Construction
18 Company, Inc. Is there a second?

19 MR. THOMPSON: Second.

20 CHAIRWOMAN BEAVER: It's -- it was double
21 seconded. Okay. Board Member Thompson seconded.

22 With a motion and a second, if there's no
23 additional discussion, all those in favor?

24 BOARD MEMBERS: Aye.

25 CHAIRWOMAN BEAVER: All those opposed? Motion

1 carries.

2 Okay. We'll move on now to 12B.

3 MR. HAMMIT: Thank you, Madam Chair.

4 This project is in the town of Wenden. It was to
5 do some shoulder repairs. The low bid was \$724,230.74. The
6 State's estimate was \$532,531.90. It was over the estimate by
7 \$191,698.84, or 36 percent. In talking with La Paz County, they
8 are asking us to reject all bids, rescope the project and
9 re-advertise, and that is staff's recommendation, to reject all
10 bids, and it will come back to the Board at a later time.

11 CHAIRWOMAN BEAVER: Is there a motion to accept
12 and approve the staff's recommendation?

13 MR. CUTHBERTSON: So moved.

14 CHAIRWOMAN BEAVER: Motion by Board Member
15 Cuthbertson.

16 MR. LA RUE: Second.

17 CHAIRWOMAN BEAVER: Seconded by Board Member La
18 Rue to reject all bids for Item 12B.

19 If there's no further discussion, I guess I would
20 just comment. La Paz County's kind of in a financial situation
21 right now, so I'm sure that factors into it.

22 Anyway, all those in favor?

23 BOARD MEMBERS: Aye.

24 CHAIRWOMAN BEAVER: All those opposed? The
25 motion carries.

1 We'll move on now to Item 12C.

2 MR. HAMMIT: Thank you, Madam Chair.

3 Item 12C is an alley reconstruction within the
4 city of Glendale. The low bid for this project was 595,000
5 even. The State's estimate was \$477,867. It was over the
6 State's estimate by \$117,133, or 24.5 percent. Staff is
7 recommending postponement. The City of Glendale does want to
8 move forward. They need to move some finances around, but we
9 anticipate this coming back next month, but we're asking for
10 postponement at this time.

11 MR. LA RUE: Madam Chair, I'd move to recommend
12 -- I move to accept staff's recommendation to postpone that.

13 MR. THOMPSON: Second.

14 CHAIRWOMAN BEAVER: Motion by Board Member La
15 Rue, seconded by Board Member Thompson to approve the -- to
16 accept and approve the staff's recommendation to postpone Item
17 12C.

18 If there's no additional discussion, all those in
19 favor?

20 BOARD MEMBERS: Aye.

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

23 Move on to Item 12D, please.

24 MR. HAMMIT: Thank you, Madam Chair.

25 We're staying within the town of Glendale. This

1 is a project to install signals and dynamic message signs. The
2 low bid was \$642,000. The State's estimate was \$1,085,057.74.
3 It came in under the State's estimate by \$443,057.74, or 40.8
4 percent. We saw better-than-expected pricing on the sign
5 bridge, so those are -- is the structure that those overhead
6 signs are mounted to, the control cabinets and then the signals
7 themselves. We have reviewed the bids and believe they are
8 responsive and responsible and would recommend award to CS
9 Construction, Inc.

10 CHAIRWOMAN BEAVER: Do we have a motion to accept
11 and approve the staff's recommendation?

12 MR. LA RUE: So moved.

13 MR. SELLERS: Second.

14 CHAIRWOMAN BEAVER: Seconded by Board Member
15 Sellers to accept and approve staff's recommendation to award
16 the contract for Item 12D to CS Construction, Inc.

17 If there's no additional discussion, all those in
18 favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN BEAVER: All those opposed?

21 The motion carries. Thank you.

22 Item 12E.

23 MR. HAMMIT: Thank you, Madam Chair.

24 Item 12E is a project in Litchfield Park. It's a
25 multiuse path. The low bid was \$315,000. The State's estimate

1 was \$392,000, or \$77,000 over the -- or excuse me -- under the
 2 State's estimate, 19.6 percent. On this project, there are some
 3 DBE issues. Some paperwork was failed to be submitted by the
 4 apparent low bidder. We are asking for postponement so we can
 5 give them a chance to respond to our letter back to them.

6 MR. LA RUE: Madam Chair, I move to accept
 7 staff's recommendation to postpone.

8 MR. SELLERS: Second.

9 CHAIRWOMAN BEAVER: Motion by Board Member La
 10 Rue, seconded by Board Member Sellers to accept and approve
 11 staff's recommendation to postpone Item 12E.

12 If there's no additional discussion, all those in
 13 favor?

14 BOARD MEMBERS: Aye.

15 CHAIRWOMAN BEAVER: All those opposed? The
 16 motion carries.

17 Item 12F.

18 MR. HAMMIT: Thank you, Madam Chair.

19 This is in Yuma. This is -- if you know where
 20 the (inaudible) service highway, State Route 191 ties into
 21 Interstate 8 at Air View Road. The -- it's intersection
 22 improvements. The low bid on this project was \$8,003,000. The
 23 State's estimate was \$5,961,404. It was over the State's
 24 estimate by \$2,041,596, or 34.2 percent. If you look at the bid
 25 items where we were underestimating was in the drainage

1 excavation and the asphalt --

2 MR. HALIKOWSKI: Did you change --

3 MR. HAMMIT: Oh, I'm sorry. You're supposed to
 4 keep me on track.

5 MR. HALIKOWSKI: That's Litchfield. There you
 6 go.

7 MR. HAMMIT: All right.

8 MR. HALIKOWSKI: Now we're in Yuma.

9 MR. HAMMIT: There we go.

10 And (inaudible) concrete items. I mentioned
 11 earlier one of the big risk items are multi-season job. In
 12 Yuma, where the weather's the nicest, you can't work because of
 13 the produce. This is a key area where the trucks, you have two
 14 ways in to many of the package sheds, and Araby is one of those
 15 locations. So we gave times where the contractors can't work,
 16 and we saw that in our pricing. After review of the bids, the
 17 department believes they are reasonable and responsive and would
 18 recommend award to J. Banicki Construction, Inc.

19 CHAIRWOMAN BEAVER: Do we have a motion to accept
 20 and approve the staff's recommendation to award the contract for
 21 Item 12F to J. Banicki Construction, Inc.?

22 MR. CUTHBERTSON: So moved.

23 MR. THOMPSON: Second.

24 CHAIRWOMAN BEAVER: Okay. There's a motion by
 25 Board Member Cuthbertson and a second by Board Member Thompson

1 to award the contract -- to accept and approve the staff's
2 recommendation to award the contract for Item 12F to J. Banicki
3 Construction, Inc.

4 Is there any additional discussion?

5 I would just like to comment. Boy, that's --
6 that's quite a significant overestimate.

7 MR. HAMMIT: Madam Chair, as -- when we looked at
8 it, again, we underestimated some of the items, and then the
9 durations of work. They're building a roundabout on each end of
10 this interchange, and just the volume of traffic, the contractor
11 estimated they would have to phase it more than we had estimated
12 to get the work done, because they would have limited space.

13 CHAIRWOMAN BEAVER: Okay. Is there any
14 additional comments?

15 Okay. The motion is to accept and approve the
16 staff's recommendation. All those in favor?

17 BOARD MEMBERS: Aye.

18 CHAIRWOMAN BEAVER: All those opposed? The
19 motion carries.

20 Move on to Item 12G.

21 MR. HAMMIT: Thank you, Madam Chair.

22 Item 12G is on US-93. This is to do some deck
23 rehab on the Burro Creek Bridge. The low bid was \$2,170,794.59.
24 The State's estimate was \$1,666,983.03. It was over the State's
25 estimate by \$503,811.56, or 30.2 percent. As we looked at

1 prices, we saw higher-than-expected pricing in the concrete
2 removal, the demo of the deck, the roadway excavation and
3 mobilization. If you've been across this bridge, it's over a
4 deep canyon. We underestimated the work required, really the
5 time to capture when you demo it. You can't let the material
6 fall into the canyon. We have reviewed the bids, and after that
7 review, the department believes it is a reasonable and
8 responsive bid and would recommend award to FNF Construction,
9 Inc.

10 CHAIRWOMAN BEAVER: Do we have a motion to accept
11 and approve staff's recommendation to award the contract for
12 Item 12G to FNF Construction, Inc.

13 MR. STRATTON: So moved.

14 CHAIRWOMAN BEAVER: Motion by Board Member
15 Stratton. Do we have a second?

16 MR. CUTHBERTSON: Second.

17 CHAIRWOMAN BEAVER: Seconded by Board Member
18 Cuthbertson to accept and approve the staff's recommendation to
19 award the contract for Item 12G to FNF Construction, Inc.

20 All those in favor?

21 BOARD MEMBERS: Aye.

22 CHAIRWOMAN BEAVER: All those opposed? The
23 motion carries.

24 Item 12H.

25 MR. HAMMIT: Thank you, Madam Chair.

1 Item 12H is on the Loop 202. It is in the town
 2 of Gilbert, or the city of Gilbert, excuse me. It's to install
 3 closed-circuit television cameras and dynamic message signs.
 4 The low bid was \$4,184,269. The State's estimate was 3,799,495
 5 -- excuse me -- \$3,799,495.33. It was over the State's estimate
 6 by \$384,773.67, or 10.1 percent. As we reviewed the bid, we saw
 7 higher-than-expected pricing for the conduit in the pull boxes
 8 (phonetic), and again, it was more in the labor to install those
 9 items we had underestimated. In review of the bids, the
 10 department believes they are responsible and -- responsive and
 11 responsible bid and would recommend award to CS Construction,
 12 Inc.

13 CHAIRWOMAN BEAVER: Do we have a motion to accept
 14 and approve staff's recommendation to award the contract for
 15 Item 12H to CS Construction, Inc.?

16 Board Member Sellers makes a motion.

17 MR. SELLEERS: So moved. And by the way, Dallas,
 18 you were correct the first time. It's the town of Gilbert.

19 MR. HAMMIT: Oh, okay.

20 MR. HALIKOWSKI: In the city of Glendale. You
 21 figured as long as you were getting one in.

22 MR. CUTHBERTSON: I second.

23 CHAIRWOMAN BEAVER: Okay. Motion by Board Member
 24 Sellers, seconded by Board Member Cuthbertson to accept and
 25 approve the staff's recommendation to award the contract for

1 Item 12H to CS Construction, Inc. Just for clarification, it is
 2 in the city of Gilbert.

3 All those in favor?

4 BOARD MEMBERS: Aye.

5 CHAIRWOMAN BEAVER: All those opposed? The
 6 motion carries.

7 We'll move on to Item 12I.

8 MR. HAMMIT: Thank you, Madam Chair.

9 Item 12I is coming to you from the town of
 10 Payson. This is a project in the city of Maricopa. It is a
 11 preparation for our 347 bridge overpass project. It is a
 12 demolition project. The low bid was \$27,900. The State had
 13 estimated \$120,000. It was under the estimate by \$92,100, or
 14 76.8 percent.

15 This is the first time we've contracted through
 16 our contracts and specs group on this type of work. Generally,
 17 these projects wouldn't have come in front of the Board. We
 18 felt that it was important. It is a part of a project. It
 19 needs to, for transparency, come in front of the Board.

20 Our staff had estimated the costs, and they just
 21 overestimated how long it was going to take to demo the
 22 building. We're working with different contractors. We just --
 23 I don't know that it was a great price. We just overestimated
 24 the duration it takes to do this type of work. After review of
 25 the bids, the department believed that it is a reasonable and

1 responsive bid and would recommend award to Breinholt
 2 Construction Company, Inc.

3 MR. STRATTON: So moved.

4 CHAIRWOMAN BEAVER: Motion by Board Member
 5 Stratton.

6 MR. THOMPSON: Second.

7 CHAIRWOMAN BEAVER: Seconded by Board Member
 8 Thompson to accept and approve the staff's recommendation to
 9 award the contract for Item 12I to Breinholt Contracting
 10 Company, Inc.

11 If there's no further discussion, all those in
 12 favor?

13 BOARD MEMBERS: Aye.

14 CHAIRWOMAN BEAVER: All those opposed? The
 15 motion carries.

16 UNIDENTIFIED SPEAKER: And that passed even
 17 though Mayor Price is absent today.

18 CHAIRWOMAN BEAVER: So...

19 (Speaking simultaneously.)

20 CHAIRWOMAN BEAVER: We'll move on now to Item 13.
 21 Thank you, Dallas.

22 Board suggestions for future board meetings, and
 23 I believe we had two that just came up today. One is the -- to
 24 address the project in Prescott, the 69 project. State Route 69
 25 safety and capacity improvements.

1 MR. STRATTON: Would that be for update and
 2 possible action?

3 CHAIRWOMAN BEAVER: Yes. That's what you're
 4 asking, correct?

5 MR. STRATTON: Yes.

6 CHAIRWOMAN BEAVER: Yes. And then --

7 MR. LA RUE: Madam Chair, clarification. Are you
 8 asking just for that project or any project that a JDA is
 9 signed? Because isn't 4th Street --

10 MR. STRATTON: Any project that --

11 CHAIRWOMAN BEAVER: Okay. So 4th Street --

12 MR. STRATTON: They need to be --

13 CHAIRWOMAN BEAVER: -- then we can --

14 MR. STRATTON: They need to be listed separately
 15 since they're possible action, I would believe.

16 UNIDENTIFIED SPEAKER: I would recommend that.

17 MR. HALIKOWSKI: Yeah. We'll probably do them
 18 separate (inaudible).

19 CHAIRWOMAN BEAVER: And I think that is titled...

20 MR. STRATTON: Those two. Are there...

21 CHAIRWOMAN BEAVER: I was looking to see if they
 22 actually had kind of a formal name that they -- got 4th Street
 23 Bridge over Interstate 40 replacement and widening project. And
 24 that's in Flagstaff.

25 MR. HALIKOWSKI: Floyd will be back Monday and

1 (inaudible).

2 CHAIRWOMAN BEAVER: You'll put him on it?

3 MR. HALIKOWSKI: That's right. (Inaudible.)

4 CHAIRWOMAN BEAVER: On them? And then the third

5 item was the question about the pilot program --

6 MR. SELLERS: Update.

7 CHAIRWOMAN BEAVER: -- update, if that could

8 also --

9 MR. SELLERS: Well, and the future planning for

10 that.

11 CHAIRWOMAN BEAVER: Yes.

12 And I think the only additional thing I'd ask, I

13 don't think it would be an agenda item, but since we are going

14 to be in Kingman and there's that TI up there, is it possible

15 that we could have the area engineer or someone, if the Board's

16 available on the Thursday before, to go out and kind of be given

17 kind of a logistical --

18 MR. HALIKOWSKI: Uh-huh.

19 CHAIRWOMAN BEAVER: -- a field trip experience.

20 UNIDENTIFIED SPEAKER: Road trip.

21 UNIDENTIFIED SPEAKER: Madam Chair, you're

22 talking the 93, the potential 93 --

23 CHAIRWOMAN BEAVER: Yes.

24 UNIDENTIFIED SPEAKER: -- I-40 interchange? It

25 -- yeah. Well, it's the one that's in Prescott that has to do

1 -- or not -- excuse me. Kingman.

2 UNIDENTIFIED SPEAKER: Right.

3 CHAIRWOMAN BEAVER: Yes.

4 UNIDENTIFIED SPEAKER: Would be the

5 re-alignment --

6 CHAIRWOMAN BEAVER: Yes.

7 UNIDENTIFIED SPEAKER: -- of 93 --

8 CHAIRWOMAN BEAVER: Yes.

9 UNIDENTIFIED SPEAKER: -- (inaudible). Yes,

10 ma'am.

11 CHAIRWOMAN BEAVER: Yes. Thank you.

12 Is there anything additional?

13 Board Member Thompson?

14 MR. THOMPSON: Is that meeting in July?

15 CHAIRWOMAN BEAVER: Yes. I believe it's the

16 21st.

17 MR. THOMPSON: Okay. I'm assuming you are all

18 aware at the various projects that have been proposed by the

19 public, several roads within the area that I represent, 260, 60,

20 and I'm assuming (inaudible) from one phase (inaudible) 260, 60,

21 and of course, the 4th Street. I know there's several projects

22 that were recommended. Again, (inaudible) Begay from the

23 reservation talking about the many forms of the project.

24 CHAIRWOMAN BEAVER: So I guess my question is:

25 Is it at a stage where it could be considered to be approval at

1 this point, or -- or is it something that we would maybe need to
2 address at a future board meeting?

3 MR. THOMPSON: That's -- I guess that's where I'm
4 saying, you know, where do I start and how do we move
5 (inaudible)?

6 MR. HALIKOWSKI: Well, I think, Madam Chair,
7 Board Member Thompson, that the two projects that we're talking
8 about, as was described, they're this close to signing
9 agreements, and the idea was if they're that close, can we get
10 them into the program?

11 UNIDENTIFIED SPEAKER: (Inaudible.)

12 MR. HALIKOWSKI: So I'm not sure where Many Farms
13 is. I don't think we've got anything --

14 MR. THOMPSON: Okay.

15 MR. HALIKOWSKI: -- in the plan or (inaudible)
16 close to it.

17 UNIDENTIFIED SPEAKER: So maybe just an update,
18 Madam Chair.

19 MR. HALIKOWSKI: How about if we --

20 CHAIRWOMAN BEAVER: Well, and you know, we're
21 going to be up on the Navajo reservation in September at that
22 board meeting. Would that be a good -- appropriate time to
23 bring it up?

24 MR. THOMPSON: As long as (inaudible).

25 CHAIRWOMAN BEAVER: Okay. So maybe we could look

1 to bringing it up this September.

2 MR. HALIKOWSKI: Okay. We'll set that for
3 September.

4 MR. THOMPSON: Again, I would just like to inform
5 the board members that I will not be with you in the July
6 meeting. I will be heading back to Washington lobbying for
7 funding for the Native American reservation, that we need more
8 moneys coming in on -- to the Native American community. So
9 that's where I'll be out there. So -- but I may be able to call
10 in, so...

11 CHAIRWOMAN BEAVER: Okay.

12 MR. LA RUE: Madam Chair, if I may, on the Many
13 Farms, my memory on that is it was many -- it was mostly safety
14 improvements that ADOT was going to work with the local chapter
15 there and implement -- I don't think many of those things will
16 come back to this board. And so I -- you know, I think there's
17 a memo out on that. If the Board would like to be updated, I'm
18 sure ADOT can do that.

19 UNIDENTIFIED SPEAKER: Sure.

20 MR. LA RUE: I think the -- the other thing,
21 though, that I was trying to bring up is much like we see, if
22 the Navajo Nation has a transportation improvement plan that's
23 fiscally funded in some manner, you know, bringing that forward
24 to talk about what their priorities are and how do they couple
25 in with the statewide priorities and where is that system

1 through the northeast part of the state, that might be helpful.
2 And that -- I don't know if that's the agenda item you were
3 thinking about, but clearly if you're not here in July, it
4 shouldn't come in July. I don't think we meet in August, and
5 so --

6 CHAIRWOMAN BEAVER: September's (inaudible).

7 MR. HALIKOWSKI: And so Madam Chair, let us take
8 this item back as staff, and we'll look at proposing an agenda
9 item then for your approval --

10 CHAIRWOMAN BEAVER: Okay.

11 MR. HALIKOWSKI: -- for September.

12 CHAIRWOMAN BEAVER: Well, and possibly it might
13 be if there could -- could we look into -- to see where they are
14 with regard to their...

15 MR. LA RUE: And we're meeting up there
16 somewhere.

17 MR. HALIKOWSKI: Right.

18 CHAIRWOMAN BEAVER: Yes. Yes.

19 MR. LA RUE: So maybe at the same time.

20 MR. HALIKOWSKI: In September.

21 MR. LA RUE: Oh, September?

22 MR. HALIKOWSKI: Right. So we'll work together
23 and come up with an agenda item or items --

24 MR. THOMPSON: Okay.

25 MR. HALIKOWSKI: -- to present to the Board on

1 the transportation improvement plan for the nation and any other
2 issues like Many Farms that you want updates on.

3 CHAIRWOMAN BEAVER: Okay.

4 MR. THOMPSON: That's good enough.

5 CHAIRWOMAN BEAVER: Is that --

6 MR. THOMPSON: Thank you, Madam Chair.

7 (End of excerpt.)

Adjournment

A motion to adjourn the June 16, 2017 State Transportation Board meeting was made by Jack Sellers and seconded by Jesse Thompson. In a voice vote, the motion carries.

Meeting adjourned at 10:59 a.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD SPECIAL TELEPHONIC MEETING
9:00 a.m., Thursday, June 29, 2017
Arizona Department of Transportation
Director's Conference Room #139
206 S. 17th Avenue
Phoenix, AZ 85007

Roll call by Board Secretary Linda Priano

Participating telephonically: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Steve Stratton and Jesse Thompson.

Absent: Michael Hammond.

Staff Members Present: Kevin Biesty, Dallas Hammit, Clem Ligocki, Tim Tait, Lynn Sugiyama, Laura Douglas and Linda Priano. Michelle Kunzman from the Arizona Attorney General's office was also present telephonically.

Call to the Audience:

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

***ITEM 1:** Priority Planning Advisory Committee (PPAC)
Staff will present a recommended PPAC action to the Board of a change to the program funding for the SR347 at Union Pacific Railroad Crossing Project.
(For discussion and possible action — Clemenc Ligocki, Planning and Programming Manager)

***ITEM 1:**

ROUTE NO:	SR 347 @ 173.0
COUNTY:	Maricopa
DISTRICT:	Central
SCHEDULE:	2017
SECTION:	SR 347 at Union Pacific RR Crossing
TYPE OF WORK:	Construct Railroad Overpass
ADVERTISEMENT DATE:	June 30, 2017
PROGRAM AMOUNT:	\$ 11,700,000
PROJECT MANAGER:	Suzanne Deitering
PROJECT:	H700701C, ADOT TIP 4493
REQUESTED ACTION:	Increase the construction by \$25,595,000 to \$37,295,000 in the Highway Construction Program. Funds are available from the sources listed below. Identified in the MAG TIP as DOT 17-424. Contingent upon MAG Regional Council approval anticipated on June 28, 2017.

Return to the FY 2017 Statewide Contingency Fund #72317 \$ -4,775,000

FY 2017 FHWA TIGER Grant	\$ 15,000,000
Local Funding from City of Maricopa, UPRR, GWR, & MDWID	\$ 15,370,000
NEW PROGRAM AMOUNT:	\$ 37,295,000

Clemenc Ligocki, ADOT Planning and Programming Manager, recommended this item for approval with the two stipulations. Mr. Ligocki stated staff is seeking approval for a reduced amount of \$3.7 million and not the full amount of \$4.1 million. He explained that this amount included associated software for procurement, which is under a separate agenda item that will be heard for consideration at the next State Transportation Board meeting taking place on June 16, 2107. The second stipulation is contingent upon approval of this item from Maricopa Association of Governments (MAG) Regional Council.

A motion by Joe LaRue to accept and approve Project Modification Item 1, as amended, to a total project cost of \$3.7 million as presented. The motion was seconded by Steven Stratton.

Chairwoman Beaver asked if there were any questions.

Board Member Stratton asked, assuming MAG approves this item, is there a completion date set? Dallas Hammit, Deputy Director of Transportation/State Engineer, stated the team will open bids no later than June 28th, 2017 and come back to the Board for consideration and approval. Once it is awarded there will be a quick start and construction is anticipated to last approximately seven months. Board Member Stratton thanked Mr. Hammit for the information.

Board Member Sellers stated one question that he is often asked is why spiked strips on the exit ramps to keep people from entering the wrong way are not being used. Mr. Hammit stated the spike strips that are currently on the market are for low speed and low volume and are not able to handle the volumes and speeds of our system. He explained that they are not designed to handle speeds above 5 miles per hour. Kevin Biesty added law enforcement officials raised the issue that tire spikes do not necessarily stop a vehicle. In many instances a driver can still go at a high rate of speed with two blown tires. Board Member Sellers thanked them both for the explanation.

A motion by Joe LaRue to accept and approve Project Modification Item 1, as amended, to a total project cost of \$3.7 million, as presented contingent on MAG Regional Council approval. The motion was seconded by Steven Stratton. In a voice vote, the motion carries.

Adjournment

A motion to adjourn the June 29, 2017 Telephonic Board meeting was made by XXX and seconded by XXX. In a voice vote the motion carries.

Meeting adjourned at XXX a.m. MST

Deanna L. Beaver, Chairwoman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD SPECIAL TELEPHONIC MEETING
9:00 a.m., Friday, July 14, 2017
Arizona Department of Transportation
Director's Conference Room #139
206 S. 17th Avenue
Phoenix, AZ 85007

Roll call by Board Secretary Linda Priano

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

Absent: None.

Staff Members Present: Floyd Roehrich, Jr., Greg Byres, Clem Ligocki, Lynn Sugiyama and Linda Priano. Dallas Hammit and Steve Beasley also participated telephonically.

Call to the Audience:

There was one member of the public present; Eric Duthie, Manager, Town of Tusayan. No members of the public requested to address the Board.

***ITEM 1:** Construction Contract
Staff will present recommended construction project award.
(For discussion and possible action — Dallas Hammit, Deputy Director of Transportation/State Engineer)

***ITEM 1:** BOARD DISTRICT NO.: 5
BIDS OPENED: June 30, 2017
HIGHWAY: ASHFORK – FLAGSTAFF HIGHWAY (I-40)
SECTION: DEVIL DOG – WILLIAMS
COUNTY: COCONINO
ROUTE NO.: I-40
PROJECT : TRACS: EB-SLAB-NHPP-040-C(225)T : 040 CN 157 F013101C
FUNDING: 99% FEDERAL 1%
LOW BIDDER: FANN CONTRACTING, INC.
LOW BID AMOUNT: \$ 33,980,986.21
STATE ESTIMATE: \$ 31,822,386.16
\$ OVER ESTIMATE: \$ 2,158,600.05
% OVER ESTIMATE: 6.8%
PROJECT DBE GOAL: 7.62%
BIDDER DBE PLEDGE: 7.62%
NO. BIDDERS: 6
RECOMMENDATION: AWARD

Dallas Hammit explained that the time sensitivity of this meeting was due to the amount of work required to completely reconstruct this section of the interstate before inclement weather comes in the fall and winter. Dallas Hammit recommended this agenda item for approval.

Chairwoman Beaver asked if there were any questions. There were none.

A motion by Jesse Thompson to accept and approve staff's recommendation to award the contract to Fann Contracting, Inc. The motion was seconded by Joe La Rue. In a voice vote, the motion carries.

Adjournment

A motion to adjourn the July 14, 2017 Telephonic Board meeting was made by Mike Hammond and seconded by Jesse Thompson. In a voice vote the motion carries.

Meeting adjourned at 9:05 a.m. MST

Deanna L. Beaver, Chairwoman
State Transportation Board

Floyd Roehrich, Jr, Executive Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING – JULY 21, 2017

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STATE TRANSPORTATION BOARD MEETING MINUTES

9:00 a.m., Friday, July 21, 2017

Mohave County Board of Supervisors

Auditorium

700 W. Beale Street

Kingman, AZ 86402

Pledge

The Pledge of Allegiance was led by Chairwoman Deanna Beaver.

Roll call by Board Secretary Linda Priano

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

Absent: Jesse Thompson.

There were approximately 40 people in the audience.

Opening Remarks

Chairwoman Beaver thanked the city of Kingman and the Mohave County Board of Supervisors for their hospitality in hosting the board meeting in Kingman. She also thanked them for the dinner that they hosted at Calico’s Restaurant adding that the location, food and networking opportunities were well received. Chairwoman Beaver provided a brief “history minute” on Route 66. She also recommended visiting the museum in the area.

Title VI of the Civil Rights Act

Floyd Roehrich reminded all attendees to fill out survey cards to assist our Civil Rights Department.

Call to the Audience:

The following members of the public addressed the Board:

1. Karen Flenniken, Mohave County Transportation Commission Vice Chair/Secretary for the Colorado River of Republican Women, re: asked the Board to reconsider building two new roundabouts on Highway 95 as many residents do not think this is a good idea.
2. Tom Brady, Mayor of Bullhead City, re: expressed his appreciation for the investment on SR 195. The Mayor also stated he has objections and concerns in regards to the roundabouts being planned for Highway 95. He urged the Board to consider local input before moving forward with the roundabouts.
3. W. Mark Clark, Mohave County Maintenance Division Manager, re: stated transportation needs continue to grow and resources need to be established. He discussed the possibilities of dedicating sales tax for growing transportation needs.
4. Steve Johnston, Arizona Airport Association, re: thanked the board for their support and work on the airports throughout the state.
5. Cathy Rosengrant, Mohave County Transportation Commission, District Four, re: is in favor of the I-40 /93 Traffic Interchange-Phase One due to current heavy traffic congestion and hopes this can get completed sooner rather than later.
6. Christian Price, Mayor of Maricopa, re: thanked the Board for their service and provided an update on the Pinal County RTA and ½ cent sales tax plan that will be on the ballot in November. He also discussed the Study of I-11 and congressional representative involvement. The Mayor also thanked

- the Board for the funding of the 347 Overpass and stated work is underway with a groundbreaking event scheduled to take place in October.
7. Kee Allen Begay, Jr., Apache County and member of Navajo Nation Council, re: asked for support on Highway 191, between Many Farms and Chinle. He explained with the increase of traffic due to tourism in the area (Grand Canyon, Canyon de Chelly, etc.) it shows great need for improvements. He asked the Board to consider his efforts and to consider focusing on this area.
 8. Chris Bridges, CYMPO Administrator, re: discussed the CYMPO I-15 Resolution that was adopted and the Rural Transportation Summit taking place in October 25, 2017.
 9. Duane Eitel, City Engineer, Casa Grande, re: discussed two I-15 Resolutions; one from Eloy and one from Casa Grande. He also thanked the Board and ADOT staff for approving and moving a project up for a pedestrian hybrid beacon in Casa Grande to curb pedestrian fatalities in that area.
 10. Craig Brown, CYMPO Chairman, Yavapai County Supervisor, re: thanked the Board for their continued efforts and discussed a JPA Agreement between the city of Prescott, Yavapai County, Yavapai County Flood Control District and CYMPO. He requested they move forward with the design of Highway 69 in the Five Year Plan.
 11. David Wessel, Flagstaff MPO Manager, re: requested the Fourth Street Bridges over I-40, (Agenda Item 8) be placed in the Five Year Plan. He also discussed the amount of funding the city will be providing to the project.
 12. Barbara Pape, Local Resident, re: questioned why there is still not a signal at Corwin Drive/I-95. She also stated roundabouts would not be good for the traffic flow in this community and gave reasons why this design would not be fitting to the area.
 13. Marc Montgomery, City of Maricopa, Media Publicist, re: stated how thankful he is of the way the Board and ADOT communicate with the public and local communities via Twitter, as well as on the digital highway boards. He suggested ADOT open an Instagram account. Mr. Montgomery also suggested giving a \$1,000 fine to drivers who are driving too slow and spoke about the need to improve Highway 347.
 14. Eva Corbett, Resident of Bullhead City, re: stated the roads in Mohave County are very bad, especially Highway 95 and said it is an embarrassment. She urged the Board to fix the roads instead of installing roundabouts.

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(Beginning of excerpt.)

CHAIRWOMAN BEAVER: Okay. We'll now move on to the district engineer's report. Alvin Stump.

MR. STUMP: Well, good morning, Madam Chair and Board. Just a quick district update. Right now on I-40, we have several projects going on between Seligman and Kingman. Most of them are -- are bridge projects. We do have one rock fall project within the Willows area, and later this fall, we will have a pavement pres. going on in that same area.

And then on 93, we are just finishing up a pavement preservation and shoulder widening project up north from Milepost 17 to 28.

And then south of I-40, we do have a drainage project as well as another bridge rehab project just getting started.

One of our focus areas is on 95 in the Bullhead City area to look at improving safety. Part of it is looking at access management, and another part of it is trying to identify a parallel corridor to relieve some of the traffic volumes off of 95. As far as the study area, we've been working on ideas for the -- the past few months, and we will be presenting these concepts and proposed solutions to the public this fall, and also, we will be pursuing HSIP funding for certain areas.

And then about 10 years ago, Mohave County conducted a design concept report to look at a parallel corridor

1 known as the Vanderslice study -- or corridor. And so what
2 we're looking at now is to do another study to see how we can
3 maybe phase that in in smaller, more affordable segments. The
4 estimate was a little over 40 million. So knowing that funding
5 is tight, looking at how we can break that up over time.

6 Another safety project down in Lake Havasu, to
7 construct a center raised median from Kiowa Avenue past the
8 strip mall area. This project is moving along. It's scheduled
9 for this fiscal year. We are adding a signal at the far end to
10 help with the left turn volumes.

11 And as far as over here, the West Kingman
12 interchange, we are looking forward to that going as -- as we
13 talked about last night, there's several times when traffic
14 backs all the way up to the 68 interchange, and so right now, in
15 fiscal year '18, we have 5 million for design, and then in '20
16 we have 10 million set aside for the right-of-way. And then in
17 the development program, we -- we have 55 million for the
18 construction of it. And this is just the phase one, the Phoenix
19 to Vegas segment. The Vegas to California would be at a future
20 date.

21 And then two other interchanges of interest are
22 the Rancho Santa Fe TI and the Kingman Crossing TI. The one on
23 the right is the Rancho Santa Fe, which connects to the airport
24 area. This will support the industrial development in that area
25 as well as remove the truck traffic in that area from -- from

1 Andy Devine as well. And then to the left is the -- the Kingman
2 Crossing interchange, which will provide access to the hospital
3 as well as the property in that area, which is suitable for
4 commercial retail. So we have recently been meeting with the
5 City and stakeholders to discuss partnerships and possible
6 funding strategies. So that's something we're going to continue
7 to do and see what we can work out.

8 So that's -- that's all I have. Do you have any
9 questions?

10 CHAIRWOMAN BEAVER: Alvin, I was wondering if you
11 could just clarify for me. I was of the understanding that
12 where the Kingman Crossing TI is at that maybe the City had also
13 put some drainage in or something. That wasn't anything that
14 was addressed yesterday. I was just wondering if you could
15 elaborate on that.

16 MR. STUMP: The -- I'm sorry. The drainage?

17 CHAIRWOMAN BEAVER: Was there some type of
18 infrastructure that the City of Kingman had done sometime back
19 maybe?

20 MR. STUMP: Oh, yeah. There was one -- there's
21 one easement that we were talking about maybe some of that
22 easement could go back to the City.

23 CHAIRWOMAN BEAVER: Thank you.

24 MR. STUMP: So that would be another discussion.

25 CHAIRWOMAN BEAVER: Does anyone have anything

1 additional?

2 Thank you.

3 MR. STUMP: All right. Thank you.

4 CHAIRWOMAN BEAVER: Now we'll move on to the
5 director's report.

6 MR. ROEHRICH: Good morning, Madam Chair, members
7 of the Board. The director sends his regrets. He had a
8 conflict today. He could not be here.

9 He had no final issues to report. If there are
10 issues that you want the director to address at a future
11 meeting, please let me know and we'll make sure to get them on
12 the agenda and prepared for him to present. Thank you.

13 CHAIRWOMAN BEAVER: Thank you.

14 We'll move on now to the consent agenda. Do we
15 have a motion to approve the consent agenda as presented?

16 MR. LA RUE: So moved.

17 MR. HAMMOND: Second.

18 CHAIRWOMAN BEAVER: It's motioned by Board Member
19 La Rue, seconded by Board Member Hammond to approve the consent
20 agenda as presented.

21 All those in favor?

22 BOARD MEMBERS: Aye.

23 CHAIRWOMAN BEAVER: All those opposed? The
24 motion carries.

25 Move on now to the legislative report.

1 Mr. Roehrich.

2 MR. ROEHRICH: Thank you, Madam Chair.

3 This is kind of the quiet time with the --
4 especially at the state level as well as federal level. There
5 wasn't a lot to report, but there are a couple of things.

6 From the ADOT Omnibus Bill, there was a provision
7 made for ADOT to start negotiating with the Federal Highway
8 Administration to take over the certification of the NEPA
9 process, the National Environmental Protection Act process.
10 That is ongoing. We've been coordinating with Federal Highways.
11 They're conducting a session out with us later this year. We're
12 on track that we think by, basically, next summer, we should be
13 able to move forward, get self-certified to conduct the NEPA
14 process as a state, as a state lead agency. So that is -- is
15 ongoing.

16 And at the national level, a couple little
17 things. Recently, the administration has removed all the
18 funding out of the program for TIGER grants, but they have
19 started to look at other FASTLANE grants as well as a new
20 criteria for an INFRA grant, which is the Infrastructure For
21 Rebuilding America grant. So again, we're targeting key
22 strategic corridors and key strategic improvements that we can
23 go after these grants and still have the opportunity to -- to
24 bring that funding into the program, which would then hopefully
25 help us to address any other additional needs that are moving

1 forward.

2 Recently, the Federal Highway Administration came
3 out with new guidance on the use of variable message boards for
4 advertising as part of some of the states who have been looking
5 at opportunities to generate revenue to help with -- with the
6 costs associated with their transportation initiatives. We have
7 looked at putting advertisement on overhead signs and other
8 programs. That has been rejected by the Federal Highway
9 Administration. So we're back looking at what opportunities
10 may be available.

11 At that time, Madam Chair, that's kind of the
12 basic update of what we have. And as we continue to monitor
13 what's going on locally as well as nationally, we'll be able to
14 provide more updates as we see things start breaking loose,
15 especially if Congress and the administration do address any
16 transportation issues later this year.

17 MR. LA RUE: Madam Chair.

18 CHAIRWOMAN BEAVER: Yes. Board Member La Rue.

19 MR. LA RUE: Can we ask a question?

20 CHAIRWOMAN BEAVER: Sure.

21 MR. LA RUE: So Floyd, with TIGER grants, you
22 know, recently we've had a lot of success or some moderate
23 success, and I think some of that success was really because the
24 -- a lot of stakeholders came together and spoke as one voice
25 and did not, you know, present competing projects and, you know,

1 confuse those that make the decisions. Now that it seems like
2 TIGER grants are going away and we're getting in -- the table's
3 being reset with, you know, something new, do you think we'll
4 still have that consolidated stakeholders speaking with one
5 voice concept, because that's seemed so successful before?

6 MR. ROEHRICH: Madam Chair, Mr. La Rue, I
7 actually think it's going to be more critical that we build that
8 in the future. Part of -- and we're still learning what this
9 new INFRA grant, this Infrastructure For Rebuilding America
10 grant -- the intent of that grant, from the basic information --
11 the limited information we got so far was more emphasis on
12 taking existing local dollars and then the federal government
13 enhancing or leveraging off of that.

14 So before when we were able to put together,
15 like, some of the FASTLANE grant previously and TIGER grants
16 previously, that we were able to be successful at, we usually
17 had a match somewhere between 20 to 50 percent, closer to about
18 that 20 percent of local funds, and then the rest would be
19 federal funds.

20 They're really -- this administration now under
21 this grant process is really looking at the locals bringing a
22 greater percentage of funds, taking those funds and enhancing it
23 with a portion of federal funds, but then using that to leverage
24 into more infrastructure. So I think being able to target
25 partnerships, especially -- let's take, for instance, Interstate

1 15, which people talked about. Can we work closer with Utah and
 2 Nevada on doing something on that to come together to target
 3 corridor improvements there? Along Interstate 10, you know,
 4 with MAG's input and the State Transportation Board's input and
 5 maybe some other local government input, could we start building
 6 a partnership that will show that we're bringing funds locally,
 7 and then, therefore, you, federal government, the funds you give
 8 really enhance this?

9 So I think it's going to be more critical that we
 10 do that. What I don't believe we really sat down and looked at
 11 is how competitive will that be for these other partners if they
 12 really -- everybody's got a great amount of need. How much are
 13 they going to be willing to partner with us, because they've got
 14 to bring more money into these? So strategically, I think the
 15 projects you go after really -- to be competitive, really have
 16 to show strong partnership, but they have to strong -- show a
 17 strong commitment to help fund.

18 MR. LA RUE: No. That's good information. So
 19 that could create the angst on a local level as they're trying
 20 to allocate to their highest and greatest need. So -- well, you
 21 know, keep us apprised. Thank you.

22 MR. ROEHRICH: Yes, sir.

23 CHAIRWOMAN BEAVER: If there's no further
 24 questions on that, we'll move on to the financial report.

25 Kristine. Welcome back, and you've got a smile

1 on your face. So is that good news?

2 MS. WARD: You know, I try to just come with a
 3 smile each time to keep you guessing the whole time.

4 Good morning, Madam Chair, Board members. My
 5 morning started out with sitting down with Mr. La Rue and Board
 6 Member Stratton, and one of the questions Mr. La Rue asked is:
 7 "Do you have good news for me -- for us today?" And I said,
 8 "Kind of." So --

9 MR. LA RUE: And luckily my breakfast was over by
 10 the time you said that, so...

11 MS. WARD: So in the spirit of "kind of," we have
 12 finished our FY '17. The FY '17 numbers are in, and we have
 13 eclipsed \$1.4 billion in HURF revenues. That has been a long
 14 time coming, and the reason -- the 1.4 billion is the good news.
 15 The fact that that is only 1.7 percent higher than FY 2007
 16 revenues is the part that makes it the kind of good news.
 17 Because we have just reached our 2000 level -- 2007 revenue in
 18 FY 2017. So...

19 And during that same period -- maybe I shouldn't
 20 have put all these little fascinating facts together -- but
 21 during that same period, we have experienced 10.7 -- over that
 22 same period, 10.7 percent of population growth, but personal
 23 income growth over that same period, also, 33 percent growth
 24 over that same period. So what we're basically coming down to
 25 is we are not seeing -- we are not seeing the growth that we

1 have experienced historically.

2 Oh, we went back a slide. Yes. We went back all
3 the way to 2007. So let's catch back up.

4 So overall, our forecast, I'm sorry I can't give
5 you more exciting news, but \$1.4 billion is something to be
6 thankful for. With regards to our forecast, we were pretty much
7 on target. We were a little bit behind. .7 percent behind our
8 forecasts, and we experienced about 3.6 growth on the year.

9 In the Regional Area Road Fund, we again topped
10 -- crested over another number. We've gone over \$400 million in
11 Regional Area Road Fund revenues this year, with about 4.3
12 percent growth. We were just a -- just a little over forecast
13 on that.

14 Moving on to the -- I have nothing to report on
15 the federal aid program, but I am happy to report that a
16 couple of board meetings ago you authorized us to proceed with
17 a grant anticipation note issue of \$76 million. That is right
18 on schedule. Next week we will be presenting to the rating
19 agencies, Standard & Poor's, Moody's and Fitch. So that is --
20 that is moving right along. And we will be going to market with
21 those bonds at the end of August, 29th, 30th, 31st time period.

22 With that -- oh, Aviation Fund, just a brief
23 report on that. That has -- we have finally gotten that fund
24 under control, I would say, and we -- the deferred payments, all
25 but one has been made, and we are making payments on that

1 remaining, and we are now once again in the process of
2 authorizing projects again, which I believe Greg will speak to
3 in the MPD.

4 So with that, if you have any questions, I would
5 be happy to answer them.

6 CHAIRWOMAN BEAVER: Thank you. Do we have any
7 questions?

8 Board Member Stratton.

9 MR. STRATTON: As you spoke about the -- we're
10 starting to fund again, I believe there was two projects today.

11 MS. WARD: Uh-huh. Yes, sir.

12 MR. STRATTON: Were those two that were on the
13 list that we had to shelve a couple years ago? I think there
14 was 20-some projects that we had to take off the books and not
15 fund because we didn't have the money after the Legislature took
16 the balance out. Are these two projects from that list, or are
17 these two that are brand-new and were not on that old list that
18 we got rid of?

19 MS. WARD: Chairman -- Chairwoman Beaver and
20 Board Member Stratton, I do not have the answer to that. I'm
21 going to defer to Greg, and hopefully I just deferred to him a
22 question he knows the answer to. But I apologize. I do not
23 know the answer to that.

24 MR. STRATTON: Okay. Thank you.

25 MS. WARD: Is there anything further? Thank you.

1 CHAIRWOMAN BEAVER: We'll move now on to
 2 Multimodal Planning Division report. Greg.

3 MR. BYRES: Madam Chair, Board members, I have a
 4 hard time with the multimodal, too. So it's a -- an excuse for
 5 the cough. I'm trying to get over a cold, and it's been taking
 6 me awhile.

7 We have a couple of items. On aviation, again,
 8 we're going ahead and approving projects coming through for the
 9 grants. The two that we have on for today are --

10 MR. LA RUE: I hate to cut in, but I'm confused.
 11 Are we on Item 6 or Item 7?

12 MR. BYRES: I was just trying to answer the
 13 question that was asked previously.

14 CHAIRWOMAN BEAVER: We're still on Item 6.

15 MR. LA RUE: And you're going to allow the answer
 16 to the question that really relates to Item 7?

17 CHAIRWOMAN BEAVER: Are you wanting to kind of
 18 merge the two together? Is that what you're trying to do?

19 MR. BYRES: I can just keep that off until the
 20 next item.

21 MR. LA RUE: I just wanted to make sure we were
 22 all clear on what we were on, but I defer to the Chair.

23 CHAIRWOMAN BEAVER: Okay. We'll just go ahead
 24 and hold off on that until we get to Item 7 unless we --

25 MR. BYRES: That's fine.

1 CHAIRWOMAN BEAVER: -- unless we kind of just --

2 MR. BYRES: Aviation's part of the multimodal.
 3 So that's why I was going through what we're doing as part of
 4 multimodal.

5 MR. LA RUE: That's fine. So...

6 CHAIRWOMAN BEAVER: Well, if there's no
 7 objection, I think maybe we should just go ahead make it
 8 inclusive, all in --

9 MR. BYRES: That's fine.

10 CHAIRWOMAN BEAVER: -- one, and we can go ahead
 11 and just identify Items 6 and 7, that we're kind of merging them
 12 together, and you can give your report, and then we can go ahead
 13 and either take action or not take action on item -- the part
 14 that has to do with Item 7.

15 MR. BYRES: Madam Chair, that's fine. I'll just
 16 go ahead and go through.

17 The first item that I had on the list was
 18 aviation. So we are proceeding now with disbursing funds for
 19 the federal, state, local program, and the two projects that we
 20 currently have that are being approved through the PPAC are --
 21 are part of that grant program. Those are not projects that
 22 have been delayed. Those are projects that are coming through,
 23 the federal grants were granted, and we're providing the match
 24 for those projects. So...

25 MR. STRATTON: Madam Chair.

1 CHAIRWOMAN BEAVER: Board Member Stratton.

2 MR. STRATTON: I believe when it was recommended
3 to postpone the 20-plus projects, whatever the number was, one
4 of the questions I had at that time was would the people that
5 were on that list that we had to postpone have any preferential
6 treatment or come back on the list when we have the funds. And
7 that was going to be discussed with finance and the aviation
8 department, and I don't believe we ever truly sorted that out.
9 And I'm just wondering if those people that we delayed now can
10 start applying again, or were these on the list, or where are we
11 at?

12 MR. BYRES: Board Member Stratton, Chairman, what
13 we currently have is three grant programs. So what's being
14 funded currently is the federal, state, local program. The
15 state local program as well as the asphalt pavement management
16 program, those two are not being funded, but they'll be coming
17 back online in 2019 and 2020 respectively.

18 At that point in time, any projects that have
19 been delayed will come through. We are, in fact, requesting or
20 suggesting to all of our airport entities to go ahead and apply
21 for grants so that we can track those and have them -- have a
22 list put together, so one, we can make sure that projects are
23 hitting as quick as they possibly can once we do get funding,
24 and two, to make sure that if we have projects that have gone
25 from being a very minor project to becoming a major project,

1 because the funding wasn't there during that time, we need to
2 know what's -- that that's happening so we can assist with that
3 funding.

4 Yes.

5 MR. ROEHRICH: So Madam Chair, Mr. Stratton, if I
6 could, I want to make sure I got this clear. The projects we
7 deferred before were the projects that were only funded out of
8 the State Aviation grants. The projects that have continued and
9 the ones that are continuing today are grants that were approved
10 by the federal government, and we're just providing the local
11 match. So that State Aviation grant program and the Runway
12 Management Program, that's what was deferred last time.

13 Those projects, when we bring that program
14 forward in 2019, as Mr. Byres just said, then those projects are
15 deferred before -- those locals, if they still want those
16 projects in, they'll come in and then we'll start working on
17 those. But that's a separate program than the ones we're asking
18 to complete today. The ones today are the federal program,
19 which they got approval from FAA and we just provide the local
20 match. So the State grant program is the one that's still
21 deferred.

22 MR. STRATTON: Okay. I appreciate the
23 explanation, Floyd.

24 The only thing I would ask is those projects that
25 were deferred, once we have the money, if those people that were

1 deferred could be contacted and notified that they could
2 re-apply for grants.

3 MR. ROEHRICH: Madam Chair, Mr. Stratton,
4 absolutely. And that's what we talked about last time when we
5 did deferrals. The Board had asked for that, that guidance and
6 consideration, and that's what we need to make sure that we're
7 planning on that when we move forward. So I'll leave that to
8 Greg and his team to take that.

9 MR. BYRES: Is that clear? We -- we'll be --
10 those projects were never -- they were deferred, but they've
11 never been lost. So those projects are still on our books to --
12 and yes, they do have preferential treatment, per se.

13 MR. STRATTON: Thank you.

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

15 CHAIRWOMAN BEAVER: Board Member La Rue.

16 MR. LA RUE: So I appreciate, Steve, you bringing
17 that up, because that was my recollection as well, that when
18 this program restarts, there is a dialogue back with the Board
19 to say, Here is how we're restarting it. Here are our general
20 policies. Here's the communication piece that's going out to
21 all of the affected member agencies. And I at least had an
22 expectation that there would be that conversation back with the
23 Board on the restart of that -- that program.

24 CHAIRWOMAN BEAVER: So it sounds like what we're
25 asking is to have that on a study session agenda at a future...

1 MR. ROEHRICH: Madam Chair, Mr. La Rue,
2 absolutely. That's what I going to suggest, is we'll bring that
3 at maybe even a regular session like this, have Greg and his
4 team, as they're ready --

5 MR. BYRES: Yes, Floyd.

6 MR. ROEHRICH: -- outline the steps moving
7 forward, the time line for that. So we'll bring back it to a
8 for -- a future meeting.

9 CHAIRWOMAN BEAVER: Well, I -- because my
10 recollection was a little bit different, too. It seemed to me
11 that when we deferred those, you made contact, if I'm correct,
12 with each of those agencies, and each of those agencies said
13 there was some deficiency in their paperwork or something at the
14 time is why those were actually deferred, because they weren't
15 even at a point where they could -- am I wrong on that? Excuse
16 me. I'm looking to Kristine, I guess.

17 MS. WARD: No, ma'am. The reasons for the
18 deferrals were not a matter of paperwork. They were literally a
19 matter of cash flow. And the point that I was kind of standing
20 here to the decide, when we did that re-assessment of the fund,
21 we looked at all of the projects that were in the program
22 underway, those projects that were underway, and those projects
23 that were programmed for the future.

24 And we took that -- and those were projects that
25 this board had approved. We took those projects and we cash

1 flowed all of those projects. We built them all into the cash
2 flow to see when we could start doing future additional
3 programming. So nothing was -- we did not remove projects. We
4 just delayed and elongated the time -- the time over which those
5 projects -- we would be able to reimburse for those projects.

6 Does that make sense?

7 CHAIRWOMAN BEAVER: Yes, it does. And I don't
8 know if -- for the other Board members, possibly, is there a way
9 that we could get a copy of a list of those that were deferred?

10 MS. WARD: We can.

11 CHAIRWOMAN BEAVER: Okay.

12 MS. WARD: Those deferrals are all but one of
13 those of the airports, all but one of the airports has been the
14 deferrals have been paid --

15 CHAIRWOMAN BEAVER: Okay.

16 MS. WARD: -- as of June 30th. There's only one
17 remaining deferral, and that is being paid out over time.

18 MR. ROEHRICH: Madam Chair, and -- and Kristine.
19 I want to make sure (inaudible). She's not talking about the
20 deferral payments. She's talking about new grants that were
21 deferred. So you're talking about the grants that have been
22 approved and the payments were being deferred, but because we
23 did not have the cash flow, we had had, like, the '19 and '20
24 new grant requests, we deferred to new grants --

25 CHAIRWOMAN BEAVER: That's what I was talking

1 about.

2 MR. ROEHRICH: -- and that's the status I'm
3 guessing you want the status on.

4 CHAIRWOMAN BEAVER: Yes.

5 MR. ROEHRICH: Where we're at when the new grants
6 come back. And that's what Greg and his team need to pull
7 together. And -- but it has to match Kristine's cash flow for
8 the aviation grant, or again, it will not be a sustainable
9 program.

10 MS. WARD: I apologize if I confused the matter
11 at all.

12 CHAIRWOMAN BEAVER: No.

13 MR. ROEHRICH: I'm blaming Greg on this.

14 MS. WARD: Okay. We're going to let you carry it
15 today.

16 MR. BYRES: Appreciate it.

17 CHAIRWOMAN BEAVER: We're straightened out now.

18 MR. ROEHRICH: There's no blame. This is no
19 (inaudible). But we need to follow through as you'd asked.
20 That is what you'd asked, and that's what staff will be prepared
21 to do, and we'll get that on an agenda as soon as we can so we
22 can give that update.

23 CHAIRWOMAN BEAVER: Okay. Thank you.

24 Does anyone have additional questions they would
25 like to ask?

1 Okay. So are we now moving on -- do you have
2 anything additional for the 6 part of the 6 and 7, or are we
3 moving on to 7 where we can actually --

4 MR. BYRES: I did have a couple other items.

5 CHAIRWOMAN BEAVER: Okay.

6 MR. BYRES: In the transit forum that we have,
7 we're currently issuing preliminary grant acceptance letters.
8 We have our application in to the FTA. That went in this --
9 this month. We should be hearing back from the FTA on that
10 grant so that we can take the preliminary grant acceptance
11 letters that went out to approximately 80 to 90 providers. We
12 can make those final. So as soon as we get that appropriation
13 through FTA, then we can -- we'll start running through that,
14 and that should be occurring within the next two months, so..

15 We also have a long range plan. We're in the
16 process of developing a draft plan document, and we're looking
17 at bringing that to the Board in September or October for your
18 review. We also have the freight plan. The freight plan is
19 currently in the final draft. We met with the freight plan
20 steering committee last week and got their review and comments,
21 and we're looking at trying to bring that to the Board in
22 September for the final on that.

23 The other things that we have, we have the
24 selected studies. You've heard Alvin talk about several studies
25 that we're looking at. Those are internal studies. We made

1 those preliminary selections two weeks ago, and we'll finalize
2 those next week. So we'll have all those statewide internal
3 studies going for MPD. That's all I had on Item 6.

4 CHAIRWOMAN BEAVER: Thank you.

5 Does anyone have any additional questions on that
6 portion?

7 Okay. We'll now move on to item -- the part
8 under PPAC.

9 MR. BYRES: We have --

10 CHAIRWOMAN BEAVER: The staff presentation for
11 PPAC recommendations of action to the Board, including
12 consideration of changes of the FY 2017-2021 State
13 Transportation Facilities Construction Program.

14 MR. ROEHRICH: Madam Chair, just before we start,
15 I want to identify that there's a typo in the agenda. It's
16 actually 2018 to 2022 is the program, not the '17 to '18. So
17 we'd made that mistake, but Greg will talk to the -- I -- the
18 projects he's talking to are reference to the 2018 to 2022 year.

19 CHAIRWOMAN BEAVER: Okay. And thank you for
20 clarifying that, because I did go through, and the pages 126 and
21 27 do reflect the FY year 2018-2022, so...

22 MR. BYRES: Madam Chair, Board members, we have
23 two projects. Both of these are airport projects. One of them
24 is for the City of Lake Havasu. It is an electrical project
25 that we're working at -- or looking at, and that is a

1 FAA-sponsored grant of \$40,000. The sponsor is putting in 1964
2 [sic], and the State is putting in 1963 [sic], for a total of
3 43,927.

4 The second project we have is for Flagstaff
5 airport. That project is a runway reconstruction project that
6 has an FAA grant of \$7,890,485. The sponsor is putting up
7 \$387,332, and the State's matching it with -- at \$387,332, for a
8 total of \$8,665,149. Those are the two projects that we
9 currently have up for your approval.

10 CHAIRWOMAN BEAVER: Do we have a motion to accept
11 and approve the airport projects Items 7A and 7 B as presented?

12 MR. SELLERS: So moved.

13 MR. CUTHBERTSON: Second.

14 CHAIRWOMAN BEAVER: Motion by Board Member
15 Sellers. Seconded by Board Member Cuthbertson.

16 If there's no additional discussion, all those in
17 favor?

18 BOARD MEMBERS: Aye.

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

21 MR. BYRES: Thank you.

22 CHAIRWOMAN BEAVER: Thank you.

23 We'll now move on to Item 8, which is the project
24 modifications to the FY 2018-2022 Five-Year Transportation
25 Facilities Construction Program. Dallas Hammit, please.

1 Thank you.

2 MR. HAMMIT: Good morning, Madam Chair. Lynn's
3 going to get me on board here.

4 So I was asked to prepare an update on two
5 projects that had discussion last month in Payson, and so I'm
6 going to go through those. The first one is on State Route 69.
7 This is in the city of Prescott. You can see the limits of the
8 project on the screen, and I'm going to zoom in a little bit and
9 show you. So if you know the area, there is a Wal-Mart as
10 you're approaching from Prescott Valley into Prescott, and the
11 car dealer, and then you go down a hill, past Lowe's, and into
12 the Frontier Village.

13 That area we go from three lanes to two lanes
14 back to three and sometimes more. It's a bottleneck. The
15 locals have identified this as a concern and have come -- not
16 just identified it. Come with money and said, "Hey, we'd like
17 to work with the department to improve this."

18 So where are we at today? A scoping document was
19 completed a couple of years ago. As the project developed over
20 time, there will be some modifications to that scoping document,
21 but they're fairly minor. The major elements of the scoping
22 document will remain. As of last week, July 12th, we did
23 complete a joint project agreement, a JPA that all areas signed.
24 And as Chris mentioned, Chris Bridges, earlier, it has multiple
25 signatures. And I'll probably forget somebody, but with NPO,

1 the County and the county flood control and the City of Prescott
2 have all signed on to that agreement. It was executed July
3 12th.

4 With that, we have the opportunity to bring on a
5 designer. We will go through ADOT's on call. Bring that in,
6 and we should be able to have a designer on board by late
7 October. One of the things that that will give us by the time
8 we're in our next programming cycle, we will be at a point where
9 we can get a good cost estimate exactly what this project will
10 cost, and then we need to program. Right now we have a rough
11 estimate from the scoping, but with those modifications,
12 we're -- between two different folks that briefed me -- a couple
13 million dollars different. So what this -- once we get going in
14 design, we can get that -- we'll get to a 30 percent design and
15 have good numbers that we could actually program very well.

16 Before I go to the Flagstaff project, any
17 questions on this 69 project?

18 MR. STRATTON: Madam Chair.

19 CHAIRWOMAN BEAVER: Board Member Stratton.

20 MR. STRATTON: When you say you're a couple
21 million dollars apart, what's the maximum it's looking like?

22 MR. HAMMIT: \$10 million.

23 MR. STRATTON: And the locals are bringing how
24 much?

25 MR. HAMMIT: Right now, only thing that the

1 locals have brought in, they've brought the full amount for the
2 design. They're looking at future years. My understanding -- I
3 don't know if Chris is still here. \$1.2 million, two years of
4 your -- he knows theirs better than I do. But we do not have an
5 agreement started on the construction yet. Only on the
6 development and design.

7 MR. BRIDGES: We currently have \$650,000
8 programmed in fiscal year '20, and then we also have flexibility
9 in fiscal years '21 and on that we could still move things
10 around. If we needed additional funds, we could bring that back
11 to our board and add another 650,000. So potentially another
12 1.3.

13 MR. STRATTON: So that would be a little over \$2
14 million you would bring at that point?

15 MR. BRIDGES: Right. \$1 million for the design,
16 and potentially 1.3 for construction.

17 MR. STRATTON: And did your \$10 million, Dallas,
18 include design, or was that construction only?

19 MR. HAMMIT: I believe that was the complete
20 project total. So it would be design and construction. Again,
21 with the change in the scoping, there's not a detailed estimate,
22 so a lot of it is gut feels from experts, but we haven't fully
23 scoped the project that's being -- that will be designed. So we
24 don't have exact numbers at this time.

25 MR. STRATTON: So going through this detail,

1 obviously, it's something that I'm assuming the state engineer's
2 office agrees needs to be done since you're doing the scoping
3 and you're looking into the project in detail?

4 MR. HAMMIT: This is a need that we can support.
5 At the same time, there's lots of needs, and within the
6 system, when we bring this into -- if we brought it into this
7 program or any other, we're going to bump out another project
8 that we felt was very -- that had a need as well. So we haven't
9 prioritized it above some of the others. And I don't know if
10 I'm answering your question, but if we do this project, we're
11 bumping out, say, a pavement preservation prong that's already
12 in the program or some other project that's in there. I can say
13 that it is a need. The priority is where we would have to have
14 more discussion once we know the full dollar amount.

15 MR. STRATTON: Madam Chair, if I can continue.

16 CHAIRWOMAN BEAVER: Yes, Board Member Stratton.

17 MR. STRATTON: The moneys that we had the
18 telephonic meeting on the 347 and we did move some funding
19 around, weren't there about \$4.5 million left -- that came
20 back to us because of the local share that was going into
21 that?

22 MR. HAMMIT: Chairman Beaver, Board Member
23 Stratton, I need to look at those details. I don't remember
24 them off the top of my head.

25 MR. ROEHRICH: Madam Chair, Mr. Stratton, yes, as

1 part of that programming, they did reduce the money, rolled it
2 into the contingency. What I don't know and I think we would
3 need to research is has that gone to cover current projects. I
4 can't tell you that there's money just sitting there without
5 understanding if that money has already been reprogrammed into
6 current projects.

7 MR. HAMMIT: And Madam Chairman, if it was, it is
8 this year's money that we would not be prepared to spend on this
9 project, so we haven't started design as of yet.

10 MR. ROEHRICH: Right now I think you're
11 targeting 2020 is the construction (inaudible).

12 MR. HAMMIT: That is correct.

13 MR. ROEHRICH: So you'd be looking at studying
14 projects in 2020 or 2021 and then how that would affect those
15 projects lifting at that time and as you look at bringing it
16 into the program.

17 MR. HAMMIT: That is correct. Yes.

18 MR. STRATTON: So if we were to fund this, we
19 wouldn't have to move it all out of one year, it could be
20 several years?

21 MR. HAMMIT: Madam Chair, Member Stratton, the
22 year that we fund the construction, we have to have the -- all
23 the money for this project in that year. So if it goes into FY
24 2020, in FY 2020 we have to have the full amount for that
25 project.

1 MR. STRATTON: One of the things and I'm sure all
 2 of you have realized this through the past meetings is as we
 3 receive officers, if you will, for these entities, whether it's
 4 Flagstaff or CYMPO or the town of Maricopa, I think it's
 5 terribly important that we recognize that and try and fund these
 6 projects if they are a priority to make our dollars stretch, and
 7 in order for these organizations to continue with their design
 8 and programming their money for future years, I believe it takes
 9 a commitment on our part so that they understand it will be
 10 done. I would really like to see this added to the five-year
 11 program. If we -- in 2020. If we don't have contingency
 12 moneys, our -- because it's a new year, this is the first month
 13 of the new year, then at this point I would ask that we look at
 14 other projects and maybe moving some money around.

15 MR. ROEHRICH: Madam Chair, I guess if I could
 16 just comment generally on that. I think that's a real great
 17 opportunity, as we talked about, for partnering. And especially
 18 the comments earlier that -- like Mr. La Rue had brought up when
 19 you look at the national level, if that's what Congress and the
 20 administration want to see is more local leverage for the
 21 federal government to come in with funding, I think it's great
 22 to do that.

23 To me, again, the comment here is timing. We're
 24 talking about trying to fit a project in to fiscal year '20 when
 25 we're in 2018, and we still got two programming cycles that, you

1 know, may allow us to see revenues increase a little bit in the
 2 future where this could be brought in without affecting a
 3 project. We just don't know that until we get to those
 4 programming cycles now. If you fit it in now, that means you're
 5 probably displacing something. But yet we're not delaying this
 6 project because design is on its way. The study is on its way.

7 Is there a measure of now that we know this is a
 8 priority -- and again, we want to work with the Board and we
 9 want to work with the locals -- as we look to bring in the
 10 construction in two years, could the next programming cycle be
 11 the time to bring it in where we could then see what the new
 12 estimates are, revenues? We could see what -- if projects are
 13 starting to shift around because of other -- the deferrals so
 14 the project's available.

15 As Dallas said, the contingency fund we have now
 16 is only for '18. Don't touch the contingency fund for '20. So
 17 there's no extra funds in '20 at this point until we make
 18 programming changes. So again, I think the question is -- and
 19 the Board needs to ask this question -- when you want to adjust
 20 the priority or you want to look at those partnerships to
 21 bringing projects in -- bringing projects in the program, when's
 22 the best time to do that and not delay those projects? You
 23 know, we could do this in the next programming cycle, and
 24 theoretically, maybe there might be an increase in funds or
 25 maybe there might be something where we know projects are

1 slipping, and that opens up the funding. And therefore, we have
2 no impact on any other project, other than what was already
3 occurring.

4 MR. STRATTON: Madam Chair.

5 CHAIRWOMAN BEAVER: Board Member Stratton.

6 MR. STRATTON: And I don't disagree with what
7 you're saying, Floyd. I understand.

8 My concern is when we're dealing with an
9 organization, in this case CYMPO, if we don't make the
10 commitment, then how can they set their yearly budgets up in the
11 future? How could they know, as Chris said, there could
12 possibly be another 650,000? But if we haven't made a
13 commitment of funding on our part, then how can they let that
14 money sit and not do anything with it? They need -- they need
15 some guidance, I believe. And maybe Chris can elaborate on this
16 or what their process is, but my concern is if we don't make the
17 commitment, then how can they commit their dollars to future
18 projects? They may want to reallocate them, because they don't
19 know if we're going to fund our portion.

20 MR. HAMMIT: Madam Chair, Member Stratton, one
21 thing to remember, and Chris can correct me if I'm wrong, the
22 moneys that they're committing are FY '21 and beyond funds,
23 because the money that they're working on the design are their
24 current years. So the moneys that they have available are FY
25 '21 and beyond. So that's the first that their moneys are

1 available, if -- with those -- that's their schedule of their
2 funds coming into our -- this project.

3 MR. STRATTON: I understand that, but my concern
4 is if we don't make a commitment, then how can they hold those
5 funds and not have entities want to put other projects up for
6 those funds that they could do themselves? I feel very strongly
7 that we have to -- especially on a project like this where
8 there's been multiple fatal crashes. It affects a lot of
9 Arizonans. I think we have to -- if this is what the Board
10 wants to do and leverage dollars, as it seems to be the trend
11 from the federal government down, then I think we have to step
12 up and show a commitment. That's my personal opinion.

13 CHAIRWOMAN BEAVER: I would like to ask if Chris
14 could just respond to that question about the 2021 and the...

15 MR. BRIDGES: Sure. Currently in our
16 Transportation Improvement Program, we do have committed
17 \$650,000 in fiscal year '20. That one's already been approved
18 by the TAC and the Board. What I would need to do, what Dallas
19 is talking about, those years, '21, '22, '23 and so on, we'd
20 have to go back to the Board to add fiscal year '21 to this
21 project in order to make it the full 1.3 million. So we do have
22 '20 currently today as it stands. I'll be happy to take it back
23 to our board. Supervisor Brown's here. He's the chairman of
24 the CYMPO board, and I'll be able to talk to him right away
25 about this and get that on an agenda in September. So that's

1 where we stand with our funding.

2 MR. STRATTON: Madam Chair.

3 CHAIRWOMAN BEAVER: Okay. Board Member Hammond
4 has a question.

5 MR. HAMMOND: It's not a question. It's not a
6 question. It's more of just an observation. I think the Board
7 is very much in favor of this project, but I also -- I try to
8 pay very close attention when I hear this -- any project
9 discussed as to whether ADOT has -- is not listening, ADOT is
10 not properly prioritizing, ADOT is not properly putting projects
11 into the system in a priority that they feel is responsible.

12 And if -- I have not heard in my -- on this
13 project or pretty much any project that ADOT's not listening.
14 So when I hear a project's going to get bumped that ADOT thinks
15 might have a higher priority to this project or any project, you
16 know, I guess as a board member, I'm okay as long as it's coming
17 out of the same district. If we're bumping projects, but if
18 they're coming out of other districts, you know, then you kind
19 of get my attention as a board member from southern Arizona.

20 So I guess what I want to hear from Chris or
21 anybody is that ADOT's not listening. ADOT's not being
22 responsive. You know, we should override a process that is --
23 seems to be functioning very well. I'm sure there's times when
24 it doesn't. But that's what I'm really attentive to. Before
25 I -- as a board member, at this meeting, for example, if it came

1 to it, decide to vote to do something that staff is not prepared
2 to recommend. So I'm listening very attentively as to whether
3 ADOT staff is not listening and being attentive, because that
4 seems to be what you might be suggesting, and I would like to
5 hear if that's actually the case.

6 MR. BRIDGES: Board Member Hammond, that is
7 completely not the case. In fact, Dallas, Alvin, all the
8 district staff and all the staff in ADOT have been completely
9 responsive. They listen to our concerns. They work with us.
10 In fact, we have an excellent partnership.

11 So, you know, in no way do I, you know, want to
12 come across as ADOT's not listening. But, you know,
13 unfortunately the times that we are in, with the tough dollars,
14 it's a tough ask. And everybody has their projects. I realize
15 that. It doesn't matter if it's me or Mayor Price or anybody
16 else showing up here. You know, we all have our regional
17 priorities, and we're trying to relay those to you, and
18 hopefully we get to have those in there. I think we've made
19 great strides on this.

20 Like I said, Dallas and Alvin have been
21 tremendous on this. We're far enough along where our local
22 communities have thrown in their cash as well, which is also
23 tough for them. I think we're in a good position here. So I
24 would like to keep moving forward with our great partnership,
25 and I don't want to come across as we're not.

1 MR. HAMMOND: Thank you.

2 CHAIRWOMAN BEAVER: A comment I would like to
3 make with regard to this is I guess we've been aware of this
4 project for awhile now, and when we were going through the
5 process and had the study session for the 2018-2022, I remember
6 at the very end there were some projects that were added in. It
7 seemed to me is it about 40 million -- there was money found,
8 and so there were projects added in. I'm thinking it was at the
9 study session down in Phoenix where this occurred. And there
10 were some projects added in at the end because of this found
11 money. And so I am thinking -- I guess my question is: This is
12 something we were aware of. Did we feel that those other
13 projects that were added in at the end basically -- bad choice
14 of words -- but trumped this project.

15 MR. HAMMIT: Madam Chair, and if I get off track
16 someone can help me, but one of the things to remember, every
17 year when we present a program, we -- our long range plan is a
18 funding strategy between capacity projects or expansion,
19 modernization or preservation. We had a target to get to a
20 minimum number of preservation dollars, about 260 at that time.
21 In each year we have spent more -- and which would leave the
22 Greater Arizona about \$25 million in expansion projects. Each
23 year we've spent more than 25 million on expansion.

24 So when those moneys came available, my memory of
25 those projects -- and I'd have to look at each one -- but the

1 vast majority I can say with confidence were a preservation
2 project that we were able to move forward to meet that goal that
3 the Board had set. "Hey, this is our funding strategy. We want
4 this percentage in preservation, this percentage in
5 modernization, and this percentage in expansion." And so those
6 projects that came in were preservation projects that were in
7 future years that we were just able to advance to the current
8 year.

9 MR. ROEHRICH: And Madam Chair, I think that's a
10 key point to remember. It's fiscal year, and that 40 million,
11 if you remember, there was the 25 million goal the Legislature
12 gave for 189. There was some of -- the measure of being able to
13 bring in some preservation. But all of that was in this first
14 year, 2018. And again, we're 20 -- if you look at 69, we did
15 not recommend putting money in 69 with using that money, because
16 it wasn't ready in 2018. Design started -- we're looking at
17 now, if it's ready for construction in 2020, then we will have
18 time to bring that into the program through our normal process
19 to adjust when we update each year to the revenues that we have
20 available and to look at what projects need to be prioritized in
21 that year. So this board will have the opportunity to continue
22 to focus on the priority of the projects you watch each fiscal
23 year as we move forward through the programming cycle.

24 CHAIRWOMAN BEAVER: And if I'm correct, though,
25 the question or the concern that Board Member Stratton's

1 bringing up is because they're moving along and they've got
 2 commitment for certain dollar amounts right now, if we don't
 3 build this into the program, are they going to be able to have
 4 that ability to say, "Okay. This project's on track. We're
 5 needing more dollars." And so I think that's where the question
 6 is on their part, is that they're needing some kind of action
 7 from our board that says, you know, "We're going to support
 8 this," and then they can go forward with developing whatever it
 9 is to get their funding portion.

10 MR. ROEHRICH: Madam Chair, I can't speak to what
 11 Mr. Bridges and CYMPO need or want. That's up to them. I'm
 12 just trying to react to the decisions this board makes relative
 13 to our five-year program and make sure that whatever you're
 14 guiding us or you're directing us to do as staff, we can look at
 15 you and say it's fiscally constrained and it's the correct thing
 16 to do given the programming requirements that we have.

17 MR. STRATTON: Madam Chair.

18 CHAIRWOMAN BEAVER: Yes. Board Member Stratton.

19 MR. STRATTON: First off, I'd like to follow-up
 20 on Board Member Hammond's comment that we shouldn't be moving --
 21 I'm not suggesting we take money out of MAG or PAG or anything
 22 else if we fund this; that it should come out of Greater
 23 Arizona.

24 But as Greater Arizona, other than possibly the
 25 RTA in Pinal County if it passes in November, doesn't have the

1 option for help from a MAG or a PAG. And when we get the
 2 opportunity to leverage dollars and make those stretch in
 3 Greater Arizona for a priority or a warranted project, I really
 4 believe we have to pay attention to that.

5 Secondly, if we'll go back to the conversation in
 6 Payson, we don't like to do anything contingent, and I agree
 7 with that. We shouldn't.

8 I'm going to ask that this be tabled until
 9 September. I'd like for CYMPO to consider what you suggested
 10 and see if they will make those commitments for future years,
 11 and I think our scoping document will be a little bit further
 12 along. We may have some better information, and we may know a
 13 little bit more about contingency funds as we go through this
 14 first quarter of FY '18. So I'd make a motion that this is
 15 tabled until the September meeting.

16 MR. ROEHRICH: Madam Chair, Mr. Stratton, we
 17 don't need a motion for that. You just guide us and say that
 18 this will be a future topic. That's all we need.

19 MR. STRATTON: I'd like to see it on the
 20 September meeting and discussion, and see what CYMPO has done
 21 and see where we stand with the -- the scoping document and
 22 such.

23 MR. HAMMIT: Madam Chair, Mr. Stratton, Chris
 24 just informed me October would be better, because with their
 25 meeting schedule, they won't be prepared to do that before

1 October.

2 MR. STRATTON: Then I'll ask that it come back in
3 November, as I may be out of the country in October, and this is
4 certainly a project I want to have input on.

5 CHAIRWOMAN BEAVER: So as I understand it, the
6 request is to bring this back in November.

7 MR. ROEHRICH: Madam Chair, that's correct.
8 We'll agenda this item in November.

9 CHAIRWOMAN BEAVER: Okay.

10 MR. ROEHRICH: And I'll be out of the country, by
11 the way. Good luck, Dallas.

12 MR. HAMMIT: Where you going?

13 MR. ROEHRICH: I haven't figured it out yet.
14 Believe me, I'm finding a place, a place with a beach.

15 MR. LA RUE: Book a flight for two.

16 CHAIRWOMAN BEAVER: Okay. So it looks now like
17 we're moving on to the second --

18 MR. ROEHRICH: Well, okay. Yes. The second
19 item.

20 CHAIRWOMAN BEAVER: The second half --

21 MR. ROEHRICH: Right.

22 CHAIRWOMAN BEAVER: The second half of the Item
23 8, which now would be the 4th Street Bridge replacement in the
24 city of Flagstaff.

25 MR. HAMMIT: So we're going to move north. This

1 -- the 4th Street Bridge is a bridge over Interstate 40 in
2 Flagstaff. You can see that the big map -- and I'm going to
3 zoom in on it. There's actually two bridges over Interstate 40.
4 The -- ADOT was in the process of doing a preservation project
5 on those bridges.

6 The City of Flagstaff approached the department
7 and said, "While you're doing this work, it would make sense to
8 widen these bridges to add for future capacity of 4th Street."
9 And as you can see from the aerial, that to the north there,
10 there is a widening of the existing roadway. ADOT had a scoping
11 document completed. They are reconsidering that scoping,
12 because the original scoping document was just to preserve the
13 existing roadway -- or the existing bridges.

14 What do we need to do to -- if we want to expand?
15 One thing we could do is rehab the existing and widen. The
16 other thing we could do is reconstruct the whole thing. One of
17 the advantages of reconstructing the whole thing is we can
18 account for future widening of I-40. Someday we're going to
19 need -- Audra would tell me it's today -- but someday we're
20 going to need three lanes in each direction on I-40. And if
21 we're going to put money into a bridge structure, it makes a lot
22 of sense that that new bridge structure can span three lanes.
23 So we're in that process.

24 At the same time, Audra and the district staff,
25 are working with the City of Flagstaff, getting agreements on

1 costs. Right now the -- a rough estimate is around \$9 million.
 2 ADOT ,looking at 4 million. The City, 5 million. And they have
 3 a -- draft ideas for a JPA that have not been executed, but they
 4 were moving forward. Once that can happen at the same time,
 5 we'll finish the scoping to know, yes, it's going to be a new
 6 set of bridges, or we can work with a preservation. That
 7 decision should be made in the next -- I'll make sure, but I
 8 think it will be done within the next month what type of
 9 structures we're going to do. So that project is moving forward
 10 through the negotiations of the JPA, and the scoping will be
 11 completed early this year, this fiscal year.

12 CHAIRWOMAN BEAVER: Board Member Stratton.

13 MR. STRATTON: Dallas, if I'm correct, didn't we
 14 have \$2 million budgeted for repairs?

15 MR. HAMMIT: That was in the preservation plan
 16 for that. That was part -- that would be part of our 4 million
 17 if we bring that forward. Yes.

18 MR. STRATTON: All right. And what year was that
 19 for?

20 MR. HAMMIT: I believe it was 2020. Do you
 21 remember? 2020.

22 MR. STRATTON: Thank you.

23 I'd ask that this come back to the Board at the
 24 same time as the CYMPO project comes back. I think things will
 25 be a lot further along. A JPA may be signed. Your scoping or

1 your recommendation of replacement or not would be done. I
 2 think it would be appropriate to address both of these. It's
 3 actually the same situation. We have an entity coming forward
 4 with a lot of money, and it would cost ADOT very little in
 5 addition to that. So I'd like to discuss it at that time again.

6 CHAIRWOMAN BEAVER: Okay. And do I understand we
 7 don't need any kind of a motion on this, but we would like both
 8 of them brought back for the November meeting?

9 MR. ROEHRICH: That's correct. Yes, ma'am.

10 Well, beyond the agenda.

11 CHAIRWOMAN BEAVER: If there's nothing further.
 12 Are you -- would you like to share anything additional?

13 MR. HAMMIT: Not on Item 8, Madam Chair.

14 CHAIRWOMAN BEAVER: Okay.

15 MR. SELLERS: Madam Chair.

16 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

17 MR. SELLERS: That would not delay this project
 18 in any way by delaying our decision on this until November?

19 MR. HAMMIT: Madam Chair, Member Sellers, no, it
 20 would not.

21 CHAIRWOMAN BEAVER: Okay. If there's no
 22 additional questions, we will move on to Item 9, the state
 23 engineer's report.

24 MR. HAMMIT: Thank you, Madam Chair.

25 As far as the state engineer's report, currently

1 we have 116 projects under construction totaling \$1.527 billion.
 2 Ten projects were finalized in April, totaling \$20 million, and
 3 year to date, we have finalized 133 projects.

4 Another item in the state engineer's report, I
 5 was asked to brief the Board on our safety corridors. Right
 6 now, we have four safety corridors throughout the state.
 7 Somebody asks, "Well, how did you pick these four? Why only
 8 four?" We work very closely with DPS, the Department of Public
 9 Safety, as well as the Governor's Office of Highway Safety on
 10 identifying corridors that had a large number of crashes as well
 11 as a large number of citations. DPS brought that information
 12 in.

13 And the big thing is, is behavior. We believe on
 14 these corridors, behavior is causing a number of the crashes.
 15 So as you see, the corridors in this area on I-40, and I call it
 16 between the 93s, so here in Kingman, 93 as you go north, you
 17 take I-40 and then you go south to Wikieup. That segment of
 18 I-40 is one of our safety corridors. This segment of I-10 as
 19 you approach the tunnel is a safety corridor. The segment of
 20 I-10 as you leave the 202 in Chandler and go through the Gila
 21 River is another safety corridor. And then our last safety
 22 corridor is also in the metro area on US-60.

23 In these areas, DPS is committed to extra law
 24 enforcement. That's one reason we can't expand it to multi --
 25 or a lot more areas, because it does expend multiple resources.

1 We participated by getting some signs as well as the Governor's
 2 Office of Highway Safety brought money to the table in this
 3 effect. So, again, we're working to educate the drivers and put
 4 increased enforcement are key things we're -- or attempt to make
 5 -- save lives by reducing unacceptable behavior. They're going
 6 to be ticketing very close to the speed limit. Their signs say
 7 zero tolerance, and I have had reports on I-10 that people have
 8 been cited for less than five over at different times.

9 We're also -- target areas, as I said, where we
 10 had a large number of fatal crashes and where there was a number
 11 of citations based on behavior, speeding, lack of restraint and
 12 impairment. So that's how we identified our safety corridors.
 13 We have -- we're evaluating them over the next two years. We're
 14 about nine months into it. We will evaluate it after that
 15 period. We plan to continue the program, but we may switch
 16 corridors. Did we make a difference? And if we did, maybe we
 17 can find additional funds to put more law enforcement on another
 18 corridor.

19 CHAIRWOMAN BEAVER: Excuse me. I would like to
 20 ask you a question with regard to those safety corridors. Two
 21 points. With the law enforcement, for those particular areas,
 22 have you identified or have they identified for our use, which
 23 I'm assuming if they've been identified as safety corridors,
 24 they have, but the accidents and things that have happened on
 25 those roads, is it speeding? Alcohol related? Drug related?

1 Texting on a phone? Like, what -- what is causing those
2 particular areas to have a higher level of problem than other
3 areas, one? And two, I'm just curious do those stretches have
4 the overhead signage that are going up around the state?

5 MR. HAMMIT: Madam Chair, the answer to the first
6 part is yes to all of them. These are identified because of
7 behavior issues, a behavior of driving too fast, and that is the
8 common thread throughout all of these four corridors. There's
9 excessive speed.

10 But there is also impairment. They have details.
11 They're putting details to do stops to see if there's impaired
12 drivers. They're adding that to this.

13 They identify distracted driving. Right now we
14 don't have a primary law that we can stop for distraction, other
15 than if you're being careless. You know, they -- we don't have
16 a stop for obvious texting or distracted, but if you're making
17 erratic lane changes, they can stop you for that. They're
18 looking for those behavior areas.

19 The second question, overhead message boards, in
20 all of these areas we do have a number of overhead message
21 boards that we can alert motorists for any number of -- you
22 know, I was just in Star Valley two nights ago with the city
23 council, and we worked with them after the Payson meeting to get
24 on the message board to warn drivers to slow down. If you
25 remember a few years ago, they had photo enforcement through the

1 town. That went away and they saw an increase in speed. They
2 put up some speed feedback signs, so it says, "Your speed is,"
3 and it flashes at you. And we used our message boards, and they
4 were very happy that we're using that for safety purposes to
5 help speed through their town, control behavior.

6 CHAIRWOMAN BEAVER: In addition, kind of for the
7 benefit of Board members, if all of you have not been over to
8 the TOC, because that's where those message boards -- the
9 messages that are coming out on those boards come from there to
10 begin with. If you haven't had the opportunity to have that
11 tour yet, you might see if they can set it up for you. I think
12 maybe Jesse and Steve, you haven't been there yet. Very
13 interesting, though.

14 MR. HAMMIT: Madam Chair, I have one more. And
15 on that note, I'd be happy to take anyone to the TOC if it's
16 your first time or 10th time. We were constantly making
17 changes. A couple years ago, we brought law enforcement in.
18 That's been a game changer. Having them sitting right next to
19 our operators communicating, not only to our staff, but through
20 their staff, and they can see what's going on before their
21 troopers are getting on site has been a game changer in the
22 valley, and we're working to increase that throughout the state
23 where we have cameras.

24 CHAIRWOMAN BEAVER: And I'd also add, I think
25 that's where the Twitter feed is coming out of, too, for weather

1 and all of that. So it's just -- it's really, I think, a plus
2 for the citizens of Arizona, because it just adds a level of
3 oversight and safety that we haven't maybe had in the past.

4 MR. SELLERS: Madam Chair.

5 CHAIRWOMAN BEAVER: Board Member Sellers.

6 MR. SELLERS: Yeah. I think I'm the one that
7 asked to have this on an agenda, and I guess one of my questions
8 is: Do we know of other areas that have done something like
9 this and what kind of results they've gotten? And I guess my
10 other question is -- that people keep asking me is: Why don't
11 we set speed limits that we're willing to enforce rather than
12 just having certain areas where we're going to enforce the speed
13 limits?

14 MR. HAMMIT: Madam Chair, Member Sellers, it has
15 been done in other states, and we have seen success. Other
16 states have different laws. So as you approach Grands, New
17 Mexico on I-40, between Gallup and Albuquerque, they have a
18 safety corridor. One thing New Mexico allows through their
19 legislature, if you're speeding or you're ticketed within a
20 safety corridor, it's a double fine. We don't have that
21 legislation that would allow it in Arizona. But they do have
22 that, and they've seen some reductions in crashes in that area.
23 There's -- in the neighborhood of 10 states that we know of that
24 have these safety corridors with a mixed area of success.

25 As far as speed limits, a number of these

1 areas -- US-60 is a good example. The speed limit is posted at
2 65. When it's on the morning commute, you're lucky to go 45.
3 But after that, we have a very -- we have a lot of pavement.
4 It's very comfortable to drive, and probably your 85th speed
5 average is 75 or above. It would not be prudent to sign that in
6 an urban area at 75, even though we know that the 85th speed is
7 75.

8 As far as enforcement, I think DPS would tell me
9 that it's their availability of troopers, that they don't have
10 enough to greatly enforce more than in these corridors. They
11 are out there. I see them on the roads regularly pulling people
12 over, but they're limited on the numbers of troopers they have
13 to put out there.

14 CHAIRWOMAN BEAVER: Just it's something related
15 to the safety issue, but I know this is the second time on that
16 Corwin Drive in Bullhead City that it's come up. Is it possible
17 we could just have Alvin look into that and see?

18 MR. HAMMIT: Madam Chair, I'll make sure you get
19 a briefing on that, the status of that project.

20 CHAIRWOMAN BEAVER: Okay. Thank you.

21 MR. HAMMIT: And if I may, one thing that ties
22 into our safety corridors, during holiday events, we've
23 identified these holiday corridors. So on holiday events,
24 Memorial Day, 4th of July, Labor Day, we are putting extra
25 enforcements, very similar to the safety corridors, but we know

1 on holidays, I-17 is a challenge. I was on there on the 3rd for
 2 almost two-and-a-half hours trying to get to Phoenix to the
 3 airport. A rollover crash happened. 87 is another area, and
 4 I-10 between the (inaudible) between Phoenix and Tucson.

5 In addition to having the extra enforcement,
 6 again, we're working with law enforcement. We're staging
 7 equipment. So I put loaders, signs and those things in
 8 strategic areas during that period so if we do have a crash, we
 9 need to get people fast, I had the equipment already on site
 10 during those periods of time. So -- and they have been
 11 confused, because in the media they call those safety corridors
 12 as well, but I just wanted to point out the difference between
 13 our holiday corridors are specific times, versus the safety
 14 corridors are all the time.

15 And that's all for the state engineer's report.

16 CHAIRWOMAN BEAVER: Thank you.

17 I will -- I think -- I had heard a comment with
 18 regard to the -- because it actually flashes holiday corridor,
 19 and somebody said, "Well, the holiday's over." Well, it was,
 20 like, the day after, you know, and I don't think things had
 21 gotten changed yet. But there was still a lot of traffic that
 22 was coming home, but it was just one of those comments that
 23 somebody had made about it.

24 If there's nothing additional with regard to the
 25 state engineer report, we'll move on now to the construction

1 contracts.

2 MR. HAMMIT: Madam Chair, thank you. And all the
 3 Board, thank you for the approval of the items in the consent
 4 agenda.

5 We do have some projects to talk about. I want
 6 to point out in the summary sheet, year to date total, we have
 7 445 million, almost \$800,000 that we -- are low bids. Our
 8 estimate was 441, we'll call it. We were within 1.1 percent.

9 Starting next month we will start the fiscal year
 10 over. I asked because when I saw this yesterday -- or day
 11 before yesterday, why is it now we're in the July and the next
 12 fiscal year. These were the projects that were advertised in
 13 the past year, but starting the next year, we'll start this
 14 table over and -- for the new fiscal year. But as -- for the
 15 year, we're within 1.1 percent total.

16 And a lot of that change came in the last few
 17 months. We have seen more pricing volatility over the last few
 18 months.

19 Item 10A, if we're ready, Madam Chair.

20 CHAIRWOMAN BEAVER: Yes.

21 MR. HAMMIT: This is a project in Flagstaff. It
 22 is a widening of a local street, and one of the things -- I get
 23 information very fluid. So five minutes after the board meeting
 24 started, this project was originally listed asking the Board to
 25 postpone. I'm going to have a different recommendation.

1 Michelle said I will not go to jail if I recommend that, so I am
2 going to move forward with it.

3 On this project, the low bid was \$538,000. The
4 State's estimate was \$490,200. It was over the State's estimate
5 by \$47,800, or 9.8 percent. One of the concerns that we were
6 looking at on the postponement since it is a local project, did
7 they have the money for the extra funds. I did find out this
8 morning they do. So my recommendation is not to postpone, but
9 after reviewing the bids that the department does believe this
10 was a responsive and responsible bid and would recommend award
11 to Ban Construction, Inc. And one note. If it -- if I'd have
12 had the information earlier, this would have been on the consent
13 agenda, because it's within those limits.

14 CHAIRWOMAN BEAVER: Okay. Can --

15 MR. LA RUE: So moved.

16 CHAIRWOMAN BEAVER: Could I just have
17 clarification? You said Ban Construction, and this is --

18 MR. HAMMIT: Oh, excuse me. It's Contracting.

19 CHAIRWOMAN BEAVER: Contracting, Inc.

20 MR. HAMMIT: Yes.

21 CHAIRWOMAN BEAVER: Motion --

22 MR. LA RUE: So moved.

23 CHAIRWOMAN BEAVER: Motion by Board Member La
24 Rue. Second?

25 MR. CUTHBERTSON: Second.

1 CHAIRWOMAN BEAVER: Second by Board Member
2 Cuthbertson to approve Item 10A.

3 All those in favor?

4 BOARD MEMBERS: Aye

5 CHAIRWOMAN BEAVER: All those opposed? Motion
6 carries.

7 UNIDENTIFIED SPEAKER: Opposed.

8 CHAIRWOMAN BEAVER: Okay. Now we'll move on to
9 Item 10B.

10 MR. HAMMIT: Madam Chair, this is a project in La
11 Paz County. It is a shoulder repair. The low bid was
12 \$1,361,893.08. The State's estimate was \$900,361.55. It was
13 over the State's estimate by \$461,531.53, or 51 percent. We saw
14 higher-than-expected for our concrete poured and mobilization.
15 The County would -- since they were -- they're on the hook for
16 coming up with addition funds, and to ask us to reject all bids,
17 they'd like to take that, rescope it within the budget and
18 re-advertise at a later date. So the recommendation is to
19 reject all bids.

20 CHAIRWOMAN BEAVER: Is there a motion to accept
21 and approve --

22 MR. HAMMOND: So moved.

23 CHAIRWOMAN BEAVER: Okay. Thank you. Board
24 Member Hammond's made a motion to accept and approve staff's
25 recommendation to reject all bids. Is there a second?

1 MR. STRATTON: Second.

2 CHAIRWOMAN BEAVER: Seconded by Board Member
3 Stratton.

4 All those in favor?

5 BOARD MEMBERS: Aye.

6 CHAIRWOMAN BEAVER: All those opposed? The
7 motion carries.

8 Item 10C.

9 MR. HAMMIT: Thank you, Madam Chair.

10 This is a project in the city of Glendale. It
11 has some decorative pavement and lighting. The low bid was
12 \$595,000. The State's estimate was \$477,867. It was over the
13 State's estimate by \$117,133, or 24.5 percent. The local has
14 come up with the additional funds. The reason in the difference
15 was some of the special pavers that were used and the grading
16 for the pavement. It was a tight area. With the additional
17 funds, the staff has reviewed the bids and believes the bid is
18 responsive and responsible and would recommend award to KAZ
19 Construction, Inc.

20 MR. LA RUE: Move to award.

21 MR. STRATTON: Second.

22 CHAIRWOMAN BEAVER: Okay. Motion to accept and
23 approve staff recommendation for award, the contract for Item
24 10C to KAZ Construction was made by Board Member La Rue, and
25 seconded --

1 MR. SELLERS: Can I ask a question?

2 CHAIRWOMAN BEAVER: -- by Board Member Stratton.
3 (Inaudible.)

4 MR. HAMMOND: I'd like to ask a question. You
5 know, this is in the middle of the city and you only got two to
6 bid on it? Is that normal?

7 MR. HAMMIT: Not generally. I think with the
8 lighting and the site work, it's a mix on who's going to be a
9 prime. Is it going to be an electrical contractor or a paving
10 contractor? I think as we put together projects or encourage
11 locals, we need to look at that, because there's few that can do
12 both those items of work. And remember, our contractors have to
13 do at least 40 percent themselves. They can't sub out more than
14 that.

15 MR. HAMMOND: Thank you.

16 CHAIRWOMAN BEAVER: Okay. The motion's to accept
17 and approve staff's recommendation for Item 10C.

18 All those in favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN BEAVER: All those opposed? Motion
21 carries.

22 Item 10D.

23 MR. HAMMIT: Thank you, Madam Chair.

24 Item 10D is a multi-use path in the city of
25 Litchfield Park. On this project, as we reviewed the bids, the

1 low bid -- low bidder submitted their DBE paperwork. It was
 2 found that they did not meet the DBE goal. None of the other
 3 three bidders submitted their DBE paperwork within the allotted
 4 times. With that, they are all nonresponsive. So the staff's
 5 recommendation is to reject all bids, and we will re-advertise.

6 MR. STRATTON: Madam Chair.

7 CHAIRWOMAN BEAVER: Board Member Stratton.

8 MR. STRATTON: Is this the project we received
 9 the letter on from Combs?

10 MR. HAMMIT: Madam Chair, Member Stratton, that
 11 is correct.

12 MR. STRATTON: I have a couple questions, if I
 13 may then. Just curiosity.

14 Is it that all bidders have to put their DBE in
 15 with the bid or within five days, or if the low -- apparent low
 16 bidder did not submit or didn't meet it, then the next bidder
 17 would have five days after notification to turn that in, or does
 18 he have to turn it in at the time of the bid, he or she?

19 MR. HAMMIT: Madam Chair, Member Stratton, it is
 20 all bidders have to turn in their DBE within five days of the
 21 opening. This did change right at the first of the year, and if
 22 you remember, I think we were in the Tucson area, we had a
 23 similar issue. I briefed the Board at that time. At the same
 24 time, the department did a lot of outreach with our Association
 25 of General Contractors. They worked with us very closely on

1 developing this bid.

2 Our federal partners also worked with us. One of
 3 the recommendations was wanted to turn in all your stuff at bid
 4 time, there is some disadvantages for the contracting community
 5 with that. The other was the top three have to turn it in every
 6 time. The agency, the contractors had some concern with that.
 7 One, you're asking a disadvantaged business enterprise, "Give me
 8 paperwork and do this work, and you're not going to get the
 9 job," because I was second or third, and they didn't think there
 10 was going to be compliance.

11 So we worked out a compromise. Anyone who's
 12 going to be considered for the project has to turn it in, but
 13 there's no dissidence to the contractor if they don't. One
 14 thing to point out to go to your question, before this started
 15 this year, if we rejected, number one, number two had five
 16 additional days. That's what changed within the spec, and
 17 that's where we were told we were non-compliant by FHWA with our
 18 current DBE process.

19 MR. STRATTON: Madam Chair, if I -- I do remember
 20 you asking us to postpone a bid so that the next lowest bidder
 21 could supply their DBE material, I believe. I didn't remember
 22 if it was prior to the first of the year or since the first of
 23 the year, but if we changed policies, did we advise all
 24 contractors? Do we give them a notice or how was that handled?

25 MR. HAMMIT: So we work very closely with the

1 contractors association. Our staff briefed at our joint
 2 luncheon. Their AGC went and briefed in their individual
 3 meetings, because they were at the table when we drafted the new
 4 specification, as well as it's in our specification at least
 5 three times saying if you don't turn it in, you're
 6 nonresponsive.

7 So we did outreach. We sent out fliers. And in
 8 addition to this, every project, the day after opening, our
 9 business engagement group sends a email out to every bidder
 10 saying, "Turn in your DBE paperwork." So they're reminded. We
 11 did outreach on the project -- or on the process, on the new
 12 specifications.

13 MR. STRATTON: And this is the first it's come up
 14 since the first of the year change of policy?

15 MR. HAMMIT: As a protest, Mr. Stratton, that is
 16 correct.

17 MR. STRATTON: That's all, Madam Chair.

18 CHAIRWOMAN BEAVER: Thank you.

19 Do we have a motion?

20 MR. LA RUE: I'd move to accept the
 21 recommendation and reject all bids.

22 CHAIRWOMAN BEAVER: Okay. Motion by Board Member
 23 La Rue. Is there a second?

24 MR. HAMMOND: Second.

25 CHAIRWOMAN BEAVER: Seconded by Board Member

1 Hammond to accept and approve the staff's recommendation to
 2 reject all bids.

3 All those in favor?

4 BOARD MEMBERS: Aye.

5 CHAIRWOMAN BEAVER: All those opposed? Motion
 6 carries.

7 Item 10E.

8 MR. HAMMIT: Thank you, Madam Chair.

9 This project is in the city of Peoria. It's to
 10 install closed-circuit television cameras for their freeway
 11 operation. The low bid was \$242,484.42. The State's estimate
 12 was \$211,057.50. It was over the State's estimate by
 13 \$31,426.92, or 14.9 percent. Almost the whole difference was in
 14 the electrical conduit price. We have reviewed the bids, and
 15 the department believes it was a reasonable and responsive bid
 16 and would recommend award to Contractors West, Inc.

17 MR. LA RUE: Move to award.

18 CHAIRWOMAN BEAVER: Motion by Board Member La Rue
 19 to accept and approve staff's recommendations to award the
 20 contract for 10E to Contractors West, Inc. Is there a second?

21 MR. CUTHBERTSON: Second.

22 CHAIRWOMAN BEAVER: Seconded by Board Member
 23 Cuthbertson.

24 All those in favor?

25 BOARD MEMBERS: Aye.

1 CHAIRWOMAN BEAVER: All those opposed? The
2 motion carries.

3 Item 10F.

4 MR. HAMMIT: Thank you, Madam Chair.

5 This project is another local project in the city
6 of Nogales. The low bid was \$447,500. The State's estimate was
7 \$392,722, or it is \$54,778 over the State's estimate, or 13.9
8 percent. Right now the department is working with the City of
9 Nogales. They are looking for the additional funds. They
10 believe working that they will be able to come up with that
11 funding, but at this time we are recommending postponement so
12 they can get their finances in order.

13 MR. STRATTON: Madam Chair.

14 CHAIRWOMAN BEAVER: Board Member Stratton.

15 MR. STRATTON: I actually had a call from someone
16 in Nogales that I happen to know. The deputy director. And he
17 said they had found the funds, to his knowledge, and he has some
18 concerns that postponing this too long, there may be some
19 difficult weather issues, because they just had a sewer, water
20 line project on that particular street. I understand we have to
21 have it in writing from them, but I would ask that if you
22 receive that, if we could call a telephonic meeting and get this
23 passed so they could move forward in order to accommodate their
24 concerns about weather.

25 MR. HAMMIT: Madam Chair, Member Stratton, if

1 that's the Board's prerogative, we'd be happy to do that as soon
2 as we get the information.

3 Floyd's looking at me like, "What did you commit
4 to?"

5 MR. ROEHRICH: Well, Madam Chair, don't forget
6 next Friday, we got a telephonic meeting. So if this comes in
7 early next week, we've got the meeting for the wrong way driver
8 next Friday, and I would expect if this comes in, and as Dallas
9 says, it's good to go, that could be included in that agenda,
10 so...

11 MR. STRATTON: That would be --

12 MR. ROEHRICH: We've got an opportunity. So
13 we'll keep monitoring that as staff.

14 CHAIRWOMAN BEAVER: Okay. Thank you.

15 So do we have a motion to approve -- accept and
16 approve --

17 MR. CUTHBERTSON: Postpone.

18 CHAIRWOMAN BEAVER: Oh, to postpone. Excuse me.
19 A motion to accept and approve the staff's recommendation to
20 postpone Item 10F.

21 MR. HAMMOND: So moved.

22 CHAIRWOMAN BEAVER: The motion was by Board
23 Member Hammond, seconded by Board Member Cuthbertson to postpone
24 Item 10F as stated.

25 All those in favor?

1 BOARD MEMBERS: Aye.
 2 CHAIRWOMAN BEAVER: All those opposed? Motion
 3 carries.
 4 Item 10G.
 5 MR. HAMMIT: Thank you, Madam Chair.
 6 This is another local project. This one in the
 7 city of Summerton. It is a shared use path is the project. The
 8 low bid was \$743,936. The State's estimate was \$701,573.85. It
 9 was over the State's estimate by \$42,362.15, or 6 percent. Like
 10 the previous one, the City of Summerton does believe they can
 11 come up with the funding. They're just going through the
 12 process and working out that agreement. The staff's
 13 recommendation is to postpone and let us work out that agreement
 14 with the City of Summerton.
 15 CHAIRWOMAN BEAVER: Is this one likewise one that
 16 might be ready by Friday?
 17 MR. HAMMIT: When I get back or even on the way,
 18 I will call and see where we're at with them moving forward.
 19 And if it is, Madam Chair, we'll bring it forward as soon as
 20 it's ready.
 21 CHAIRWOMAN BEAVER: Okay. Do we have a motion to
 22 accept and approve staff's recommendation to postpone Item 10G?
 23 MR. SELLERS: So moved.
 24 CHAIRWOMAN BEAVER: Motion by Jack Sellers or
 25 Board Member Sellers, seconded by Board Member Stratton to

1 postpone Item 10G.
 2 All those in favor?
 3 BOARD MEMBERS: Aye.
 4 CHAIRWOMAN BEAVER: All those opposed? The
 5 motion carries.
 6 Item 10H.
 7 MR. HAMMIT: Madam Chair, this is a intersection
 8 improvement. This is a project we've worked on for a long time
 9 in the Florence area on 79 and 79B. The low bid was
 10 \$618,961.62. The State's estimate was \$809,624.22. It was
 11 under the State's estimate by \$190,662.60, or 23.5 percent. We
 12 did see better-than-expected prices for the removals of the
 13 existing aggregate base and the asphaltic concrete. After
 14 review of the bids, the department believes it was a reasonable
 15 and responsive bid and recommends award to Combs Construction
 16 Company, Inc.
 17 MR. STRATTON: So moved.
 18 CHAIRWOMAN BEAVER: Motion by Board Member
 19 Stratton to accept and approve staff's recommendation to award
 20 the contract for Item 10H to Combs Construction Company, Inc.
 21 Is there a second?
 22 MR. LA RUE: Second.
 23 CHAIRWOMAN BEAVER: It's been seconded by Board
 24 Member La Rue.
 25 In there's no further discussion, all those in

1 favor?

2 BOARD MEMBERS: Aye.

3 CHAIRWOMAN BEAVER: All those opposed? The
4 motion carries.

5 Item 10I.

6 MR. HAMMIT: Thank you, Madam Chair.

7 This project is within the city of Sierra Vista
8 on SR-90. It's a roadway rehab and widening. The low bid was
9 \$2,633,000. The State's estimate was \$2,145,017. It was over
10 the State's estimate by \$487,983, or 22.7 percent. We saw
11 higher-than-expected pricing within the asphaltic concrete, the
12 aggregate base, and then they have a retaining wall. We saw a
13 higher-than-expected price there. After review of the bids, the
14 department does believe it was a reasonable and responsive bid
15 and would recommend award to KE and G Construction, Inc.

16 CHAIRWOMAN BEAVER: Do we have a motion to accept
17 and approve the staff's recommendation?

18 MR. CUTHBERTSON: So moved.

19 CHAIRWOMAN BEAVER: Motion by Board Member
20 Cuthbertson. Is there second?

21 MR. HAMMOND: Second.

22 CHAIRWOMAN BEAVER: Seconded by Board Member
23 Hammond. Motion's to accept and approve staff's recommendation
24 to award the contract for Item 10I to KE and G Construction,
25 Inc.

1 If there's no further discussion, all those in
2 favor?

3 BOARD MEMBERS: Aye.

4 CHAIRWOMAN BEAVER: All those opposed? The
5 motion carries.

6 Item 10J.

7 MR. HAMMIT: Thank you, Madam Chair.

8 So we're going home for Mr. Cuthbertson here.
9 This is in Clifton. We met with the community about a year-
10 and-a-half ago, and we talked about some traffic calming
11 opportunities through the area. On this project, the low bid
12 was \$668,231. The State's estimate was \$462,946 -- or excuse
13 me, \$462,496. It was over the State's estimate by \$205,285, or
14 44.3 percent. We saw higher-than-expected pricing in the
15 concrete mobilization. The groups will have to mobilize quite
16 some distance. We did review the bids. The staff believes it
17 was a reasonable and responsive bid and would recommend award to
18 AJP Electric, Inc.

19 CHAIRWOMAN BEAVER: Is there a motion to accept
20 and approve staff's recommendation?

21 MR. CUTHBERTSON: Move to approve.

22 CHAIRWOMAN BEAVER: Motion by the Board Member
23 Cuthbertson to accept and approve staff's recommendation to
24 award the contract for Item 10J to AJP Electric, Inc. Is there
25 a second?

1 MR. STRATTON: Second.

2 CHAIRWOMAN BEAVER: Seconded by Board Member
3 Stratton.

4 With no further discussion, all those in favor?

5 BOARD MEMBERS: Aye.

6 CHAIRWOMAN BEAVER: All those opposed? The
7 motion carries.

8 Item 10K.

9 MR. HAMMIT: Thank you, Madam Chair.

10 And this is my last one. I'm sure right now
11 Mr. Hammond is kicking himself, because he told me last night,
12 "We do not hear enough from you at the board meeting." So right
13 now I'm sure he's kicking himself.

14 MR. HAMMOND: You made up for it.

15 MR. HAMMIT: On this project, it is a removal of
16 a water supply. When we did some work on the 260 corridor, a
17 number of projects we put in a water system supply to supply
18 construction water for this project. For the last project, we
19 have a different source. So we need to remove this as a part of
20 our contract and agreement with The Forest Service. The low bid
21 was \$482,564.54. The State's estimate was \$857,305.77. It did
22 come under the estimate by \$374,741.21, or 43.7. We saw better-
23 than-expected pricing for the removal of the pipe, the pump
24 station, some of the structures. One of the things the
25 contractor does receive these materials and sees the salvage

1 value that they can put into it, and we saw that in the pricing,
2 the good pricing that they gave us. After review of the bids,
3 the department believes the bid is reasonable and responsive,
4 and would recommend award to Hatch Construction and Paving, Inc.

5 MR. STRATTON: Madam Chair, if I may?

6 CHAIRWOMAN BEAVER: Board Member Stratton.

7 MR. STRATTON: A couple questions, Dallas. Will
8 this affect the Lion Springs project in any way?

9 MR. HAMMIT: Madam Chair, Member Stratton, no.
10 We have found another water source that we do not need this one
11 to do work there.

12 MR. STRATTON: And will this complete our -- I
13 believe that agreement's between SRP, Forest Service and ADOT

14 MR. HAMMIT: That is correct.

15 MR. STRATTON: And the injection wells, is that
16 going to be completed by another contractor, or do we have to do
17 anything there? Is this going to complete and fulfill that
18 contractual?

19 MR. HAMMIT: Madam Chair, Member Stratton, I
20 believe we have got the water table up to where we need it to
21 be, and so we have met our requirements with SRP.

22 MR. STRATTON: So will we have to do any further
23 removal of any equipment other than what this contract --

24 MR. HAMMIT: My understanding, and I'll confirm
25 it, but my understanding is this completes all of our

1 obligations when we put the water system in.

2 MR. STRATTON: Move to approve.

3 CHAIRWOMAN BEAVER: Motion by Board Member
4 Stratton to accept and approve the staff's recommendation award
5 the contract for Item 10K to Hatch Construction and Paving, Inc.
6 Is there a second?

7 MR. CUTHBERTSON: Second.

8 CHAIRWOMAN BEAVER: Seconded by Board Member
9 Cuthbertson.

10 If there's no further discussion, all those the
11 favor?

12 BOARD MEMBERS: Aye.

13 CHAIRWOMAN BEAVER: All those opposed? The
14 motion carries.

15 MR. HAMMIT: Thank you, Madam Chair.

16 CHAIRWOMAN BEAVER: Wow. Okay. We are now on to
17 Item 11, suggestions.

18 MR. ROEHRICH: Madam Chair, just a couple of
19 things for the Board's consideration. As already identified,
20 next Friday on the 20th of July, we have scheduled a telephonic
21 board -- a meeting to award the wrong way driver detection
22 system project. In addition, we will monitor -- monitoring the
23 Items 10F and 10G to see if those are prepared and ready to be
24 awarded at that time. Agenda should go out early next week, and
25 so we'll be prepared to do that.

1 I also wanted to remind the Board that, again,
2 there's no meeting in August. Remember, August was the month
3 off. In consideration of that, I have been working with the
4 Board chair. There will be no study session in August. We are
5 looking at preparing the items that we've been asked to look at
6 for a study session would roll into the October study session.
7 So we're moving forward with the coordination and preparation
8 for that.

9 But I do want to remind the Board that in August,
10 we still need to address -- because of the contract time frame
11 requirements, we still need to address construction contracts.
12 So we will look at working with the Board's chair schedule and
13 your schedule a time that week of the 14th to the 18th,
14 basically, when the board meeting would have scheduled, to get a
15 telephonic meeting in that and get ourselves prepared so we can
16 address the Board awards at that time.

17 And then the last item just for consideration in
18 September, reminder, we were coordinating a meeting on the Hopi
19 Nation up in the Second Mesa area, and in coordination with
20 their leadership, it looks as if we're settling on a location on
21 -- at Moenkopi, which is just next to -- or Moenkopi, excuse me,
22 Moenkopi, which is just next to Tuba City. So they have a
23 facility there that will be able to host the meeting. In
24 addition, they have a number of events that they're looking to
25 schedule that Thursday in the afternoon, afternoon into evening,

1 to include a little tour of the area, a little bit of discussion
2 on the culture, the Hopi culture, a traditional dance, as well
3 as a dinner that night in consideration of the Board having the
4 meeting there.

5 So we'll have more information as Lynn and I are
6 able to coordinate and get that set up. But just some things to
7 consider over the next couple of months, activities, and then if
8 you've got, obviously, any questions, as we provide the
9 information, just let Linda or myself know.

10 CHAIRWOMAN BEAVER: Okay. I would just like to
11 ask that an invitation be extended to Arlando Teller, our former
12 board member. The reason we're even having it up in that area
13 is because he made the request. So since he's no longer on the
14 Board, I'd like to at least invite him to --

15 MR. ROEHRICH: Yes, ma'am.

16 CHAIRWOMAN BEAVER: Thank you.

17 MR. ROEHRICH: Yeah. We'll work on that.

18 So with that, if there are any other agenda
19 items. We do capture the one for November to get a further
20 update on our coordination on the State Route 69 project and the
21 4th Street Bridge project. If there are any other agenda items,
22 please let us know.

23 (End of recording.)
24
25

Adjournment

A motion to adjourn the July 21, 2017 State Transportation Board meeting was made by Board Member Cuthbertson and seconded by Board Member Sellers. In a voice vote, the motion carries.

Meeting adjourned at 11:13 a.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

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

MINUTES
STATE TRANSPORTATION BOARD TELEPHONIC MEETING
9:00 a.m., Friday, July 28, 2017
Arizona Department of Transportation
Director's Conference Room #139
206 S. 17th Avenue
Phoenix, AZ 85007

Roll call by Board Secretary Linda Priano

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

Absent: None.

Staff Members Present: Floyd Roehrich, Dallas Hammit, Greg Byers, Clem Ligoeki, Tim Tait, Steve Elliott, Lynn Sugiyama, Laura Douglas and Linda Priano. Steve Beasley participated by telephone. Michelle Kunzman from the Arizona Attorney General's office was also present telephonically. Media from Channel 3, Channel 5, Channel 10 and Channel 15 were present. Staff from the Arizona Republic and KTAR Radio were also in attendance.

Call to the Audience:

No members of the public requested to address the Board.

***ITEM 1: Construction Contract ***Amendment**

Staff will present recommended construction project award.

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

*ITEM 1: BOARD DISTRICT NO.: 1

BIDS OPENED:	July 21, 2017	
HIGHWAY:	PHOENIX-CORDES JUNCTION HIGHWAY (I-17)	
SECTION:	I-17: I-10 TO SR 101L	
COUNTY:	MARICOPA	
ROUTE NO.:	I-17	
PROJECT : TRACS:	017-A-NFA : 017 MA 200 F013301C	
FUNDING:	100% STATE	
BIDDER INFORMATION:	<u>LOW BIDDER:</u>	<u>SECOND LOW BIDDER:</u>
	CONTRACTORS WEST, INC.	ROADWAY ELECTRIC, INC.
BID AMOUNT:	\$1,897,845.76	\$2,281,499.00
STATE ESTIMATE:	\$1,780,000.00	\$1,780,000.00
\$ OVER ESTIMATE:	\$117,845.76	\$501,499.00
% OVER ESTIMATE:	6.6%	28.2%
PROJECT DBE GOAL:	N/A	
BIDDER DBE PLEDGE:	N/A	
NO. BIDDERS:	3	
RECOMMENDATION:	AWARD TO CONTRACTORS WEST INC., WITH CONDITIONAL AWARD TO ROADWAY ELECTRIC INC. CONDITIONAL AWARD BECOMES EFFECTIVE IF LOW	

BIDDER NOTIFIES THE DEPARTMENT IN WRITING THAT IT WILL NOT SIGN THE REQUIRED CONTRACT DOCUMENTS OR HAS NOT RETURNED CONTRACT DOCUMENTS TO THE DEPARTMENT BY 5:00 PM MONDAY JULY 31, 2017.

Dallas Hammit, Deputy Director of Transportation/State Engineer, stated because of the profile of this project, staff is asking the Board for a contingent award. The purpose for this is to be prepared to award this contract to the second lowest bidder in the event the lowest bidder would not be able to move forward. Mr. Hammit explained that by adding this contingency, the project would be able to move forward without having to come back to the Board for approval. He noted the second lowest bidder's estimate was higher in the areas of traffic control and conduit.

Mr. Hammit stated this project will have to be completed at nineteen interchanges with the stipulation that no two continuous interchanges can be closed at one time. He added both bids are responsive and responsible and recommends awarding the contract to Contractors West, Inc. with a conditional award to Roadway Electric, Inc. The conditional award becomes effective if the low bidder notifies the department in writing that it will not sign the required contract documents or has not returned the signed contract documents to the department by 5:00 p.m. on Monday, July 31, 2017.

Chairwoman Beaver asked if there were any questions.

Board Member La Rue asked Mr. Hammit to explain what the estimated overages entailed over the state estimate and also to break out the cost differences between the first and second low bidders. Mr. Hammit stated staff looked at the overages compared to the state estimate and they included the insulation and mobilization of the cameras. He added the biggest difference staff saw between the two bidders was the timeframe and how they priced that risk. Mr. Hammit explained that this project has a very tight timeframe. All cameras have to be installed by November 19, 2017, with substantial completion by November 30, 2017, with a 45 day testing period.

Board Member Stratton asked if this contract ends up going to the second lowest bidder, would their bid still be in the program amount? Mr. Hammit responded that this project amount has a bigger gap because the department purchased cameras and equipment so that the selected contractor can begin as soon as the contract is awarded.

Board Member Hammond asked if the contingent award to the second bidder is strictly due to how time sensitive this project is or did Mr. Hammit have reason to believe that the first bidder would not be able to fulfill the obligation? Mr. Hammit stated he has spoken with the low bidder and they assured the department that they will be moving forward with this contract.

A motion by Board Member La Rue to accept and approve staff's recommendation to award the contract for Item 1, to Contractors West, Inc., with conditional award to Roadway Electric Inc., as presented. The motion was seconded by Board Member Stratton. In a voice vote the motion carries.

***ITEM 2: Change of Location for the September 15, 2017 State Transportation Board Meeting**

(For discussion and possible action – Floyd Roehrich, Jr., Executive Officer)

Floyd Roehrich, Jr., Executive Officer, stated on September 15, 2017 the Board was scheduled to have their meeting on the Hopi Nation in Second Mesa. After speaking with Hopi Nation representatives in the area, staff was notified that there are not adequate facilities in Second Mesa to hold the board meeting and requested the meeting be moved to Moenkopi, which is also on Hopi land. Mr. Roehrich added staff reviewed the available facilities in Moenkopi and believes they can accommodate the meeting needs. Staff is requesting approval of the meeting location change from Second Mesa to Moenkopi.

Chairwoman Beaver asked where the closest community next to Moenkopi is. Mr. Roehrich stated it would be Tuba City. Board Member Thompson stated he has been at Moenkopi for meetings and he agreed that this location would be better. Chairwoman Beaver added two representatives from the Hopi Nation came to the last meeting in Kingman and they are looking forward to the Board coming to the Hopi Nation.

A motion by Board Member Thompson to accept and approve the change in location for the September 15, 2017, board meeting from Second Mesa to Moenkopi, as recommended. The motion was seconded by Board Member Cuthbertson. In a voice vote, the motion carries.

Item 3: Suggestions

Board Member Thompson thanked the Board and staff for allowing him to attend the National Association of Counties Annual Conference. He stated the conference was very successful in getting a Resolution of Support from the national organization to assist with funding in rural remote areas of the counties.

Adjournment

A motion to adjourn the July 28, 2017 Telephonic Board meeting was made by Board Member Jesse Thompson and seconded by Board Member Bill Cuthbertson. In a voice vote the motion carries.

Meeting adjourned at 9:15 a.m. MST

Deanna L. Beaver, Chairwoman
State Transportation Board

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

MINUTES
STATE TRANSPORTATION BOARD SPECIAL TELEPHONIC MEETING
9:00 a.m., Friday, August 18, 2017
Arizona Department of Transportation
Director's Conference Room #139
206 S. 17th Avenue
Phoenix, AZ 85007

Roll call by Board Secretary Linda Priano

Participating telephonically: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton, and Jesse Thompson

Absent: Michelle Kunzman, Assistant Attorney General

Staff Members Present: Floyd Roehrich, Dallas Hammit, Clem Ligocki, Greg Byres, Lynn Sugiyama, Patrick Stone and Linda Priano

Opening Remarks: None.

Title VI of Civil Rights Act

Floyd Roehrich, Jr., read to the audience the ADOT policy of Title VI of Civil Rights Act of 1964, as amended. He stated all attendees can voluntarily fill in a survey card to assist our Civil Rights Department.

Call to the Audience:

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

***ITEM 1: Consent Agenda**

A motion to approve and accept the Consent Agenda, as presented, was made by Joe La Rue and seconded by Mike Hammond. In a voice vote, the motion carries.

***ITEM 2: Priority Planning Advisory Committee (PPAC) — Greg Byres, Assistant Director, Multimodal Planning Division**

Project Modifications – *Items 2a through 2f

A motion to accept and approve Project Modifications Items 2a through 2f, as presented, was made by Steve Stratton and seconded by Jack Sellers. In a voice vote, the motion carries.

New Projects – *Items 2g through 2n

Chairwoman Beaver noted agenda Item 2n stated the project was located in the Southeast District, however, this item was actually located in the Southwest District.

A motion to accept and approve New Projects Items 2g through 2n, as presented, was made by Bill Cuthbertson and seconded by Joe La Rue. In a voice vote, the motion carries.

***ITEM 3: Construction Contracts—Dallas Hammit, Deputy Director of Transportation/State Engineer**

*ITEM 3a: The proposed work is located in Santa Cruz County on Crawford Street between McNab Drive and Sonoita Avenue, in the City of Nogales. The work consist of removing and replacing asphaltic concrete, constructing concrete sidewalk ramps, signing, pavement markings, and other related work.

*ITEM 3a: BOARD DISTRICT NO.: 3

Page 70

BIDS OPENED: June 9, 2017

HIGHWAY: CITY OF NOGALES

SECTION: CRAWFORD STREET: MCNAB DRIVE TO SONOITA AVENUE

COUNTY: SANTA CRUZ

ROUTE NO.: LOCAL

PROJECT : TRACS: STP-NOG-0(201)T: 0000 SC NOG SZ03501C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: K E & G CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 447,500.00

STATE ESTIMATE: \$ 392,722.00

\$ OVER ESTIMATE: \$ 54,778.00

% OVER ESTIMATE: 13.9%

PROJECT DBE GOAL: 5.91%

BIDDER DBE PLEDGE: 5.91%

NO. BIDDERS: 2

RECOMMENDATION: AWARD

Mike Hammond moved to accept and approve staff's recommendation to award the contract for Item 3a to K E & G Construction, Inc. The motion was seconded by Steve Stratton. In a voice, the motion carries.

*ITEM 3b: The proposed spot repair project is located in Southwest District on I-10 in La Paz County between MP 2.02 and MP 11.98 from Ehrenberg to Dome Rock Road at WB. The work consists of spot repair at various locations. The work includes mill and replace with AC and ACFC, pavement marking and other related work.

*ITEM 3b: BOARD DISTRICT NO.: 6

Page 74

BIDS OPENED: July 28, 2017

HIGHWAY: EHRENBURG-PHOENIX HIGHWAY (I-10)

SECTION: EHRENBURG TO DOME ROCK ROAD (WB)

COUNTY: LA PAZ

ROUTE NO.: I-10

PROJECT : TRACS: NH-010-A(230)T : 010 LA 002 H891201C
FUNDING: 94% FEDS 6% LOCAL
LOW BIDDER: FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING
LOW BID AMOUNT: \$ 1,084,084.00
STATE ESTIMATE: \$ 1,399,807.50
\$ UNDER ESTIMATE: (\$ 315,723.50)
% UNDER ESTIMATE: (22.6%)
PROJECT DBE GOAL: 2.91%
BIDDER DBE PLEDGE: 2.98%
NO. BIDDERS: 3
RECOMMENDATION: AWARD

Joe La Rue moved to accept and approve staff's recommendation to award the contract for Item 3b to Fisher Sand & Gravel Co., DBA Southwest Asphalt Paving. The motion was seconded by Mike Hammond. In a voice, the motion carries.

*ITEM 3c: The proposed project is located in Coconino County, on SR87, from MP 286.60, approximately 15 miles northeast of the Town of Pine within the Coconino National Forest. The proposed work consists of roadway excavation, rock scaling, and other related work.

*ITEM 3c: BOARD DISTRICT NO.: 5

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BIDS OPENED: July 28, 2017
HIGHWAY: PAYSON-WINSLOW HIGHWAY (SR 87)
SECTION: CLOVER CREEK
COUNTY: COCONINO
ROUTE NO.: SR 87
PROJECT : TRACS: 087-C-NFA : 087 CN 286 F005301C
FUNDING: 100% STATE
LOW BIDDER: TIFFANY CONSTRUCTION COMPANY
LOW BID AMOUNT: \$ 128,956.00
STATE ESTIMATE: \$ 90,956.00
\$ OVER ESTIMATE: \$ 38,000.00
% OVER ESTIMATE: 41.8%
PROJECT DBE GOAL: N/A
BIDDER DBE PLEDGE: N/A
NO. BIDDERS: 3
RECOMMENDATION: AWARD

Jesse Thompson moved to accept and approve staff's recommendation to award the contract for Item 3c to Tiffany Construction Company. The motion was seconded by Steve Stratton. In a voice, the motion carries.

*Item 3d: The proposed Pavement Preservation and Safety Improvement project is located in Maricopa County within the City of Apache Junction on Tonto National Forest starting at Milepost 203.4 approximately four miles east of the SR 88 (Apache Trail Highway) intersection with North Mountain View Road and ending at approximately 18 miles east at Milepost 220.2 The total length of the project is approximately 14.81 miles. The work consists of reconstructing roadway curves, milling and replacing existing pavement, double application seal coating, reconstructing various pullouts and turnouts, and removal of a boulder. The work includes roadway excavation, earthen shoulder build up, removing and replacing; guardrail and guardrail terminal end sections, repair of concrete ford at Tortilla Creek, installing a Department furnished Dynamic Message Sign, signing and pavement markings, and other related work.

*ITEM 3d: BOARD DISTRICT NO.: 1

Page 81

BIDS OPENED: July 28, 2017

HIGHWAY: APACHE TRAIL HIGHWAY (SR 88)

SECTION: APACHE JUNCTION TO FOREST ROAD 213

COUNTY: MARICOPA

ROUTE NO.: SR 88

PROJECT : TRACS: STP-088-A(202)T: 088 MA 203 H811201C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: NESBITT CONTRACTING CO., INC.

LOW BID AMOUNT: \$ 6,523,700.00

STATE ESTIMATE: \$ 5,845,145.00

\$ OVER ESTIMATE: \$ 678,555.00

% OVER ESTIMATE: 11.6%

PROJECT DBE GOAL: 9.47%

BIDDER DBE PLEDGE: 9.48%

NO. BIDDERS: 3

RECOMMENDATION: AWARD

Jack Sellers moved to accept and approve staff's recommendation to award the contract for Item 3d to Nesbitt Contracting Co., Inc. The motion was seconded by Joe La Rue. In a voice, the motion carries.

ITEM 3e: The proposed drainage repair and reconstruct pavement project is located on US 89 in Coconino County, southwest of the town of Page between MP 526 and MP 527. The work consists of drainage repair by ditch lining and reconstructing the warped pavement section. The work includes removal of the loose debris, aggregate base (AB), asphaltic concrete (AC), placing impermeable membrane, geogrid, AB, AC, asphaltic concrete friction course (ACFC), striping and other related work.

*ITEM 3e: BOARD DISTRICT NO.: 5

Page 85

BIDS OPENED: July 28, 2017

HIGHWAY: BITTER SPRINGS – UTAH STATE LINE HIGHWAY (US 89)

SECTION: BITTER SPRINGS – MP 527

COUNTY: COCONINO
ROUTE NO.: US 89
PROJECT : TRACS: ER-089-E(207)T: 089 CN 526 F010501C
FUNDING: 94% FEDS 6% STATE
LOW BIDDER: STAKER & PARSON COMPANIES
LOW BID AMOUNT: \$ 629,431.45
STATE ESTIMATE: \$ 443,108.30
\$ OVER ESTIMATE: \$ 186,323.15
% OVER ESTIMATE: 42.0%
PROJECT DBE GOAL: 2.84%
BIDDER DBE PLEDGE: 2.85%
NO. BIDDERS: 3
RECOMMENDATION: AWARD

Jesse Thompson moved to accept and approve staff's recommendation to award the contract for Item 3e to Staker & Parson Companies. The motion was seconded by Joe La Rue. In a voice, the motion carries.

*ITEM 3f: The proposed project is located on US 60 at MP 246.77 in Gila County, 1-10 at MP 179.33 in Pinal County, 1-10 at MP 321.94 in Cochise County, and 1-8 at MP 0.42 in Yuma County. The work consists of the installation of Department-Furnished Dynamic Message Signs, CCTV Cameras, and related equipment.

*ITEM 3f: BOARD DISTRICT NO.: SW

Page 89

BIDS OPENED: July 28, 2017
HIGHWAY: STATEWIDE
SECTION: VARIOUS LOCATIONS
COUNTY: STATEWIDE
ROUTE NO.: VARIOUS
PROJECT : TRACS: STP-999-A(384)T : 999 SW 000 H853101C
FUNDING: 94% FEDS 6% LOCAL
LOW BIDDER: ROADWAY ELECTRIC, LLC
LOW BID AMOUNT: \$ 1,239,865.49
STATE ESTIMATE: \$ 1,106,826.10
\$ OVER ESTIMATE: \$ 133,039.39
% OVER ESTIMATE: 12.0%
PROJECT DBE GOAL: 4.08%
BIDDER DBE PLEDGE: 8.28%

NO. BIDDERS: 2
RECOMMENDATION: AWARD

Joe La Rue moved to accept and approve staff's recommendation to award the contract for Item 3f to Roadway Electric, LLC. The motion was seconded by Bill Cuthbertson. In a voice, the motion carries.

*ITEM 3g: The proposed Weigh-In-Motion Installations project is located at 16 locations statewide. The proposed work consists of installing Weigh-in-Motion (WIM) systems that includes installation of loop detectors, quartz piezoelectric sensors, poles, cabinets, foundations, equipment and solar panels. The work also includes horizontal directional drilling of conduit, loop lead in cable, pull boxes, activation of the WIM systems, and other related items.

*ITEM 3g: BOARD DISTRICT NO.: 1

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BIDS OPENED: July 28, 2017
HIGHWAY: STATEWIDE
SECTION: VARIOUS LOCATIONS
COUNTY: MARICOPA
ROUTE NO.: VARIOUS
PROJECT : TRACS: STP-999-A(436)T : 999 SW 000 H873601C
FUNDING: 94% FEDS 6% STATE
LOW BIDDER: ROADWAY ELECTRIC, LLC
LOW BID AMOUNT: \$ 2,318,270.00
STATE ESTIMATE: \$ 2,060,000.00
\$ OVER ESTIMATE: \$ 258,270.00
% OVER ESTIMATE: 12.5%
PROJECT DBE GOAL: N/A
BIDDER DBE PLEDGE: N/A
NO. BIDDERS: 4
RECOMMENDATION: AWARD

Chairwoman Beaver commented that the Town of Parker will greatly benefit from these Weigh-In-Motion systems.

Board member Stratton asked how many of these systems will be placed in rural areas, as well as on the freeways.

Dallas Hammit stated he did not have this information in front of him, however, the locations have been determined and he could provide the information to the Board by the end of the day.

Board member Thompson stated this will be beneficial in the rural areas, as the heavy hauling is tearing up the roads.

Jack Sellers moved to accept and approve staff's recommendation to award the contract for Item 3g to Roadway Electric, LLC. The motion was seconded by Bill Cuthbertson. In a voice, the motion carries.

Adjournment

A motion to adjourn the August 18, 2017 Telephonic Board meeting was made by Jesse Thompson and seconded by Joe La Rue. In a voice vote, the motion carries.

Meeting adjourned at 9:26 a.m. MST

Deanna L. Beaver, Chairwoman
State Transportation Board

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

September 15, 2017

RES. NO. 2017-09-A-043
PROJECT: 089 YV 337 H8918 / 089-B(218)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Paulden Turn Lanes
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 89 within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. Additional right of way for improvements along this segment was established as a state highway by Resolution 61-137, dated April 20, 1961; by Resolution 64-87, dated December 18, 1964; and by Resolution 65-10, dated January 29, 1965. Through Arizona State Transportation Board Resolution 92-08-A-56, dated August 21, 1992, U. S. Route 89 was redesignated as State Route 89 from the junction of the U. S. Route 93 north of Wickenburg, through Prescott, Chino Valley and Ash Fork.

This project involves improvement of the existing right of way. Temporary construction easement outside the existing right of way is needed for the reconnection of driveways in the community of Paulden. Accordingly, it is now necessary to establish and acquire the temporary construction easement area needed.

September 15, 2017

RES. NO. 2017-09-A-043
PROJECT: 089 YV 337 H8918 / 089-B(218)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Paulden Turn Lanes
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai

The area of temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated June 2017, PRESCOTT - ASH FORK HIGHWAY, Paulden Turn Lanes, Project 089 YV 337 H8918 / 089-B(218)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement area depicted in Appendix "A" be acquired in order to improve this portion of State Route 89.

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-043
PROJECT: 089 YV 337 H8918 / 089-B(218)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Paulden Turn Lanes
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of temporary construction easement necessary for the improvement of State Route 89.

This project involves improvement of the existing right of way. Temporary construction easement outside the existing right of way is needed for the reconnection of driveways in the community of Paulden. Accordingly, it is now necessary to establish and acquire the temporary construction easement area needed.

The area of temporary construction easement required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated June 2017, PRESCOTT - ASH FORK HIGHWAY, Paulden Turn Lanes, Project 089 YV 337 H8918 / 089-B(218)T".

WHEREAS temporary construction easement is needed beyond the existing right of way to be utilized for the reconnection of driveways; and

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

September 15, 2017

RES. NO. 2017-09-A-043
PROJECT: 089 YV 337 H8918 / 089-B(218)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Paulden Turn Lanes
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai

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

RESOLVED that the Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes Section 28-7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director compensate the necessary parties for temporary construction easements to be acquired. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

September 15, 2017

RES. NO. 2017-09-A-043
PROJECT: 089 YV 337 H8918 / 089-B(218)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Paulden Turn Lanes
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

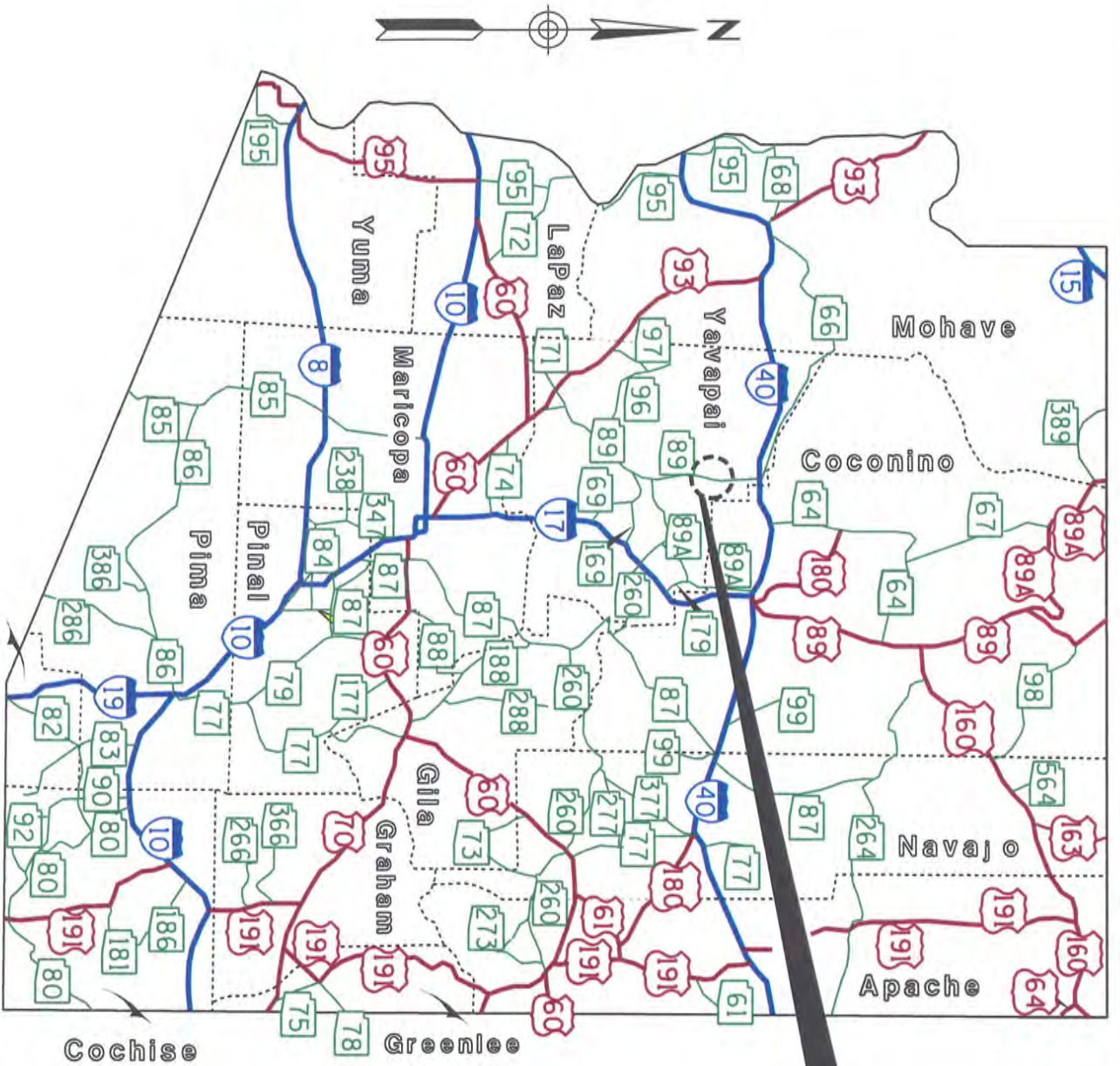
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



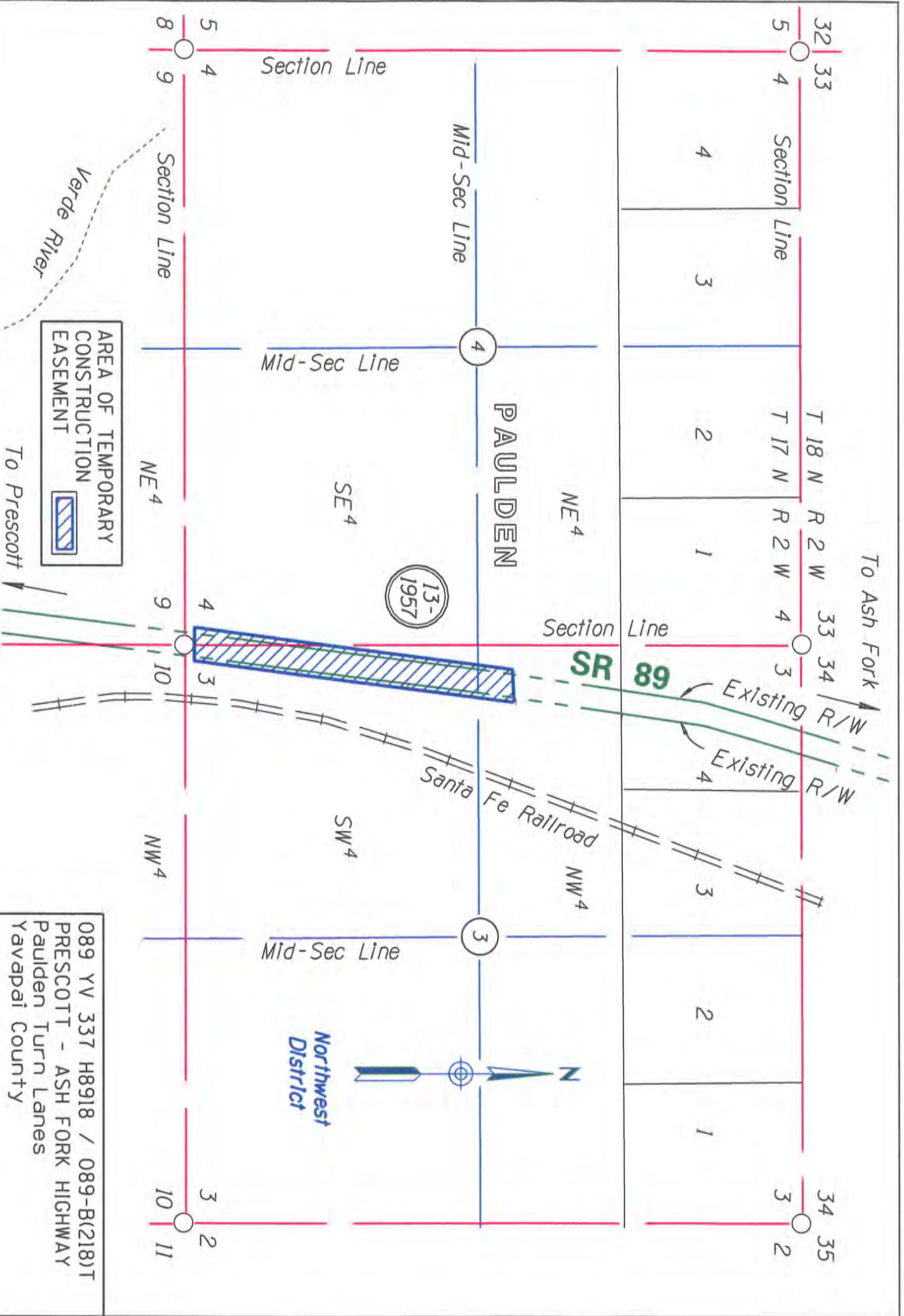
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

089 YV 337 H8918 / 089-B(218)T
PRESCOTT - ASH FORK HIGHWAY
Pauden Turn Lanes
Yavapai County

DATE: SEPT 15, 2017 SHEET 1 OF 2

2017-09-A-043

APPENDIX "A"



AREA OF TEMPORARY
CONSTRUCTION
EASEMENT

To Prescott

To Ash Fork

2017-09-A-043

APPENDIX "A"

089 YV 337 H8918 / 089-B(218)T
PRESCOTT - ASH FORK HIGHWAY
Paulden Turn Lanes
Yavapai County

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA - BISBEE
SECTION: Jct SR 90 - Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state highway for the improvement of State Route 92 within the above referenced project.

The existing alignment, previously a County Road known as the Bisbee - Fort Huachuca Road, on petition of the Cochise County Board of Supervisors, was established as a state route by Resolution of the Arizona State Highway Commission, dated February 18, 1936, entered on Page 495 of its Official Minutes; and was soon after established as a state highway by the Resolution dated May 08, 1936, shown on Pages 574 through 576 of the Official Minutes. The Resolution dated May 20, 1936, shown on Page 624 of the Minutes officially designated the Bisbee - Fort Huachuca Highway as State Route 92. Resolution 66-27, dated March 25, 1966, established additional right of way as a state highway for various improvements. More recently, Arizona State Transportation Board Resolution 2016-09-A-045, dated September 16, 2016, established new right of way as a state route for intersection improvements at Foothills Drive under the above referenced project. Resolution 2016-09-A-045 was thereafter amended by Resolution 2017-04-A-022, dated April 21, 2017, to establish additional right of way needed due to project design change.

September 15, 2017

RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA - BISBEE
SECTION: Jct SR 90 - Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise

New right of way is now needed as a state highway to facilitate the imminent construction phase of the Foothills Drive Intersection Improvement Project necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state highway for this improvement project.

The new right of way to be established as a state highway and acquired for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SIERRA VISTA - BISBEE HIGHWAY, Jct SR 90 - Buffalo Soldier Trail, Project 092 CH 321 H8265 / 092-A(204)A".

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

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

September 15, 2017

RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA - BISBEE
SECTION: Jct SR 90 - Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA - BISBEE
SECTION: Jct SR 90 - Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state highway for the improvement of State Route 92, as set forth in the above referenced project.

New right of way is now needed as a state highway to facilitate the imminent construction phase of the Foothills Drive Intersection Improvement Project necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state highway for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SIERRA VISTA - BISBEE HIGHWAY, Jct SR 90 - Buffalo Soldier Trail, Project 092 CH 321 H8265 / 092-A(204)A".

September 15, 2017

RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA - BISBEE
SECTION: Jct SR 90 - Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state highway needed for this improvement; and

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state highway by this resolution action and that no further conveying document is required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

September 15, 2017

RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA - BISBEE
SECTION: Jct SR 90 - Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

September 15, 2017

RES. NO. 2017-09-A-044
PROJECT: 092 CH 321 H8265 / 092-A(204)A
HIGHWAY: SIERRA VISTA - BISBEE
SECTION: Jct SR 90 - Buffalo Soldier Trail
ROUTE NO.: State Route 92
ENG. DIST.: Southcentral
COUNTY: Cochise

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

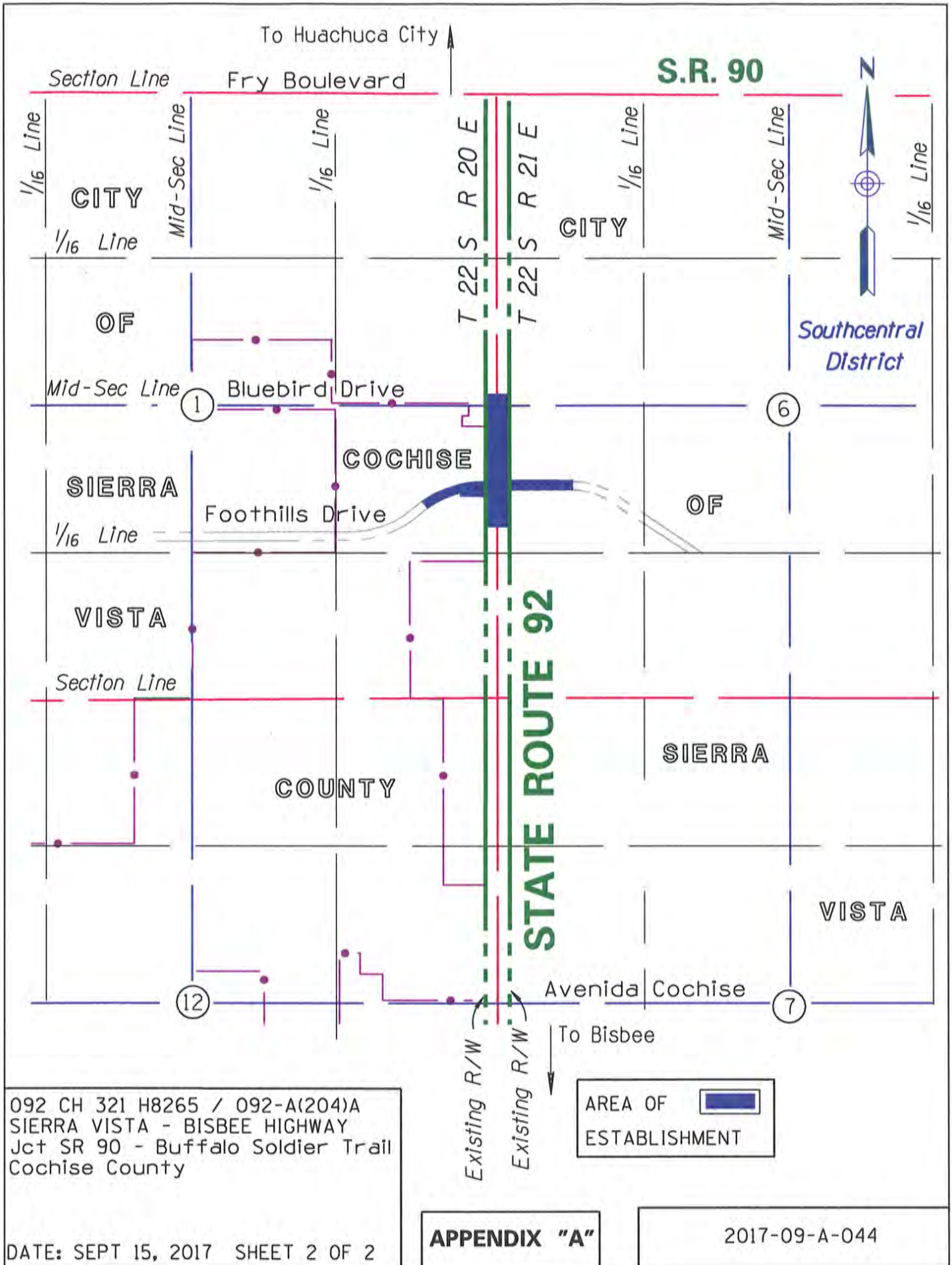
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



September 15, 2017

RES. NO. 2017-09-A-045
PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and
060 MA 149 H7292 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTION: 43rd Avenue - 71st Avenue
(57th Avenue to 61st Avenue Intersections)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 020

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way temporarily acquired for the improvement of U. S. Route 60 within the above referenced projects.

The right of way to be abandoned was previously established as a state route and state highway, designated U.S. Route 89, by Resolution of the State Highway Commission on September 09, 1927, entered on Page 26 of its Official Minutes and depicted on its Official Map of State Routes and State Highways. A request of October 29, 1930, on Page 36 of the Official Minutes, resulted in its designation as U. S. Route 60 by the American Association of State Highway Officials. Additional right of way for improvements was established as a state route and state highway by the following Resolutions: dated February 13, 1935, on Page 154 of the Minutes; 63-21 of February 26, 1963; 63-28 of March 12, 1963; 67-57 of August 15, 1967; and 93-08-A-51 of August 20, 1993. On August 21, 1992, Resolution 92-08-A-56 eliminated the overlapping U. S. Route 89 designation. Through Resolutions 2000-01-A-009 of January 21, 2000; and 2000-10-A-089 of October 20, 2000, the Board approved, adopted and established a State Route Plan. Thereafter, additional right of way was established as a controlled access state highway by Resolutions 2001-05-A-041 of May 18, 2001; 2011-03-A-019 of March 18, 2011; 2011-07-A-054 of July 15, 2011; and 2012-10-A-046 of October 19, 2012.

September 15, 2017

RES. NO. 2017-09-A-045
PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and
060 MA 149 H7292 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTION: 43rd Avenue - 71st Avenue
(57th Avenue to 61st Avenue Intersections)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 020

The right of way is no longer needed for state transportation purposes. The City of Glendale has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with Intergovernmental Agreement No. 13-0002457, dated December 29, 2014, any and all amendments thereto, and that certain 120-Day Advance Notice of Abandonment, dated May 16, 2017. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A".

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, 59th Avenue - Glendale Avenue, Project 060 MA 155 H5610 01R / RAM 060-B-806"; and on: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, 43rd Avenue - 71st Avenue", and lies between the engineering stations shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Glendale, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, and subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in said Appendix "A" and on said maps and plans.

September 15, 2017

RES. NO. 2017-09-A-045
PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and
060 MA 149 H7292 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTION: 43rd Avenue - 71st Avenue
(57th Avenue to 61st Avenue Intersections)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 020

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-045
PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and
060 MA 149 H7292 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTION: 43rd Avenue - 71st Avenue
(57th Avenue to 61st Avenue Intersections)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 020

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of portions of right of way temporarily acquired for the improvement of U. S. Route 60 within the above referenced projects.

The right of way is no longer needed for state transportation purposes. The City of Glendale has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with Intergovernmental Agreement No. 13-0002457, dated December 29, 2014, any and all amendments thereto, and that certain 120-Day Advance Notice of Abandonment, dated May 16, 2017. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A".

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, 59th Avenue - Glendale Avenue, Project 060 MA 155 H5610 01R / RAM 060-B-806"; and on: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, 43rd Avenue - 71st Avenue", and lies between the engineering stations shown in Appendix "A" attached hereto.

September 15, 2017

RES. NO. 2017-09-A-045
PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and
060 MA 149 H7292 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTION: 43rd Avenue - 71st Avenue
(57th Avenue to 61st Avenue Intersections)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 020

The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans.

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

WHEREAS the City of Glendale has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with Intergovernmental Agreement No. 13-0002457, dated December 29, 2014, any and all amendments thereto, and that certain 120-Day Advance Notice of Abandonment, dated May 16, 2017, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A"; and

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Glendale, as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210; be it further

September 15, 2017

RES. NO. 2017-09-A-045
PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and
060 MA 149 H7292 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTION: 43rd Avenue - 71st Avenue
(57th Avenue to 61st Avenue Intersections)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 020

RESOLVED that the abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in said Appendix "A" and on said maps and plans; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

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

September 15, 2017

RES. NO. 2017-09-A-045
PROJECTS: 060 MA 155 H5610 01R / RAM 060-B-806; and
060 MA 149 H7292 01R
HIGHWAY: WICKENBURG - PHOENIX
SECTION: 43rd Avenue - 71st Avenue
(57th Avenue to 61st Avenue Intersections)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 020

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

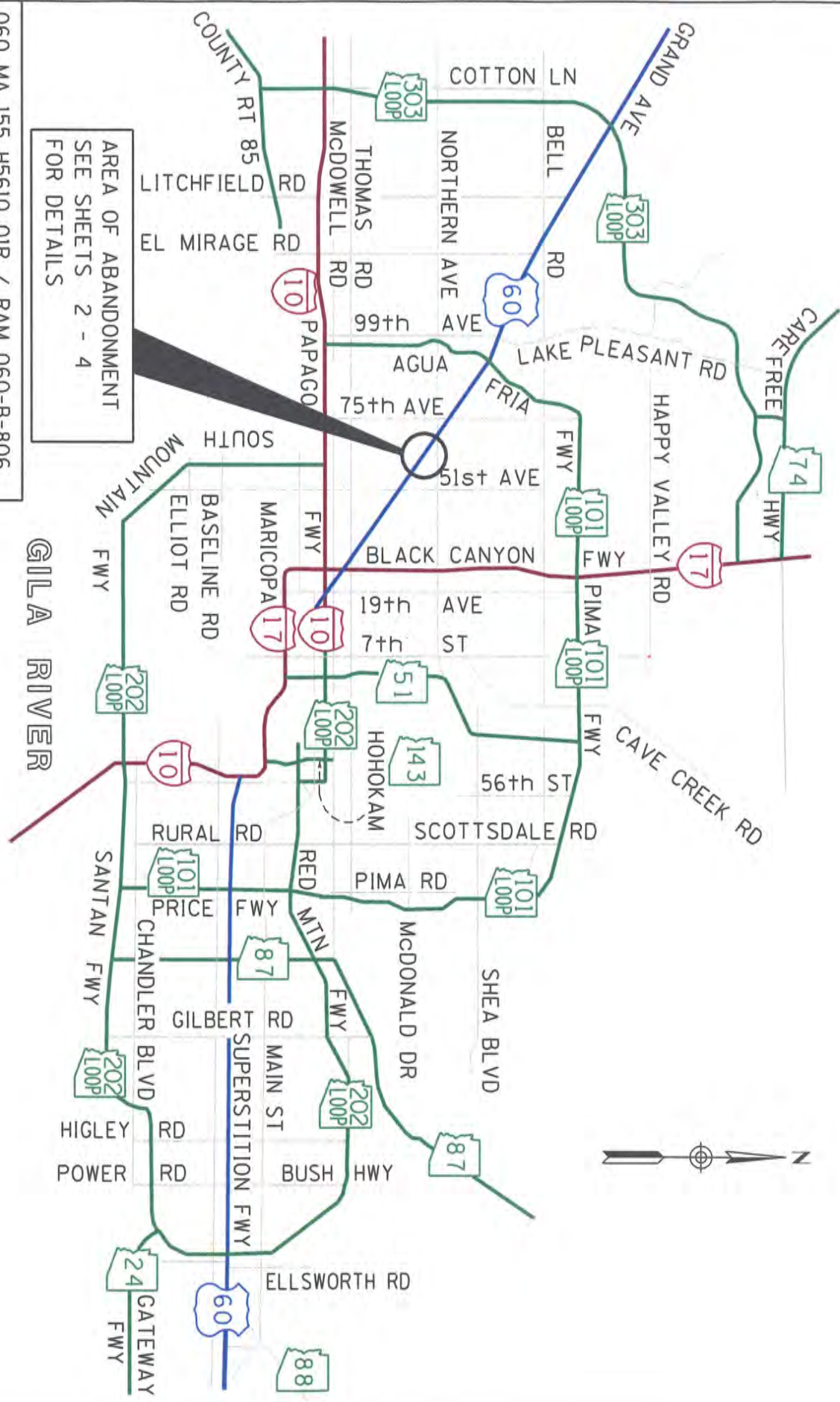
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



AREA OF ABANDONMENT
SEE SHEETS 2 - 4
FOR DETAILS

060 MA 155 H5610 OIR / RAM 060-B-806
and 060 MA 149 H7292 OIR
WICKENBURG - PHOENIX HIGHWAY
43rd Avenue - 71st Avenue
(57th Ave. to 61st Ave. Intersections)
Maricopa County

DATE: SEPT 15, 2017 SHEET 1 OF 4

INDIAN COMMUNITY

GILA RIVER

APPENDIX "A"

2017-09-A-045

CITY

P.O.T. 455+87.09 69.00' Rt
US 60 (Grand Ave) Constr ξ

P.O.T. 455+40.53 115.78' Rt
US 60 (Grand Ave) Constr ξ

P.O.T. 454+88.49 63.99' Rt
US 60 (Grand Ave) Constr ξ

AREA OF
ABANDONMENT

T 2 N R 2 E



Sec 6
Central
District

Myrtle Avenue

61st Avenue

(Grand Avenue)

60th Avenue

U.S. 60

B.N.S.F. RR

OF

GLENDALE

P.O.T. 448+79.45 45.72' Lt
US 60 (Grand Ave) Constr ξ

P.O.T. 449+31.38 118.92' Lt
US 60 (Grand Ave) Constr ξ

P.O.T. 448+17.92 118.89' Lt
US 60 (Grand Ave) Constr ξ

P.O.T. 449.26.46 53.29' Rt
US 60 (Grand Ave) Constr ξ
P.O.T. 448+69.74 109.70' Rt
US 60 (Grand Ave) Constr ξ

P.O.T. 448+56.62 96.51' Rt
US 60 (Grand Ave) Constr ξ

P.O.T. 446+95.36 115.84' Rt
US 60 (Grand Ave) Constr ξ

Palmaire Avenue
P.O.T. 447+44.34 45.71' Lt
US 60 (Grand Ave) Constr ξ
P.O.T. 446+39.19 52.90' Rt
US 60 (Grand Ave) Constr ξ

060 MA 155 H5610 O1R / RAM 060-B-806
and 060 MA 149 H7292 O1R
WICKENBURG - PHOENIX HIGHWAY
43rd Avenue - 71st Avenue
(57th Ave. to 61st Ave. Intersections)
Maricopa County

DATE: SEPT 15, 2017

SHEET 2 OF 4

APPENDIX "A"

2017-09-A-045

CITY

U.S. 60

(Grand Avenue)

P.O.T. 426+27.78 62.11'Rt
US 60 (Grand Ave) Constr

P.O.T. 424+99.11 61.28'Rt
US 60 (Grand Ave) Constr

B.N.S.F. RR

OF

58th Avenue

P.O.T. 426+48.91 83.58'Rt
US 60 (Grand Ave) Constr

P.O.T. 425+91.89 139.69'Rt
US 60 (Grand Ave) Constr

P.O.T. 425+19.84 139.14'Rt
US 60 (Grand Ave) Constr

P.O.T. 424+70.70 89.29'Rt
US 60 (Grand Ave) Constr

Lamar Road

57th Drive



Sec 8
Central
District

060 MA 155 H5610 01R / RAM 060-B-806
and 060 MA 149 H7292 01R
WICKENBURG - PHOENIX HIGHWAY
43rd Avenue - 71st Avenue
(57th Ave. to 61st Ave. Intersections)
Maricopa County

DATE: SEPT 15, 2017

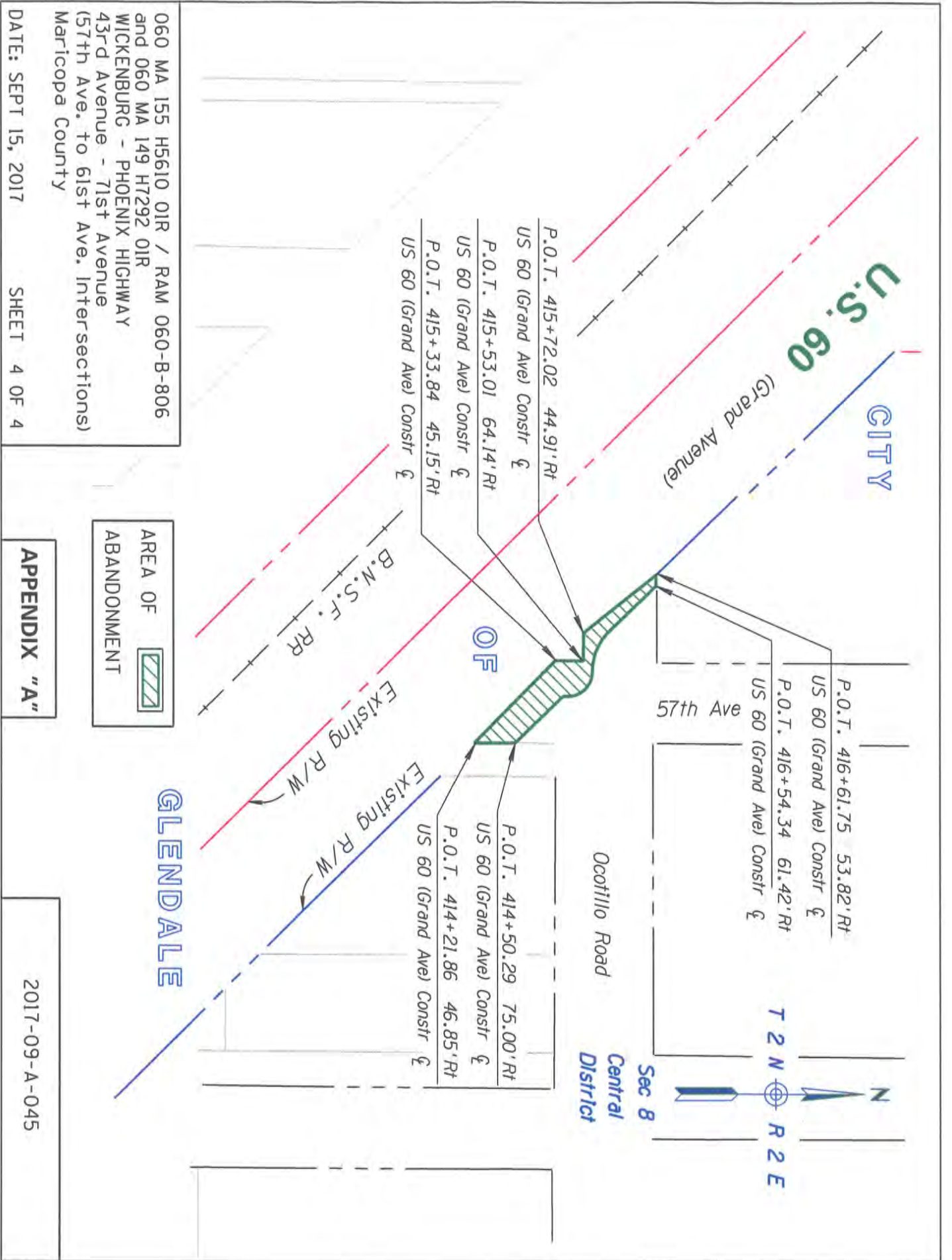
SHEET 3 OF 4



APPENDIX "A"

GLENDALE

2017-09-A-045



060 MA 155 H5610 OIR / RAM 060-B-806
 and 060 MA 149 H7292 OIR
 WICKENBURG - PHOENIX HIGHWAY
 43rd Avenue - 71st Avenue
 (57th Ave. to 61st Ave. Intersections)
 Maricopa County

DATE: SEPT 15, 2017

SHEET 4 OF 4

APPENDIX "A"

2017-09-A-045

September 15, 2017

RES. NO. 2017-09-A-046
PROJECTS: 089 YV 289 H5435 01R / S 089-A-703; and
089 YV 289 H8746 / 089-A(211)T
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Kirkland Jct. - Wagoner Rd. Intersection
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 007

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way temporarily acquired for the improvement of State Route 89 within the above referenced projects.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference. U. S. Route 89 was included in the supplemental designation of Interstate Routes in the Resolution dated July 10, 1945, shown on Page 157 of the Official Minutes. Additional right of way for improvement of this interchange was established as a state route and state highway by State Transportation Board Resolution 85-04-A-28, dated April 26, 1985. Thereafter, the highway was redesignated as State Route 89 by Resolution 92-08-A-56, dated August 21, 1992. Resolution 2006-03-A-012, dated March 17, 2006, established additional right of way as a state route for further improvement under the above referenced Project 089 YV 289 H5435 01R / S 089-A-703; and Resolution 2006-08-A-041, dated August 18, 2006, established it as a state highway. Thereafter, Resolution 2015-11-A-048, dated November 20, 2015, established additional right of way as a state route and state highway for further improvement of the Kirkland Junction Intersection, under the above referenced Project 089 YV 289 H8746 / 089-A(211)T.

September 15, 2017

RES. NO. 2017-09-A-046
PROJECTS: 089 YV 289 H5435 01R / S 089-A-703; and
089 YV 289 H8746 / 089-A(211)T
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Kirkland Jct. - Wagoner Rd. Intersection
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 007

The right of way is no longer needed for state transportation purposes. Yavapai County has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated May 11, 2017, issued pursuant to the provisions of Arizona Revised Statutes Section 28-7209. Accordingly, I recommend that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PRESCOTT HIGHWAY, Kirkland Jct. - Wagoner Rd. Intersection, Project 089 YV 289 H5435 01R / S 089-A-703", wherein the new right of way acquired for Project 089 YV 289 H8746 / 089-A(211)T is also depicted, and lies between the engineering stations shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the County of Yavapai as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209;

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

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

September 15, 2017

RES. NO. 2017-09-A-046
PROJECTS: 089 YV 289 H5435 01R / S 089-A-703; and
089 YV 289 H8746 / 089-A(211)T
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Kirkland Jct. - Wagoner Rd. Intersection
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 007

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-046
PROJECTS: 089 YV 289 H5435 01R / S 089-A-703; and
089 YV 289 H8746 / 089-A(211)T
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Kirkland Jct. - Wagoner Rd. Intersection
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 007

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of right of way to the County of Yavapai that was temporarily acquired for the improvement of State Route 89 within the above referenced projects.

The right of way is no longer needed for state transportation purposes. Yavapai County has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated May 11, 2017, issued pursuant to the provisions of Arizona Revised Statutes Section 28-7209. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PRESCOTT HIGHWAY, Kirkland Jct. - Wagoner Rd. Intersection, Project 089 YV 289 H5435 01R / S 089-A-703", wherein the new right of way acquired for Project 089 YV 289 H8746 / 089-A(211)T is also depicted, and lies between the engineering stations shown in Appendix "A" attached hereto.

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

September 15, 2017

RES. NO. 2017-09-A-046
PROJECTS: 089 YV 289 H5435 01R / S 089-A-703; and
089 YV 289 H8746 / 089-A(211)T
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Kirkland Jct. - Wagoner Rd. Intersection
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 007

WHEREAS the County of Yavapai has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated May 11, 2017, issued pursuant to the provisions of Arizona Revised Statutes Section 28-7209; and

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to Yavapai County as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

RESOLVED that the Director provide written notice to the County of Yavapai, evidencing the abandonment of the State's interest.

September 15, 2017

RES. NO. 2017-09-A-046
PROJECTS: 089 YV 289 H5435 01R / S 089-A-703; and
089 YV 289 H8746 / 089-A(211)T
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Kirkland Jct. - Wagoner Rd. Intersection
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 007

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

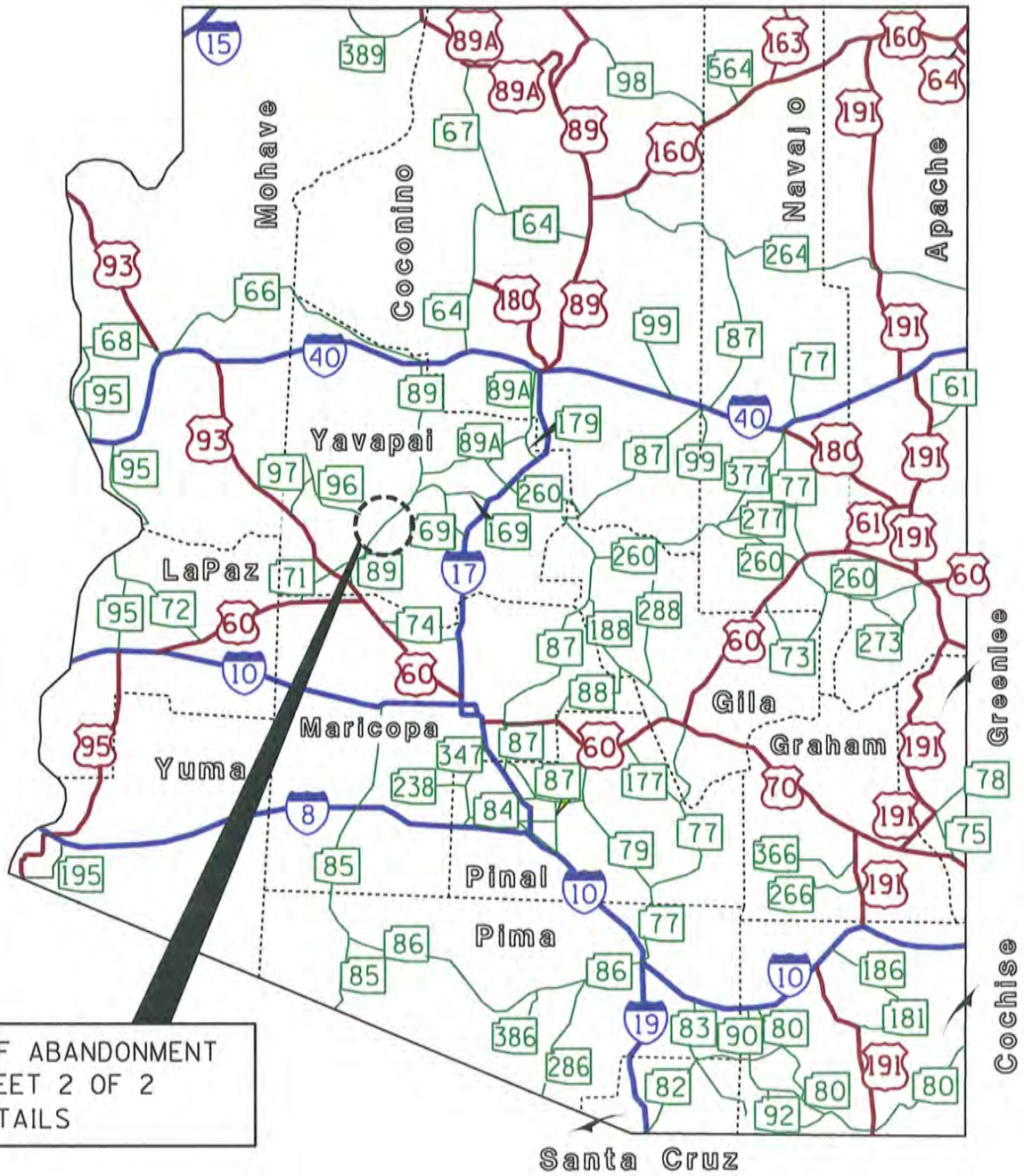
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



AREA OF ABANDONMENT
SEE SHEET 2 OF 2
FOR DETAILS

089 YV 289 H5435 01R / S 089-A-703;
and 089 YV 289 H8746 / 089-A(211)T
WICKENBURG - PRESCOTT HIGHWAY
Kirkland Jct. - Wagoner Rd.
Intersection
Yavapai County

2017-09-A-046

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 1 OF 2

16 | 15
21 | 22

Section Line

15
22

To Prescott

YAVAPAI

50.00' Lt P.O.T. 235+34.27

S.R. 89 Existing R/W ζ

P.O.C. 220+63.10
County Rd 15 Existing R/W ζ

T 12 N R 4 W

Northwest District

County Road 15

NE⁴ NW⁴

NW⁴ NE⁴

47.00' Lt P.O.T. 223+57.93
County Rd 15 Existing R/W ζ

Approx 1/16 Line

79.64' Rt P.O.T. 321+78.83
S.R. 89 Existing R/W ζ

87.70' Rt P.O.T. 322+91.49
S.R. 89 Existing R/W ζ

S.R. 89

SE⁴ NW⁴

SW⁴ NE⁴

COUNTY

Existing R/W
Existing R/W

Mid-Sec Line

22

To Wickenburg

AREA OF
ABANDONMENT

089 YV 289 H5435 01R / S 089-A-703;
and 089 YV 289 H8746 / 089-A(211)T
WICKENBURG - PRESCOTT HIGHWAY
Kirkland Jct. - Wagoner Rd.
Intersection
Yavapai County

2017-09-A-046

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-047
PROJECT: 040B CN 198 M5195 01X / M-951-6-801
HIGHWAY: SANTA FE AVE. - FLAGSTAFF URBAN AREA
SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of State Route 40B within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 66 by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. Additional right of way for location, relocation and/or alteration was established by the Resolution dated July 20, 1932, shown on Page 7 of the Official Minutes; by the Resolution dated November 06, 1941, shown on Page 338 of the Official Minutes; and by the Resolution dated July 09, 1945, shown on Page 160 of the Official Minutes. Thereafter, the designation of U. S. Route 66 was eliminated from all portions of state highways in Coconino County by Arizona State Transportation Board Resolution 84-10-A-65, dated October 26, 1984, which simultaneously redesignated this segment as State Route Business 40. Thereafter, Resolution 94-12-A-66, dated December 16, 1994, designated this portion of State Route 40B as an Arizona Historic Highway.

September 15, 2017

RES. NO. 2017-09-A-047
PROJECT: 040B CN 198 M5195 01X / M-951-6-801
HIGHWAY: SANTA FE AVE. - FLAGSTAFF URBAN AREA
SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino

A donation of fee right of way is now being established, which encompasses recently completed intersection improvements constructed by the City of Flagstaff to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new fee right of way to be acquired and established as a state route and state highway, including the recently completed improvements, is depicted on Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTA FE AVE. - FLAGSTAFF URBAN AREA HIGHWAY, Flagstaff Streets Section, Project 040B CN 198 M5195 01X / M-951-6-801".

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

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

September 15, 2017

RES. NO. 2017-09-A-047
PROJECT: 040B CN 198 M5195 01X / M-951-6-801
HIGHWAY: SANTA FE AVE. - FLAGSTAFF URBAN AREA
SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state route and state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-047
PROJECT: 040B CN 198 M5195 01X / M-951-6-801
HIGHWAY: SANTA FE AVE. - FLAGSTAFF URBAN AREA
SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of State Route 40B, as set forth in the above referenced project.

A donation of fee right of way is now being established, which encompasses recently completed intersection improvements constructed by the City of Flagstaff to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new fee right of way to be acquired and established as a state route and state highway, including the recently completed improvements, is depicted on Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTA FE AVE. - FLAGSTAFF URBAN AREA HIGHWAY, Flagstaff Streets Section, Project 040B CN 198 M5195 01X / M-951-6-801".

September 15, 2017

RES. NO. 2017-09-A-047
PROJECT: 040B CN 198 M5195 01X / M-951-6-801
HIGHWAY: SANTA FE AVE. - FLAGSTAFF URBAN AREA
SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway needed for this improvement; and

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state route and state highway by this resolution action and that no further conveying document is required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

September 15, 2017

RES. NO. 2017-09-A-047
PROJECT: 040B CN 198 M5195 01X / M-951-6-801
HIGHWAY: SANTA FE AVE. - FLAGSTAFF URBAN AREA
SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

September 15, 2017

RES. NO. 2017-09-A-047
PROJECT: 040B CN 198 M5195 01X / M-951-6-801
HIGHWAY: SANTA FE AVE. - FLAGSTAFF URBAN AREA
SECTION: Flagstaff Streets (Tractor Supply Co. @ Arrowhead Ave.)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

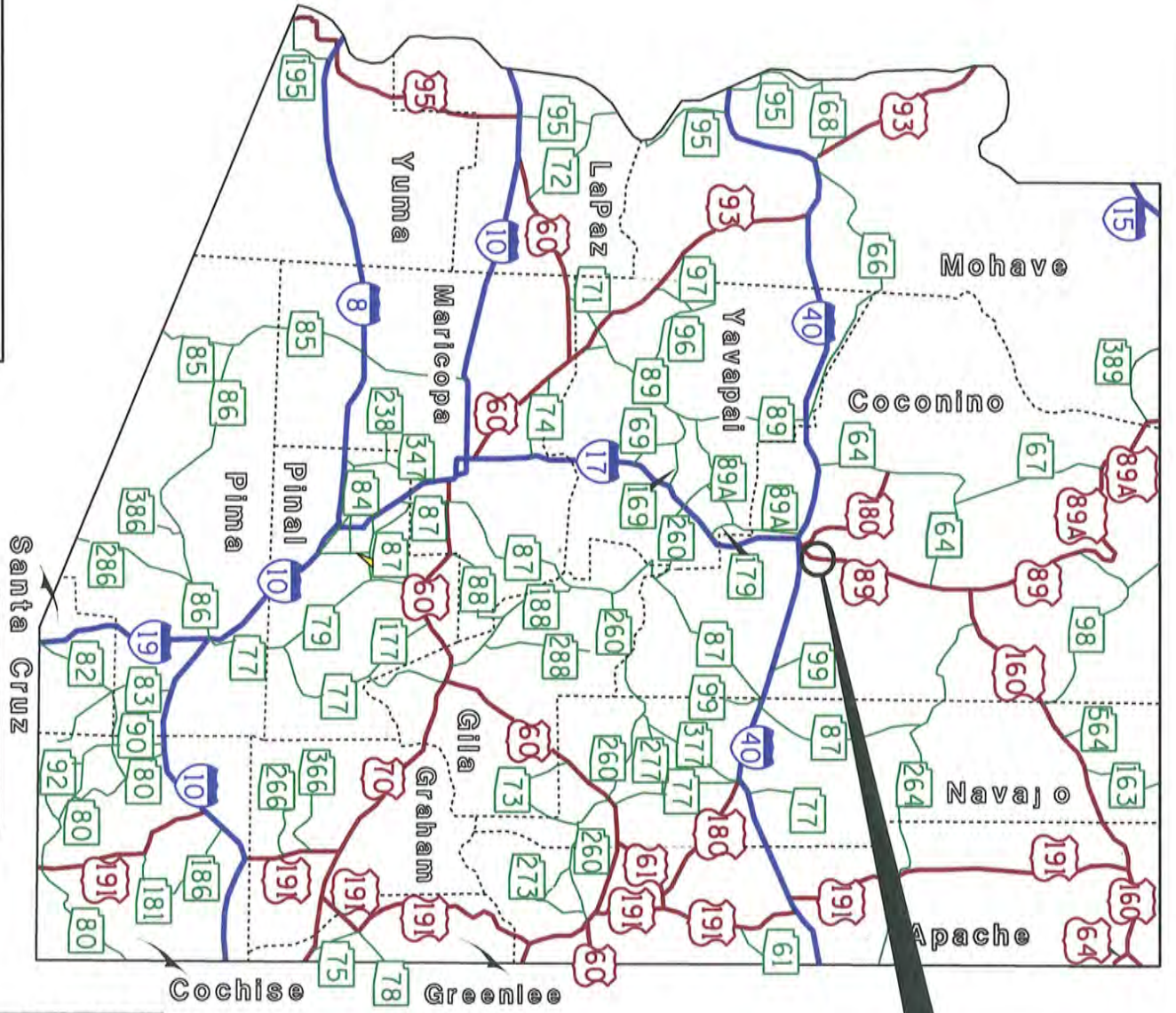
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 9/28/17



AREA OF ESTABLISHMENT
SEE SHEETS 2 - 6
FOR DETAILS



Northcentral
District

040B CN 198 M5195 OIX / M-951-6-801
SANTA FE AVE. - FLAGSTAFF URBAN AREA
Flagstaff Streets
(Tractor Supply Co. @ Arrowhead Ave.)
Coconino County

DATE: SEPT 15, 2017 SHEET 1 OF 6

2017-09-A-047

APPENDIX "A"

ADOT Right of Way Dedication Legal Description

Following is a description of a parcel of land located in the northwest quarter of the southeast quarter of Section 14, Township 21 North, Range 7 East, Gila and Salt River Baseline and Meridian, Coconino County, Arizona.

The parcel of land being described is a portion of Parcels 1, 3, 5 and 6 as described in Instrument No. 3231770 and shown on the Record of Survey recorded as Instrument No. 3669114. (Note: References to recorded documents refer to the records of the Coconino County Recorder's Office):

The parcel of land is more particularly described by metes and bounds as follows:

COMMENCING at a found 5/8" rebar located at the intersection of the northerly right of way line of U.S. Highway 66 and the northerly right of way line of Arrowhead Avenue. Said point also being the southeasterly corner of the 3.00 foot wide strip of land described in Docket 1483, Page 372;

THENCE North 35°32'00" East along the northerly right of way line of U.S Highway 66 and along the easterly line of the parcel described in Docket 1483, Page 372, 3.00 feet to the northeasterly corner of the parcel described in Docket 1483, Page 372 and to the most south corner of Parcel 1, monumented with a nail and brass tag in concrete LS18297, the **TRUE POINT OF BEGINNING** of this description:

THENCE North 54°48'15" West along the northerly line of the parcel described in Docket 1483, Page 372, and along the southerly line of Parcel 1, 28.00 feet;

THENCE North 80°29'40" East, 22.64 feet;

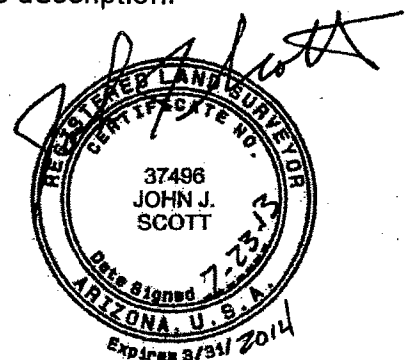
THENCE North 35°32'00" East parallel with and 12.00 feet northerly of the northerly right of way line of U.S. Highway 66, 251.23 feet to the west right of way line of the 60.00 foot wide Main Street as shown on the Corrected Map of Sunnyside Farms recorded as Book 2 of Maps, Page 20;

THENCE South 00°30'59" East along the west right of way line of Main Street, 20.39 feet to the northerly right of way line of U.S. Highway 66;

THENCE South 35°32'00" West along the northerly right of way line of U.S. Highway 66, 250.60 feet to the **TRUE POINT OF BEGINNING** of this description.

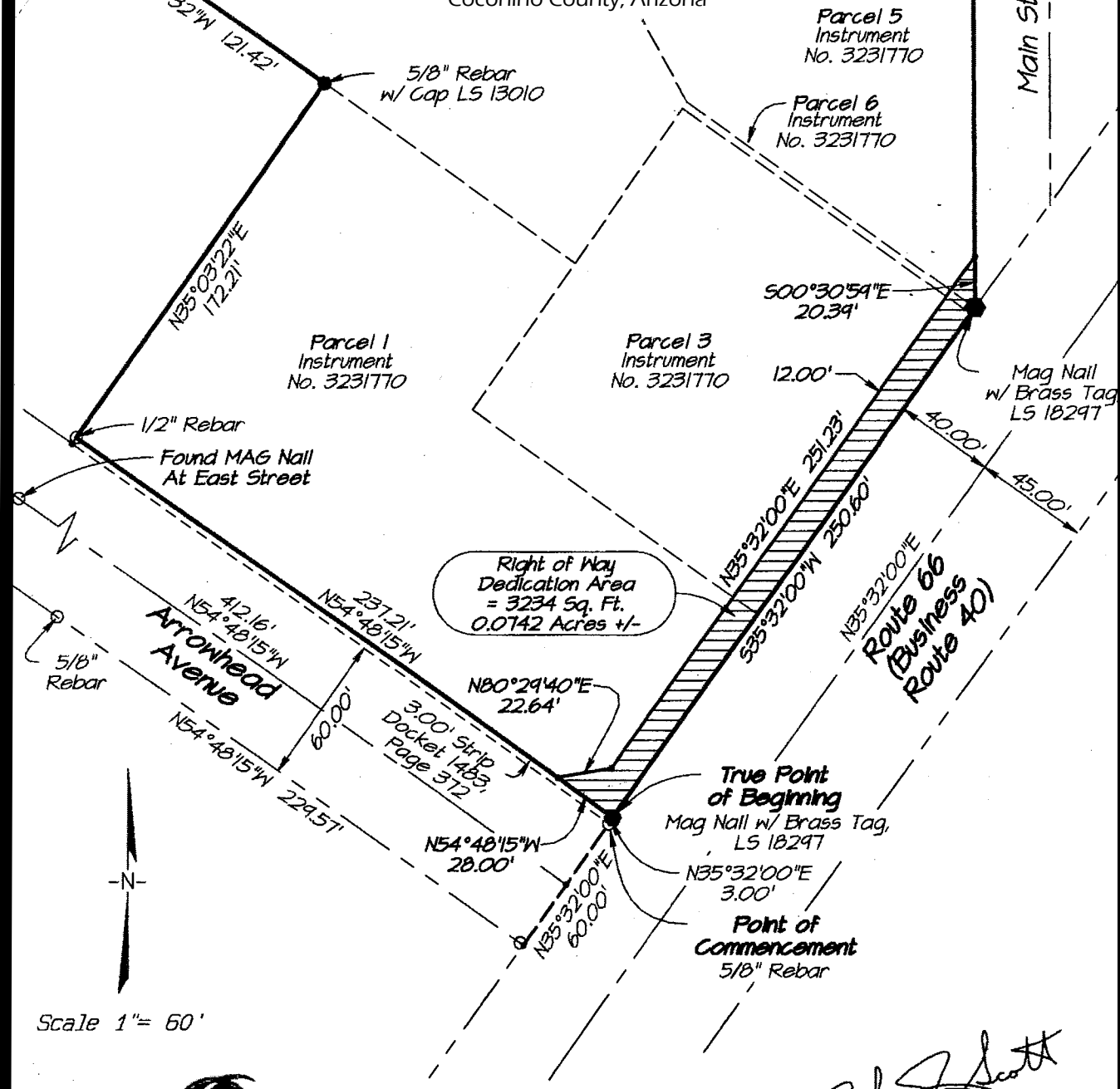
The above described parcel of land contains 3234 Sq. Ft. (0.0742 Acres), more or less. For a drawing of the above described parcel see the exhibit titled "ADOT Right of Way Dedication Exhibit", which by this reference is made part of this description.

APPENDIX "A"
SHEET 2 OF 6

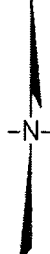


ADOT Right of Way Dedication Plat

A Portion of the Southeast Quarter of Section 14,
Township 21 North, Range 7 East, Gila & Salt River Meridian,
Coconino County, Arizona



Scale 1" = 60'

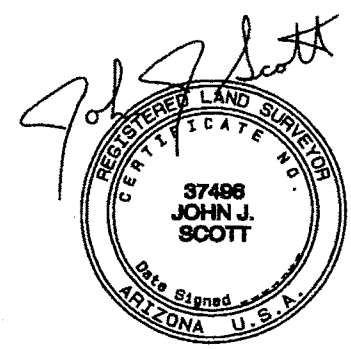


Note: Refer to the Record of Survey
Recorded as Instrument No. 3669114

**ARIZONA
SURVEYING**

Arizona Surveying, Inc
1843 W. Heavenly Ct
Flagstaff, AZ 86001

APPENDIX "A"
SHEET 3 OF 6



Expires: 3-31-2014

ADOT Right of Way Dedication Legal Description

The following is a legal description of a parcel of lying within the southeast quarter of Section 14, Township 21 North, Range 7 East, of the Gila Salt River Meridian, Coconino County, Arizona, more particularly described as follows:

Commencing at a found railroad spike at the centerline intersection of the Right of Way for Arrowhead Avenue and Center Street as shown on Results of Survey, recorded at Instrument #3614490, Official Recorders of Coconino County (herein referred to as R), from which a found railroad spike at the centerline intersection of the Right of Way for Arrowhead Avenue and West Street bears North 54°46'08" West, a distance of 409.85 feet (measured and basis of bearing for this description) (North 53°52'59" West, a distance of 409.81 feet as shown on Results of Survey and Split recorded at Instrument #3397002, Official Recorders of Coconino County, herein referred to as R1);

Thence along the centerline of Arrowhead Avenue South 55°13'13" East (R), a distance of 158.84 feet (R) (South 54°18'33" East, a distance of 158.78 feet R1) to a found PK nail at the centerline intersection of the Right of Way for Arrowhead Avenue and East Street;

Thence continuing along said centerline South 54°49'32" East (R), a distance of 412.12 feet (R) (South 54°47'44" East, a distance of 412.05 feet as shown on ALTA-ACSM Land Title Survey recorded at Book 20, Page 40, Official Recorders of Coconino County, herein referred to as R2) to the **TRUE POINT OF BEGINNING** at the intersection of the northerly Right of Way line for Route 66;

Thence leaving said centerline South 35°34'26" West (R), along said Right of Way line a distance of 30.04 feet (30.00 feet R2) to a point at the intersection of the southerly Right of Way line of Arrowhead Avenue, from which a found ½" rebar with aluminum cap on said northerly Right of Way line bears South 35°34'26" West (R), a distance of 311.27 feet (R) (South 35°49'00" West, a distance of 309.08 feet as shown on Results of Survey recorded at Book 25, Page 49, Official Recorders of Coconino County, herein referred to as R3), and from which a found 5/8" rebar on the said southerly Right of Way line bears North 54°49'36" West (R), a distance of 229.52 feet (R) (North 54°04'37" West, a distance of 229.52 feet R3);

Thence leaving said southerly Right of Way line South 35°34'26" West (R) (South 35°49'00" West R3), continuing along said northerly Right of Way line, a distance of 25.00 feet;

Thence leaving said northerly Right of Way line North 09°37'38" West, a distance of 35.23 feet to a point at the intersection of said southerly Right of Way line;

Thence leaving said southerly Right of Way line North 35°34'26" East, a distance of 63.08 feet to a point at the intersection of said northerly Right of Way line of Arrowhead Avenue;

Thence leaving said Right of Way line North 80°19'18" East, a distance of 35.44 feet to a point at the intersection of said northerly Right of Way line for Route 66;

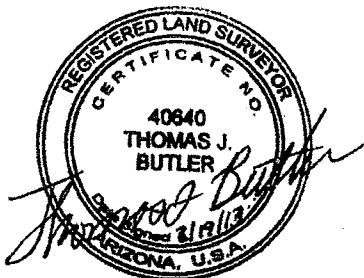
Thence along said Right of Way line for Route 66 South 35°27'42" East, a distance of 25.00 feet to a point at the intersection of said northerly Right of Way line for Arrowhead Avenue, from which a found 5/8" rebar on said Right of Way line for Route 66 bears South 35°27'42" West (R), a distance of 3.00 feet (R, R2), and from which a found 1/2" rebar on said Right of Way line for Route 66 bears North 35°27'42" East (R), a distance of 612.60 feet (R), and from which a found 1/2" rebar on said Right of Way line for Arrowhead Avenue bears North 54°49'06" West (R), a distance of 265.28 feet (R) (North 54°47'44" West, a distance of 265.12 feet R2);

Thence continuing along said Right of Way line for Route 66 South 35°34'06" West (R), a distance of 33.04 feet (33.00 R2) to the **TRUE POINT OF BEGINNING**.

Containing 2,202 square feet, more or less.

See exhibit B attached hereto and made apart hereof.

This legal description was prepared by Thomas J. Butler, RLS 40640, on behalf of and at the request of The WLB Group, Inc., Flagstaff, Az.



RECEIVED 3 31 13

WEST & ARROW ROW # 10
Descriptive Title



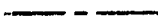





03-10020
City File No.

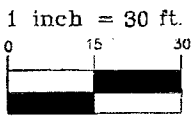
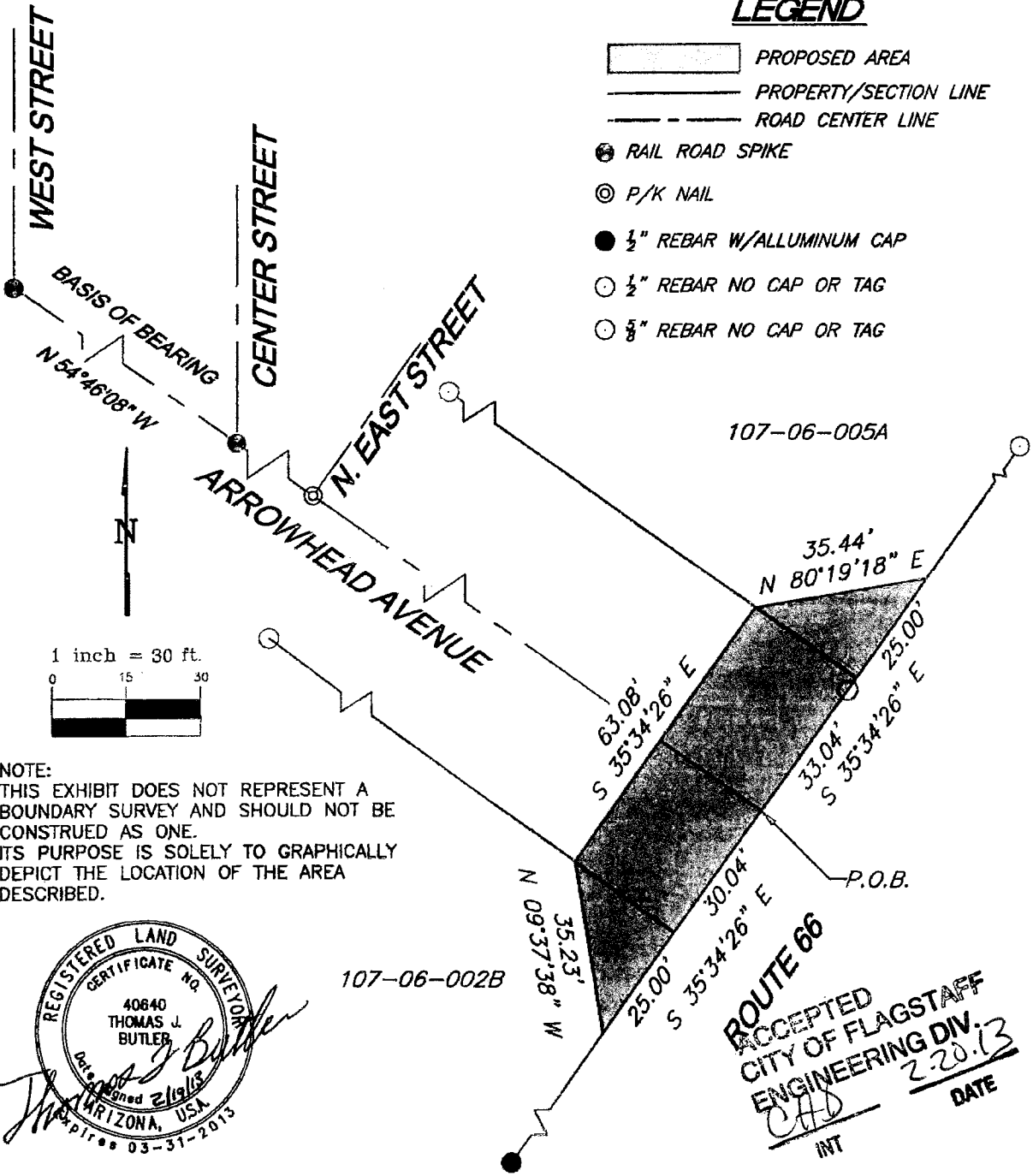
ACCEPTED
CITY OF FLAGSTAFF
ENGINEERING DIV.
CHD 2-20-13
DATE

ADOT Right of Way Dedication Plat

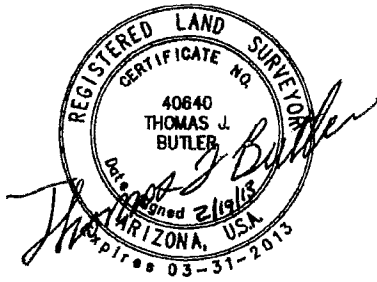
A Portion of the Southeast Quarter of Section 14,
Township 21 North, Range 7 East, Gila & Salt River Meridian,
Coconino County, Arizona

LEGEND

-  PROPOSED AREA
-  PROPERTY/SECTION LINE
-  ROAD CENTER LINE
-  RAIL ROAD SPIKE
-  P/K NAIL
-  1/2" REBAR W/ALLUMINUM CAP
-  1/2" REBAR NO CAP OR TAG
-  5/8" REBAR NO CAP OR TAG



NOTE:
THIS EXHIBIT DOES NOT REPRESENT A
BOUNDARY SURVEY AND SHOULD NOT BE
CONSTRUED AS ONE.
ITS PURPOSE IS SOLELY TO GRAPHICALLY
DEPICT THE LOCATION OF THE AREA
DESCRIBED.



ROUTE 66
ACCEPTED
CITY OF FLAGSTAFF
ENGINEERING DIV.
CAD
INT
DATE
2-20-13

The WLB Group, Inc. **WLB**
WLB No. 311011A001

APPENDIX "A"
SHEET 6 OF 6

03-10020
CITY FILE No.

September 15, 2017

RES. NO. 2017-09-A-048
PROJECT: 086 PM 120 H8469 / 086-A(217)T
HIGHWAY: WHY - TUCSON
SECTION: Fresno - MP 123.9
ROUTE NO.: State Route 86
ENG. DIST.: Southcentral
COUNTY: Pima

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state highway for the improvement of State Route 86 within the above referenced project.

The existing alignment, previously a county road running from Tucson to Sells, thence from Sells to Ajo, was established as a state route by Resolution of the Arizona State Highway Commission dated May 14, 1943, entered on Page 64 of its Official Minutes; and was established as a state highway by the Resolution dated June 21, 1943, as shown on Page 75 thereof. Through the Resolution of August 28, 1945, as set forth on Page 181 of the Official Minutes, additional right of way for relocation and alteration of the Tucson - Ajo Highway was established as a state highway under Project F.A.S. 110 (FL-5). Thereafter, Arizona State Transportation Board Resolution 2016-02-A-010, dated February 19, 2016, established additional right of way as a state route for widening and drainage facility improvements under the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of this widening and drainage improvement project necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state highway for this improvement project.

September 15, 2017

RES. NO. 2017-09-A-048
PROJECT: 086 PM 120 H8469 / 086-A(217)T
HIGHWAY: WHY - TUCSON
SECTION: Fresno - MP 123.9
ROUTE NO.: State Route 86
ENG. DIST.: Southcentral
COUNTY: Pima

The new right of way to be established as a state highway and acquired for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WHY - TUCSON HIGHWAY, Fresno - MP 123.9, Project 086 PM 120 H8469 / 086-A(217)T".

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

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

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

September 15, 2017

RES. NO. 2017-09-A-048
PROJECT: 086 PM 120 H8469 / 086-A(217)T
HIGHWAY: WHY - TUCSON
SECTION: Fresno - MP 123.9
ROUTE NO.: State Route 86
ENG. DIST.: Southcentral
COUNTY: Pima

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-048
PROJECT: 086 PM 120 H8469 / 086-A(217)T
HIGHWAY: WHY - TUCSON
SECTION: Fresno - MP 123.9
ROUTE NO.: State Route 86
ENG. DIST.: Southcentral
COUNTY: Pima

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state highway for the improvement of State Route 86, as set forth in the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of this widening and drainage improvement project necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state highway for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WHY - TUCSON HIGHWAY, Fresno - MP 123.9, Project 086 PM 120 H8469 / 086-A(217)T".

September 15, 2017

RES. NO. 2017-09-A-048
PROJECT: 086 PM 120 H8469 / 086-A(217)T
HIGHWAY: WHY - TUCSON
SECTION: Fresno - MP 123.9
ROUTE NO.: State Route 86
ENG. DIST.: Southcentral
COUNTY: Pima

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state highway needed for this improvement; and

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state highway by this resolution action and that no further conveying document is required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

September 15, 2017

RES. NO. 2017-09-A-048
PROJECT: 086 PM 120 H8469 / 086-A(217)T
HIGHWAY: WHY - TUCSON
SECTION: Fresno - MP 123.9
ROUTE NO.: State Route 86
ENG. DIST.: Southcentral
COUNTY: Pima

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state highway.

September 15, 2017

RES. NO. 2017-09-A-048
PROJECT: 086 PM 120 H8469 / 086-A(217)T
HIGHWAY: WHY - TUCSON
SECTION: Fresno - MP 123.9
ROUTE NO.: State Route 86
ENG. DIST.: Southcentral
COUNTY: Pima

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

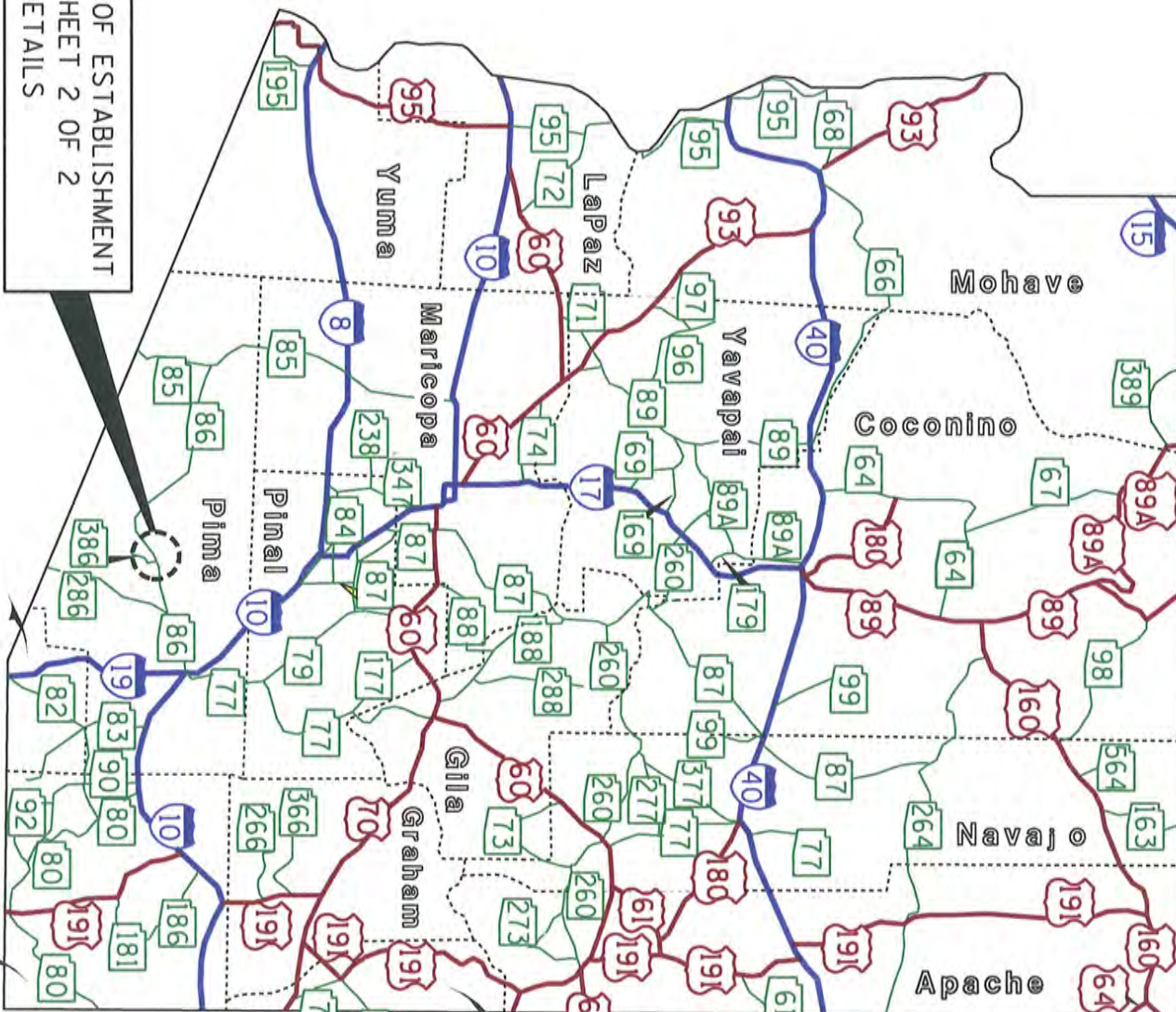
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

2017-09-A-048

APPENDIX "A"

086 PM 120 H8469 / 086-A(217)T
WHY - TUCSON HIGHWAY
Fresnal - MP 123.9
Pima County

DATE: SEPT 15, 2017 SHEET 1 OF 2

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(unsurveyed)

Fresnal

MP 120

S.R. 86

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T. 16 S. R. 7 E.



Southcentral
District

(unsurveyed)

NATION

086 PM 120 H8469 / 086-A(217)T
 WHY - TUCSON HIGHWAY
 Fresnal - MP 123.9
 Pima County

2017-09-A-048

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-049
PROJECT: 040 NA 303 H8036 / 040-E(212)A
HIGHWAY: HOLBROOK - LUPTON
SECTION: Adamana T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northeast
COUNTY: Navajo

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state highway for the improvement of Interstate Route 40 within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 66, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. The highway came to its present controlled access alignment through Resolutions of the Commission dated October 20, 1953, shown on Page 262; dated May 02, 1957, shown on Page 148; dated November 12, 1957, shown on Page 449 of the Official Minutes; and through Arizona State Transportation Board Resolution 74-3-A-4, dated July 26, 1974. Thereafter, additional right of way for previous drainage improvements at the Adamana Traffic Interchange, under Project I-40-5-602, was established by Resolution 78-13-A-42, dated August 18, 1978. Resolution 84-10-A-66, dated October 26, 1984, eliminated the U. S. Route 66 designation from all highways in Navajo County, facilitated by an administrative action of the American Association of State Highway and Transportation Officials, which created the designation of Interstate Route 40 over this alignment. Recently, Resolution 2016-02-A-014, dated February 19, 2016, established additional right of way as a state route for further drainage facility improvements under the above referenced project.

September 15, 2017

RES. NO. 2017-09-A-049
PROJECT: 040 NA 303 H8036 / 040-E(212)A
HIGHWAY: HOLBROOK - LUPTON
SECTION: Adamana T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northeast
COUNTY: Navajo

New right of way is now needed to facilitate the imminent construction phase of this drainage improvement project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the HOLBROOK - LUPTON HIGHWAY, Adamana T. I., Project 040 NA 303 H8036 / 040-E(212)A".

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

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

September 15, 2017

RES. NO. 2017-09-A-049
PROJECT: 040 NA 303 H8036 / 040-E(212)A
HIGHWAY: HOLBROOK - LUPTON
SECTION: Adamana T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northeast
COUNTY: Navajo

I further recommend the immediate establishment into the state highway system as a controlled access state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-049
PROJECT: 040 NA 303 H8036 / 040-E(212)A
HIGHWAY: HOLBROOK - LUPTON
SECTION: Adamana T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northeast
COUNTY: Navajo

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state highway for the improvement of Interstate Route 40, as set forth in the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of this drainage improvement project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the HOLBROOK - LUPTON HIGHWAY, Adamana T. I., Project 040 NA 303 H8036 / 040-E(212)A".

September 15, 2017

RES. NO. 2017-09-A-049
PROJECT: 040 NA 303 H8036 / 040-E(212)A
HIGHWAY: HOLBROOK - LUPTON
SECTION: Adamana T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northeast
COUNTY: Navajo

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

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

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

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

September 15, 2017

RES. NO. 2017-09-A-049
PROJECT: 040 NA 303 H8036 / 040-E(212)A
HIGHWAY: HOLBROOK - LUPTON
SECTION: Adamana T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northeast
COUNTY: Navajo

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

September 15, 2017

RES. NO. 2017-09-A-049
PROJECT: 040 NA 303 H8036 / 040-E(212)A
HIGHWAY: HOLBROOK - LUPTON
SECTION: Adamana T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northeast
COUNTY: Navajo

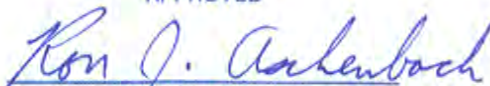
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

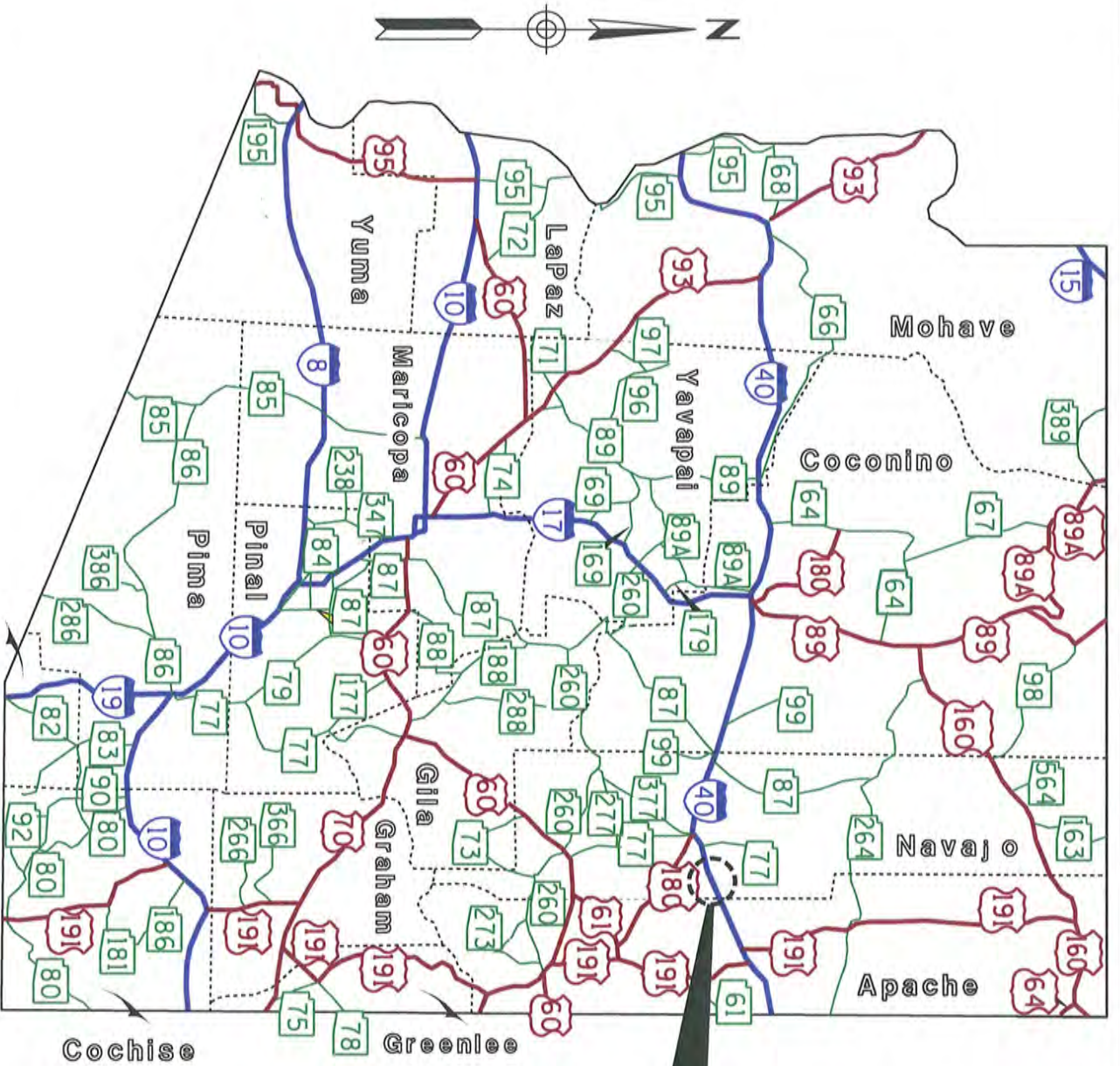
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



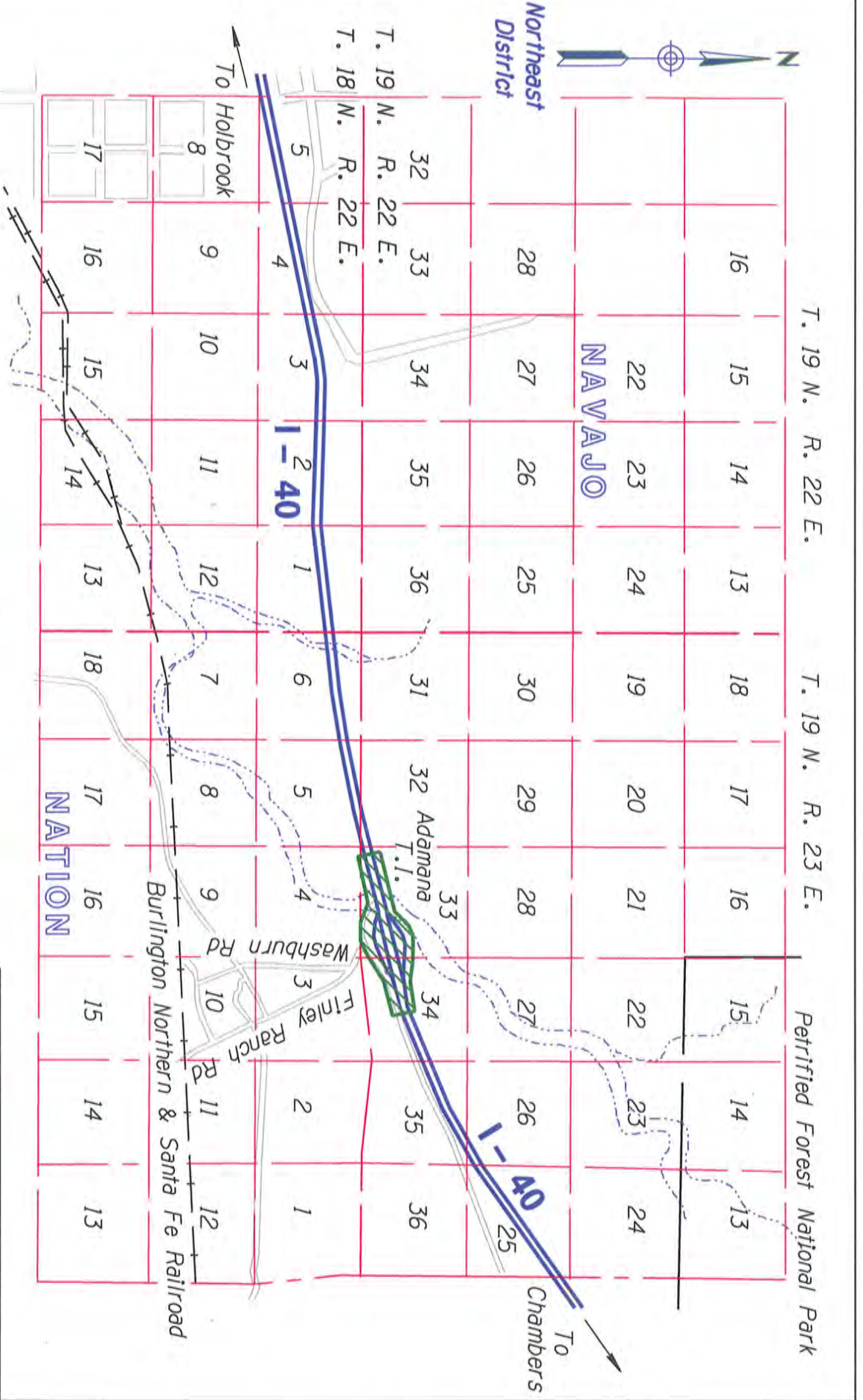
AREA OF ESTABLISHMENT
 SEE SHEET 2 OF 2
 FOR DETAILS

040 NA 303 H8036 / 040-E(212)A
 HOLBROOK - LUPTON HIGHWAY
 Adamana T.I.
 Navajo County

DATE: SEPT 15, 2017 SHEET 1 OF 2

APPENDIX "A"

2017-09-A-049



AREA OF ESTABLISHMENT

040 NA 303 H8036 / 040-E(212)A
 HOLBROOK - LUPTON HIGHWAY
 Adamana T.I.
 Navajo County

2017-09-A-049

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-050
PROJECT: 060 MA 145 H8874 / 060-B(224)S
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Greenway - Thompson Ranch Road
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of U. S. Route 60 within the above referenced project.

This alignment was previously established as a state route and state highway, designated U.S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways. The highway was incorporated into the alignment of U.S. Route 60 through the Resolution of October 29, 1930, on Page 36 of the Official Minutes, and its administrative redesignation by the American Association of State Highway Officials. Additional right of way for the relocation and alteration of the route was established as a state highway by the Resolution of May 23, 1941, on Page 202 of the Minutes; and later by State Transportation Board Resolution 88-01-A-02 of January 18, 1988; and Amended Resolution 90-04-A-26 of April 20, 1990. The U. S. Route 89 designation was eliminated by Resolution 92-08-A-56 of August 21, 1992. Additional right of way for widening improvements was established by Resolution 2009-07-A-051 of July 17, 2009. Under the above referenced project, new right of way was established as a state route by Resolution 2014-12-A-048, dated December 12, 2014; and by Resolution 2015-05-A-025, dated May 15, 2015; and was subsequently established as a controlled access state route and state highway by Resolution 2016-05-A-025, dated May 20, 2016.

September 15, 2017

RES. NO. 2017-09-A-050
PROJECT: 060 MA 145 H8874 / 060-B(224)S
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Greenway - Thompson Ranch Road
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

New right of way is now needed for frontage road and widening improvements necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route for this improvement project.

The new right of way to be established as a state route and acquired for the improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, Greenway - Thompson Ranch Road, Project 060 MA 145 H8874 / 060-B(224)S"; and on those entitled: "60% Design Plans, dated August 01, 2016, STATE HIGHWAY U. S. 60 GRAND AVENUE, Frontage Road Improvements, Project 060 MA 145 H8874 / 060-B(224)S".

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

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

September 15, 2017

RES. NO. 2017-09-A-050
PROJECT: 060 MA 145 H8874 / 060-B(224)S
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Greenway - Thompson Ranch Road
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-050
PROJECT: 060 MA 145 H8874 / 060-B(224)S
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Greenway - Thompson Ranch Road
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of U. S. Route 60, as set forth in the above referenced project.

New right of way is now needed for frontage road and widening improvements necessary to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route for this improvement project.

The new right of way to be established as a state route and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, Greenway - Thompson Ranch Road, Project 060 MA 145 H8874 / 060-B(224)S"; and on those entitled: "60% Design Plans, dated August 01, 2016, STATE HIGHWAY U. S. 60 GRAND AVENUE, Frontage Road Improvements, Project 060 MA 145 H8874 / 060-B(224)S".

September 15, 2017

RES. NO. 2017-09-A-050
PROJECT: 060 MA 145 H8874 / 060-B(224)S
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Greenway - Thompson Ranch Road
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement; therefore, be it

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

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

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

September 15, 2017

RES. NO. 2017-09-A-050
PROJECT: 060 MA 145 H8874 / 060-B(224)S
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Greenway - Thompson Ranch Road
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

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

September 15, 2017

RES. NO. 2017-09-A-050
PROJECT: 060 MA 145 H8874 / 060-B(224)S
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Greenway - Thompson Ranch Road
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

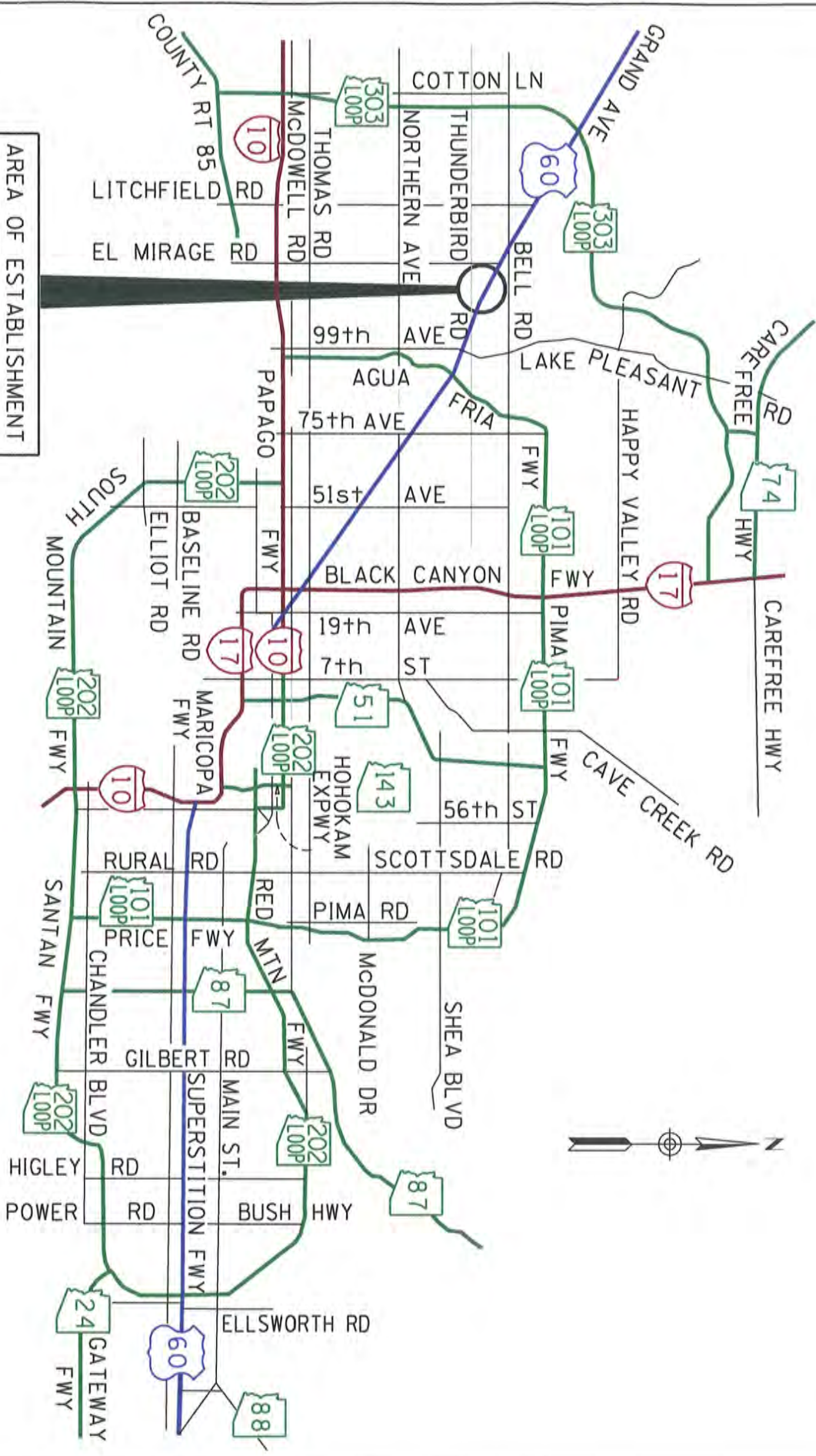
APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17

AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

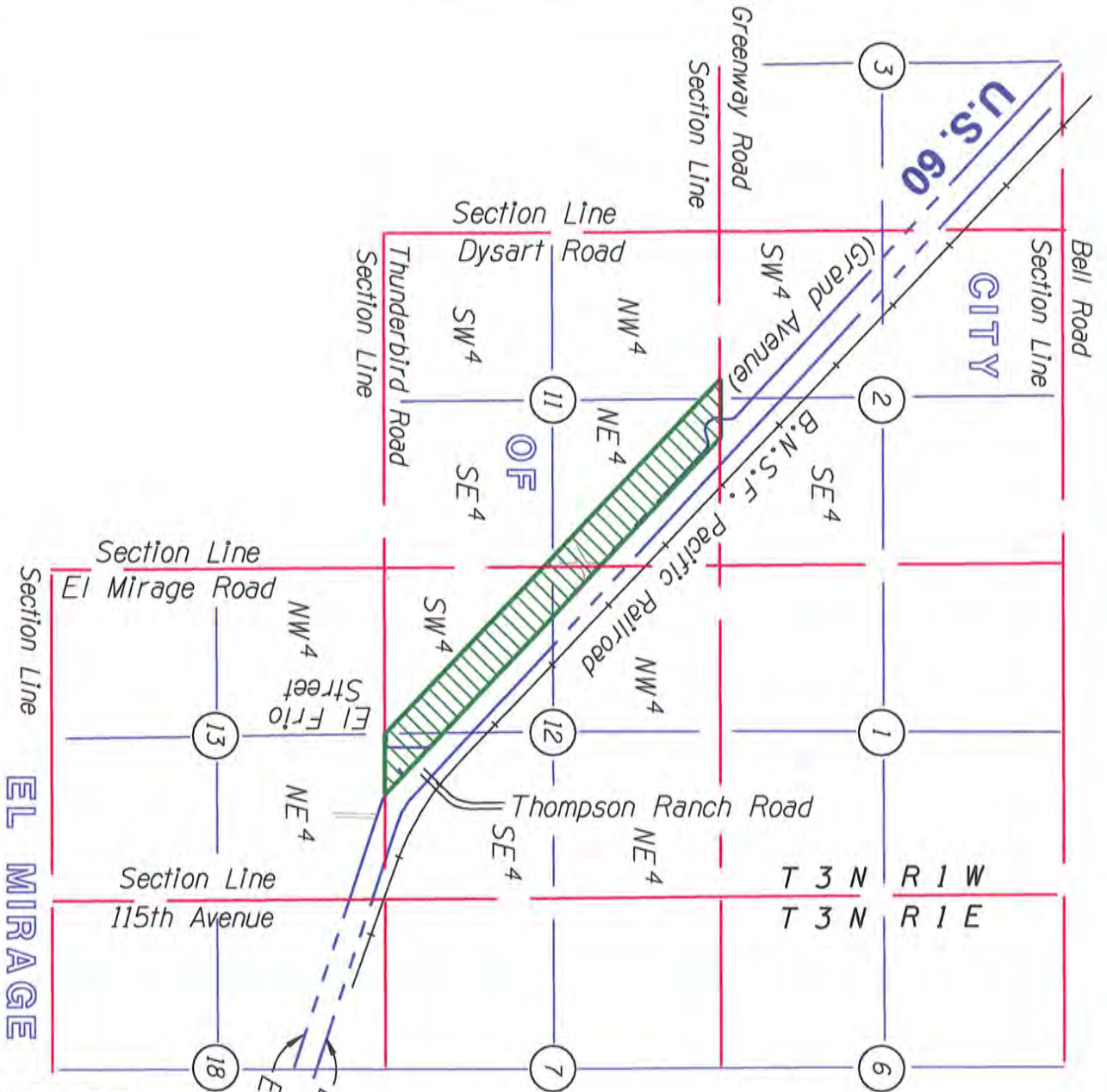


2017-09-A-050

APPENDIX "A"

060 MA 145 H8874 / 060-B(224)S
WICKENBURG - PHOENIX HIGHWAY
Greenway - Thompson Ranch Road
U.S. Route 60
Maricopa County

DATE: SEPT 15, 2017 SHEET 1 OF 2



AREA OF ESTABLISHMENT



060 MA 145 H8874 / 060-B(224)S
 WICKENBURG - PHOENIX HIGHWAY
 Greenway - Thompson Ranch Road
 U.S. Route 60
 Maricopa County

2017-09-A-050

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-051
PROJECT: 008 MA 096 H8922 / 008-A(227)T
HIGHWAY: YUMA - CASA GRANDE
SECTION: MP 96 - Paloma Road (Painted Rock T. I.)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Southwest
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of Interstate Route 8 within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 80, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. The Resolution of January 06, 1953, shown on Page 10 of the Official Minutes, established new right of way as a state highway for the location, relocation, alternation and widening of this segment of the Yuma - Phoenix Highway under Federal Interstate Project 69. The Commission's Resolutions dated April 30, 1956, on Page 118; and dated January 07, 1957, on Page 9, established as a state highway additional right of way for location, relocation, alternation and widening to a width of at least 300 feet under Project IN-002-2. Resolution 60-24, dated July 07, 1959 provided for access control and additional widening of this portion of the Yuma - Casa Grande Highway under Project I-8-2. Thereafter Arizona State Transportation Board Resolution 77-16-A-48, dated September 16, 1977, called for the renumbering and redesignation of this portion of U. S. 80 as Interstate Route 10, which was subsequently accomplished through approval of the American Association of State Highway and Transportation Officials by their administrative action.

September 15, 2017

RES. NO. 2017-09-A-051
PROJECT: 008 MA 096 H8922 / 008-A(227)T
HIGHWAY: YUMA - CASA GRANDE
SECTION: MP 96 - Paloma Road (Painted Rock T. I.)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Southwest
COUNTY: Maricopa

New right of way is now needed to facilitate the imminent construction phase of the Painted Rock Traffic Interchange Improvement Project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated August 2017, YUMA - CASA GRANDE HIGHWAY, MP 96 - Paloma Road, Project 008 MA 096 H8922 / 008-A(227)T".

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

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

September 15, 2017

RES. NO. 2017-09-A-051
PROJECT: 008 MA 096 H8922 / 008-A(227)T
HIGHWAY: YUMA - CASA GRANDE
SECTION: MP 96 - Paloma Road (Painted Rock T.I.)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Southwest
COUNTY: Maricopa

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-051
PROJECT: 008 MA 096 H8922 / 008-A(227)T
HIGHWAY: YUMA - CASA GRANDE
SECTION: MP 96 - Paloma Road (Painted Rock T. I.)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Southwest
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of Interstate Route 8, as set forth in the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of the Painted Rock Traffic Interchange Improvement Project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated August 2017, YUMA - CASA GRANDE HIGHWAY, MP 96 - Paloma Road, Project 008 MA 096 H8922 / 008-A(227)T".

September 15, 2017

RES. NO. 2017-09-A-051
PROJECT: 008 MA 096 H8922 / 008-A(227)T
HIGHWAY: YUMA - CASA GRANDE
SECTION: MP 96 - Paloma Road (Painted Rock T. I.)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Southwest
COUNTY: Maricopa

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state route and state highway by this resolution action and that no further conveying document is required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

September 15, 2017

RES. NO. 2017-09-A-051
PROJECT: 008 MA 096 H8922 / 008-A(227)T
HIGHWAY: YUMA - CASA GRANDE
SECTION: MP 96 - Paloma Road (Painted Rock T. I.)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Southwest
COUNTY: Maricopa

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

September 15, 2017

RES. NO. 2017-09-A-051
PROJECT: 008 MA 096 H8922 / 008-A(227)T
HIGHWAY: YUMA - CASA GRANDE
SECTION: MP 96 - Paloma Road (Painted Rock T. I.)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Southwest
COUNTY: Maricopa


CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

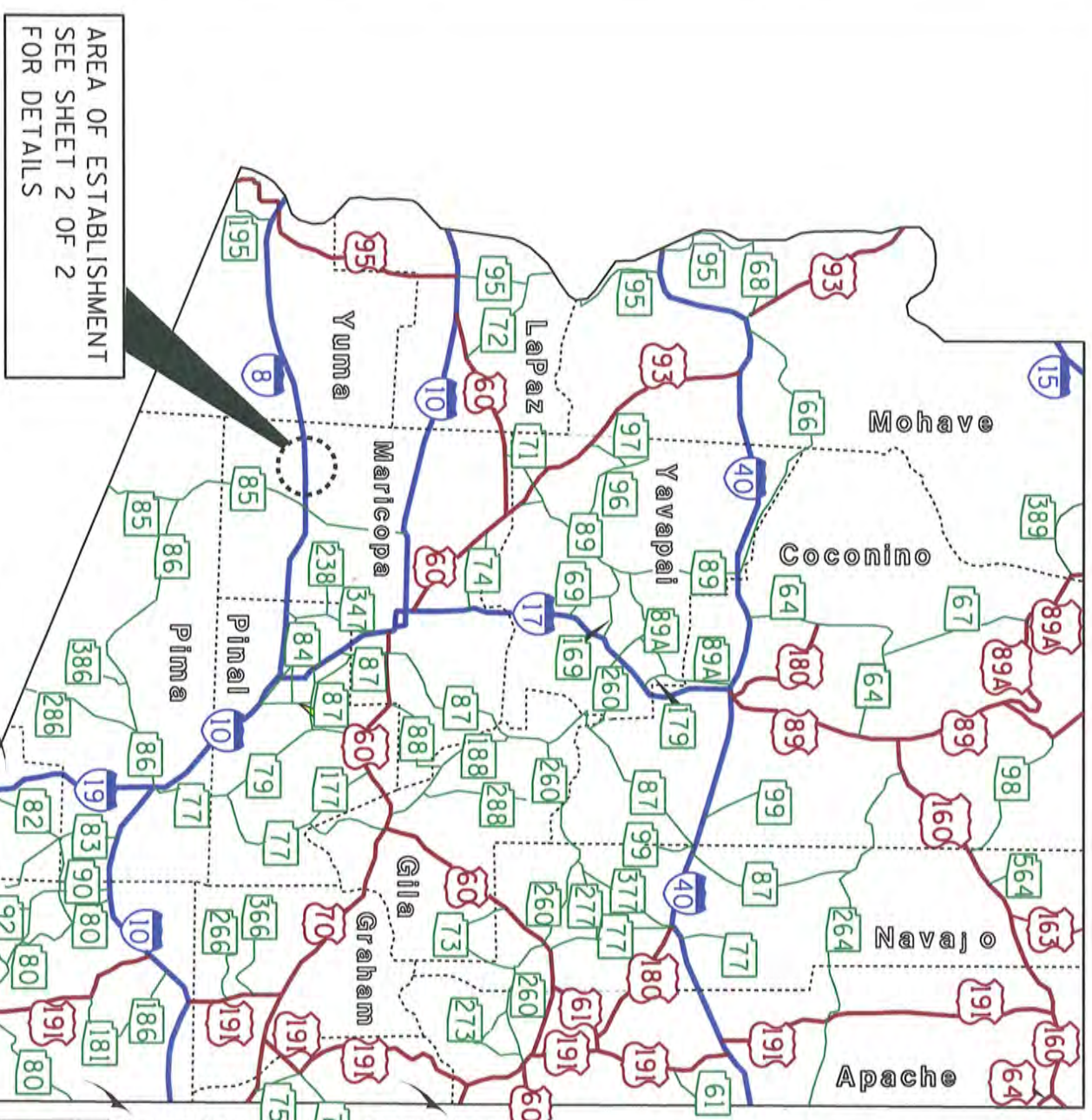
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED


Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

2017-09-A-051

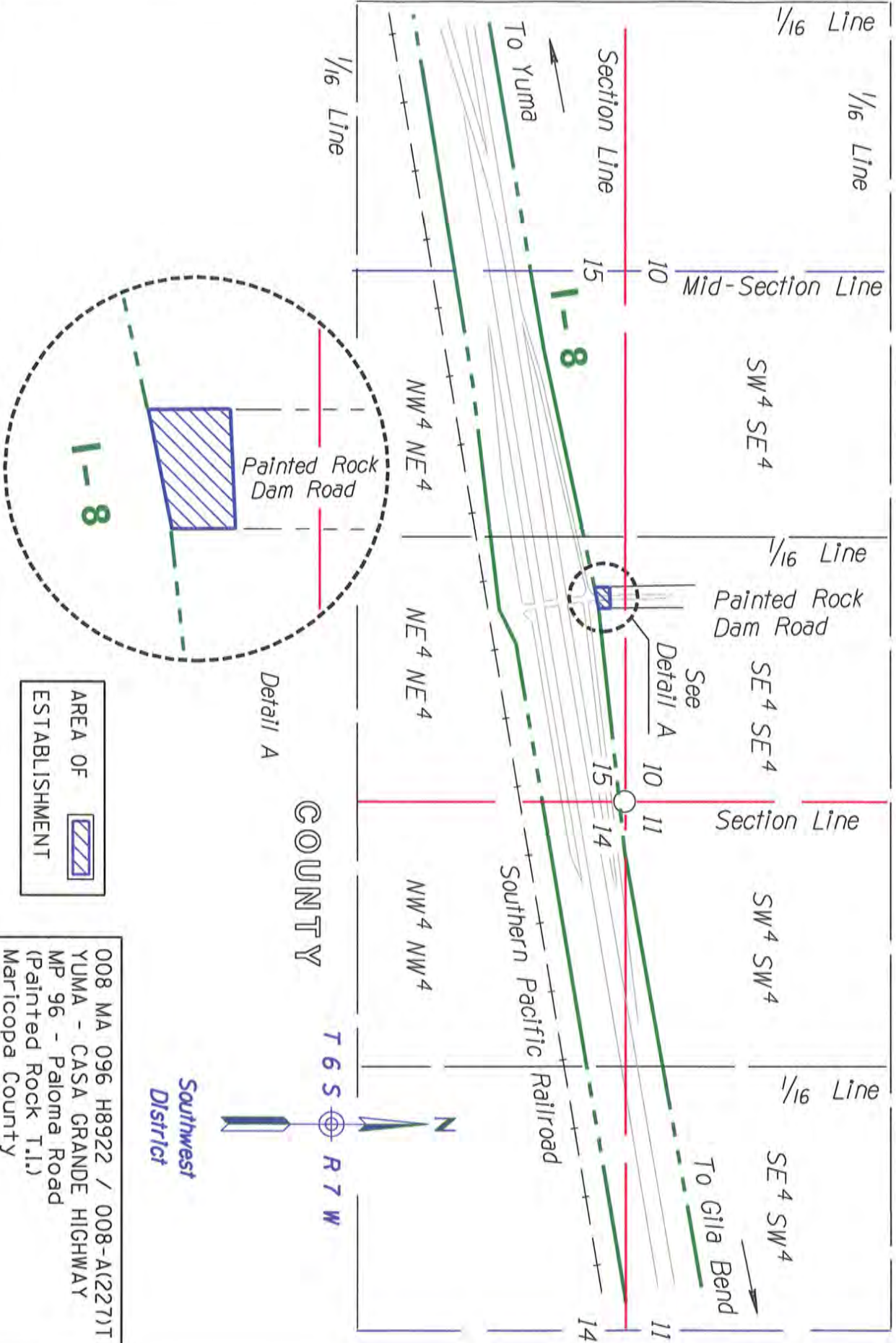
APPENDIX "A"



008 MA 096 H8922 / 008-A(227)T
YUMA - CASA GRANDE HIGHWAY
MP 96 - Paloma Road
(Painted Rock T.I.)
Maricopa County

DATE: SEPT 15, 2017 SHEET 1 OF 2

MARICOPA



COUNTY

T 6 S R 7 W

Southwest District

AREA OF ESTABLISHMENT

008 MA 096 H8922 / 008-A(227)T
 YUMA - CASA GRANDE HIGHWAY
 MP 96 - Paloma Road
 (Painted Rock T.I.)
 Maricopa County

2017-09-A-051

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-052
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12096

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, and early acquisition of land within the above referenced project.

The existing alignment was previously established as a state route under Project 024 MA 000 H6867 01R by Arizona State Transportation Board Resolution 2010-09-A-070, dated September 16, 2010, which established, approved and adopted the State Route Plan for the Gateway Freeway, designated therein as State Route 24.

The owner of Parcel No. 7-12096 has requested early acquisition. Pursuant to Arizona Revised Statutes Section 28-7094, it has been determined that a reasonable need exists for this land. It has also been determined that early acquisition will result in a substantial savings to the State.

New right of way is needed for the future extension of the Gateway Freeway to enhance convenience and safety for the traveling public. Accordingly, it is necessary to procure the new right of way by early acquisition and establish it as a state route, and that access be controlled as necessary for this improvement project.

September 15, 2017

RES. NO. 2017-09-A-052
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12096

The new right of way to be obtained by early acquisition and established as a state route is depicted as Parcel No. 7-12096 in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Early Acquisition Detail Sheet, dated August 2017, GATEWAY FREEWAY, Ellsworth Road - Ironwood Road, Project 024 MA 001 H8915 / 024-A(200)T".

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

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

September 15, 2017

RES. NO. 2017-09-A-052
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12096

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3213

September 15, 2017

RES. NO. 2017-09-A-052
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12096

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of new right of way for the improvement of State Route 24, the Gateway Freeway, and the early acquisition of land for such purpose, as set forth in the above referenced projects.

The owner of Parcel No. 7-12096 has requested early acquisition. Pursuant to Arizona Revised Statutes Section 28-7094, it has been determined that a reasonable need exists for this land. It has also been determined that early acquisition will result in a substantial savings to the State.

New right of way is needed for the future extension of the Gateway Freeway to enhance convenience and safety for the traveling public. Accordingly, it is necessary to procure the new right of way by early acquisition and establish it as a state route, and that access be controlled as necessary for this improvement project.

September 15, 2017

RES. NO. 2017-09-A-052
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12096

The new right of way to be obtained by early acquisition and established as a state route is depicted as Parcel No. 7-12096 in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Early Acquisition Detail Sheet, dated August 2017, GATEWAY FREEWAY, Ellsworth Road - Ironwood Road, Project 024 MA 001 H8915 / 024-A(200)T".

WHEREAS it has been determined that a reasonable need exists for the above referenced parcel and that early acquisition would result in substantial savings to the State; and

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended early acquisition and establishment of the new right of way needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

September 15, 2017

RES. NO. 2017-09-A-052
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12096

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

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

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

September 15, 2017

RES. NO. 2017-09-A-052
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12096

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

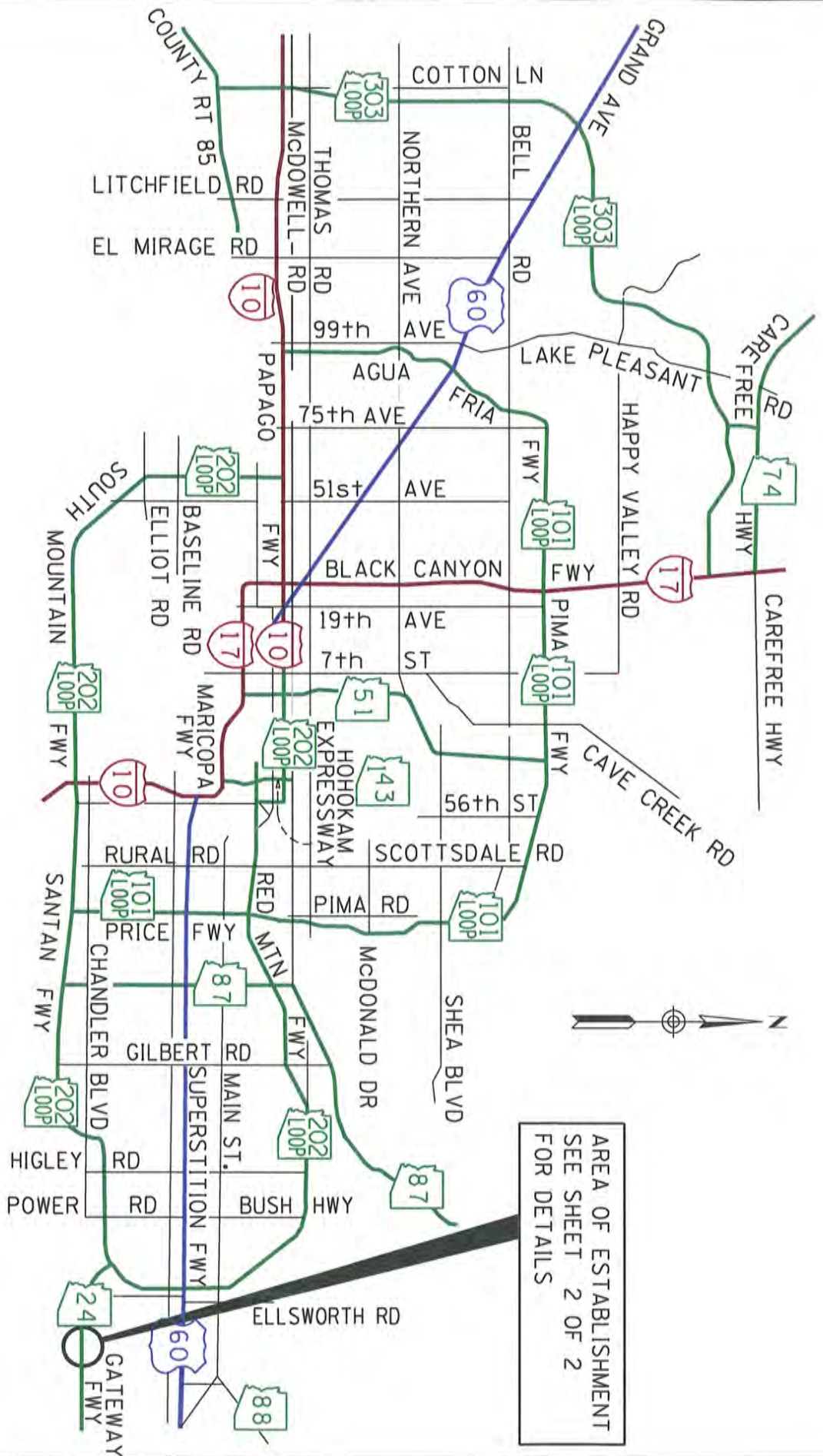
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17



AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
Ellsworth Road - Ironwood Road
Maricopa County

APPENDIX "A"

2017-09-A-052

DATE: SEPT 15, 2017 SHEET 1 OF 2

Approx 1/16 Line

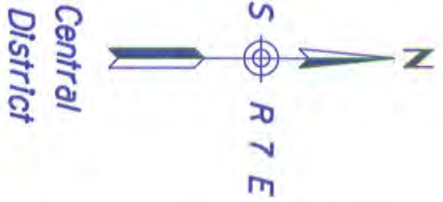
EARLY ACQUISITION PLAN

CITY

SW⁴ NW⁴

SE⁴ NW⁴

SW⁴ NE⁴



Signal Butte Road

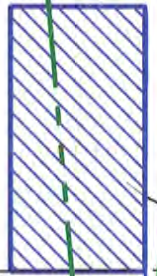
S.R. 24

35 36

Section Line

Approx 1/16 Line

NW⁴ SW⁴



Approx 1/16 Line

NE⁴ SW⁴

Mid-Section Line

OF

Mountain Rd

36

Mid-Sec Line

NW⁴ SE⁴

GATEWAY FREEWAY

MESA

AREA OF ESTABLISHMENT



024 MA 001 H8915 / 024-A(200)T
 GATEWAY FREEWAY
 Ellsworth Road - Ironwood Road
 Maricopa County

2017-09-A-052

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-053
PROJECT: 010 MA 130 H8587 / 010-B(211)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Fairway Drive (El Mirage Road) T. I.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

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

The existing alignment was previously established as a state route by Arizona State Highway Commission Resolution 65-25, dated April 02, 1965, and therein designated part of the Interstate Route 10 alignment. Thereafter, Arizona State Transportation Board Resolution 1978-15-A-49, dated September 22, 1978, established right of way as a controlled-access state route and state highway for the construction of this segment of the Ehrenberg - Phoenix Highway.

New right of way is now needed for reconfiguration of the Fairway Drive Traffic Interchange to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

September 15, 2017

RES. NO. 2017-09-A-053
PROJECT: 010 MA 130 H8587 / 010-B(211)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Fairway Drive (El Mirage Road) T. I.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBERG - PHOENIX HIGHWAY, Fairway Drive (El Mirage Road) T. I., Project 010 MA 130 H8587 / 010-B(211)T"; and on those entitled: "60% Design Plans, dated November 2016, EHRENBERG - PHOENIX HIGHWAY, Fairway Drive (El Mirage Road) T. I., Project 010 MA 131 H8587 / 010-B(211)T".

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

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

September 15, 2017

RES. NO. 2017-09-A-053
PROJECT: 010 MA 130 H8587 / 010-B(211)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Fairway Drive (El Mirage Road) T. I.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-053
PROJECT: 010 MA 130 H8587 / 010-B(211)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Fairway Drive (El Mirage Road) T. I.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017 presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed for reconfiguration of the Fairway Drive Traffic Interchange to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBERG - PHOENIX HIGHWAY, Fairway Drive (El Mirage Road) T. I., Project 010 MA 130 H8587 / 010-B(211)T"; and on those entitled: "60% Design Plans, dated November 2016, EHRENBERG - PHOENIX HIGHWAY, Fairway Drive (El Mirage Road) T. I., Project 010 MA 131 H8587 / 010-B(211)T".

September 15, 2017

RES. NO. 2017-09-A-053
PROJECT: 010 MA 130 H8587 / 010-B(211)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Fairway Drive (El Mirage Road) T. I.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

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

September 15, 2017

RES. NO. 2017-09-A-053
PROJECT: 010 MA 130 H8587 / 010-B(211)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Fairway Drive (El Mirage Road) T. I.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

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

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

September 15, 2017

RES. NO. 2017-09-A-053
PROJECT: 010 MA 130 H8587 / 010-B(211)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Fairway Drive (El Mirage Road) T. I.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

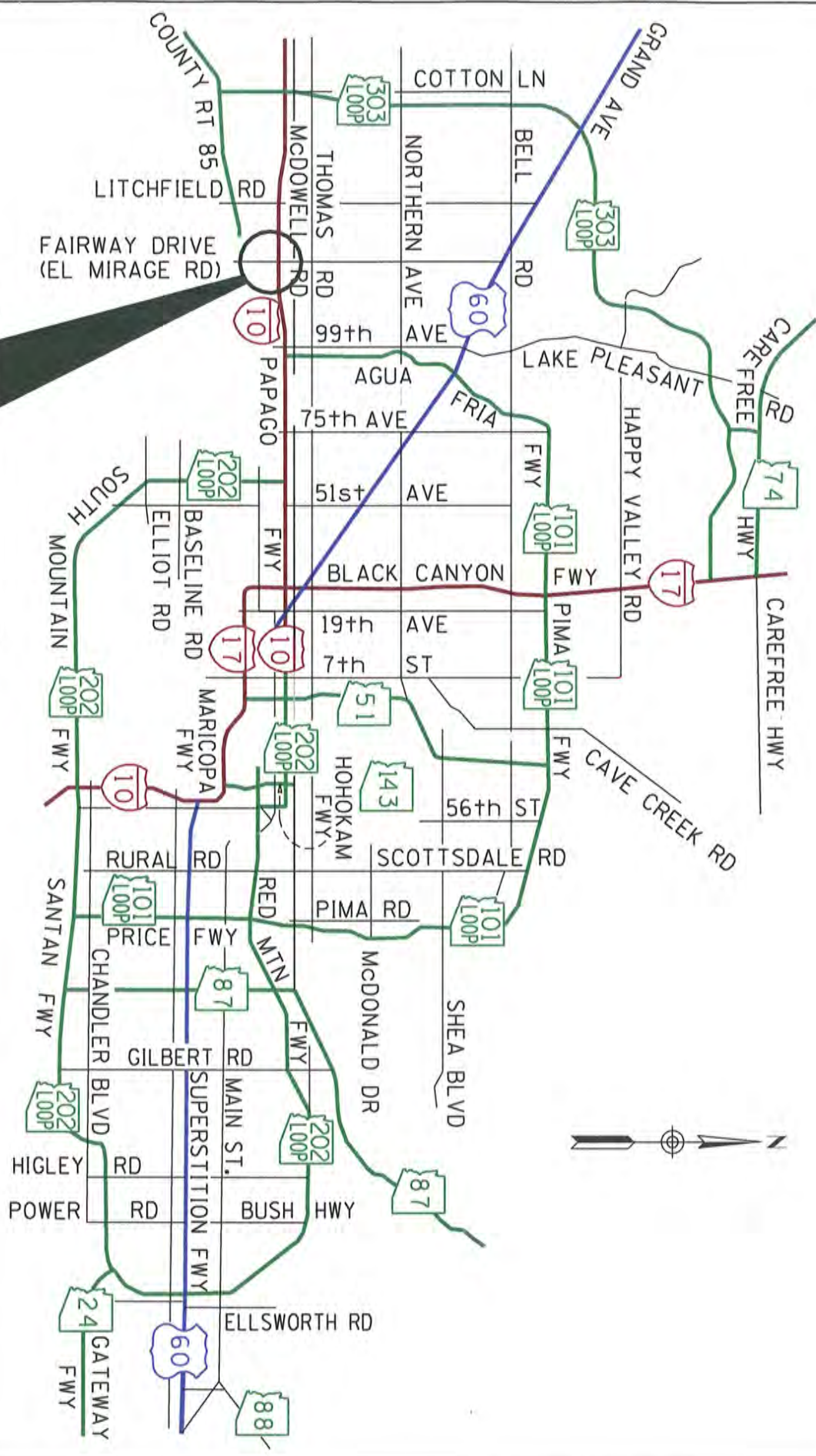
APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date

8/28/17



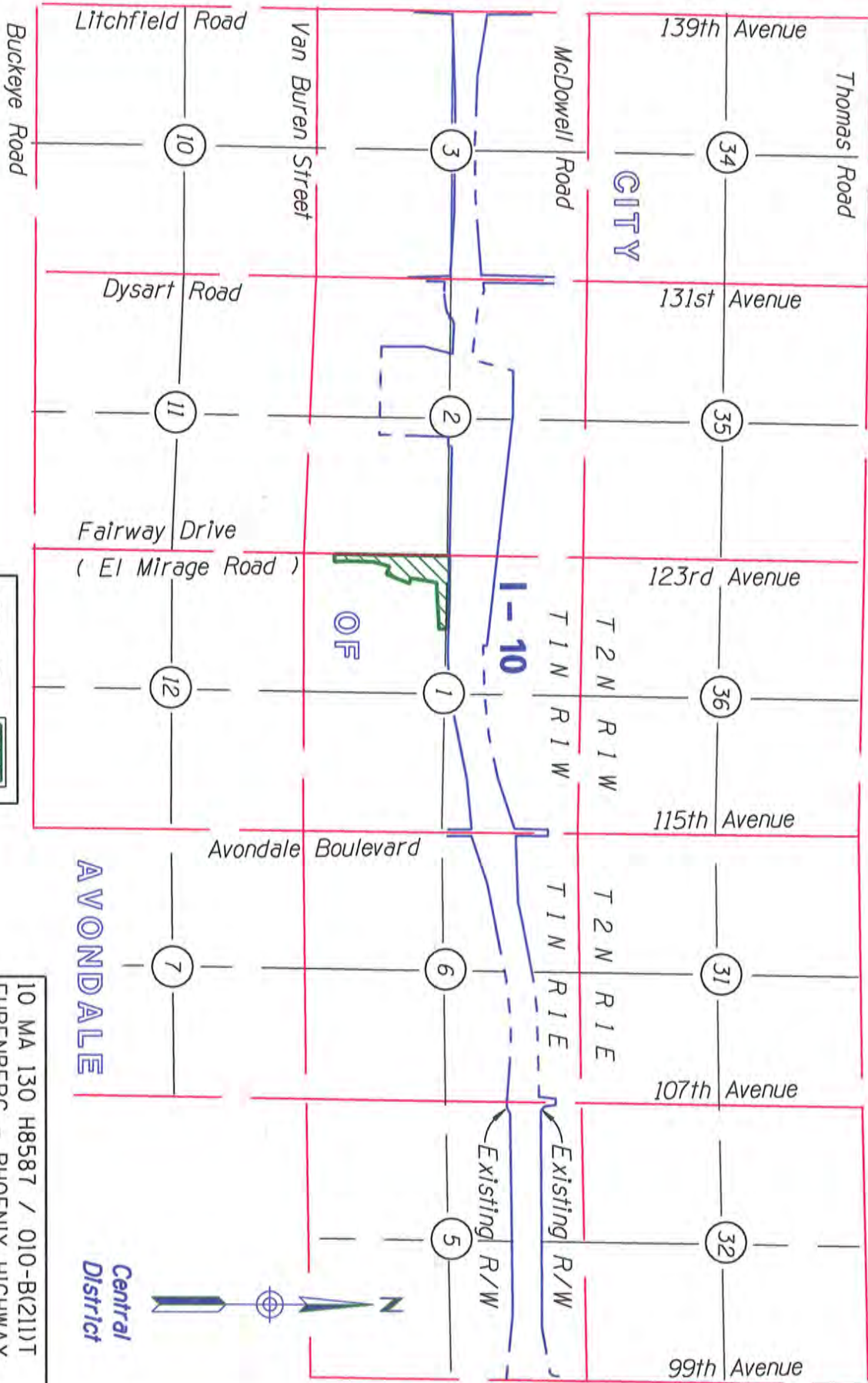
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

10 MA 130 H8587 / 010-B(211)T
EHRENBERG - PHOENIX HIGHWAY
Fairway Drive (El Mirage Road) T.I.
Maricopa County

2017-09-A-053

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 1 OF 2



AREA OF ESTABLISHMENT

10 MA 130 H8587 / 010-B(211)T
 EHRENBURG - PHOENIX HIGHWAY
 Fairway Drive (El Mirage Road) T.I.
 Maricopa County

2017-09-A-053

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 1 OF 2

September 15, 2017

RES. NO. 2017-09-A-054
PROJECTS: 019 PM 043 H5104 01R / I 019-A-801
HIGHWAY: NOGALES - TUCSON
SECTION: Duval Mine Road T. I.
ROUTE NO.: Interstate Route 19
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 008

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for Interstate Route 19 within the above referenced project.

The right of way to be abandoned was previously established as a state route and state highway, designated U.S. Route 89 by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. This alignment was recommended for inclusion with the National System of Interstate Highways by the Resolution of June 08, 1945, on Page 70 of the Official Minutes. The Canada to Mexico Highway was realigned by the Resolution of April 05, 1946, on Page 286 of the Official Minutes; and the American Association of State Highway Officials was therein petitioned to designate a uniform route number from Sweet Grass, Montana to Nogales, Arizona. Resolution 67-37, dated May 12, 1967, established additional right of way as a controlled access state highway for improvements, as part of Interstate Route 19. Arizona State Transportation Board Resolutions 2001-04-A-018, dated April 20, 2001; and 2004-04-A-015, dated April 16, 2004 established as a controlled access state route and state highway new right of way for improvement of the Duval Mine Road T.I. under the above referenced project.

September 15, 2017

RES. NO. 2017-09-A-054
PROJECTS: 019 PM 043 H5104 01R / I 019-A-801
HIGHWAY: NOGALES - TUCSON
SECTION: Duval Mine Road T. I.
ROUTE NO.: Interstate Route 19
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 008

The right of way is no longer needed for state transportation purposes. The Town of Sahuarita has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with Intergovernmental Agreement No. 04-076, dated August 01, 2006, and all Amendments thereto. Accordingly, I recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A".

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the NOGALES - TUCSON HIGHWAY, Duval Mine Road T. I., Project 019 PM 043 H5104 01R / I 019-A-801", and lies between the engineering stations shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the Town of Sahuarita, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

September 15, 2017

RES. NO. 2017-09-A-054
PROJECTS: 019 PM 043 H5104 01R / I 019-A-801
HIGHWAY: NOGALES - TUCSON
SECTION: Duval Mine Road T. I.
ROUTE NO.: Interstate Route 19
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 008

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-054
PROJECTS: 019 PM 043 H5104 01R / I 019-A-801
HIGHWAY: NOGALES - TUCSON
SECTION: Duval Mine Road T. I.
ROUTE NO.: Interstate Route 19
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 008

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of right of way to the Town of Sahuarita within the above referenced project.

The right of way is no longer needed for state transportation purposes. The Town of Sahuarita has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with Intergovernmental Agreement No. 04-076, dated August 01, 2006, and all Amendments thereto. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A".

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the NOGALES - TUCSON HIGHWAY, Duval Mine Road T. I., Project 019 PM 043 H5104 01R / I 019-A-801", and lies between the engineering stations shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans.

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

September 15, 2017

RES. NO. 2017-09-A-054
PROJECTS: 019 PM 043 H5104 01R / I 019-A-801
HIGHWAY: NOGALES - TUCSON
SECTION: Duval Mine Road T. I.
ROUTE NO.: Interstate Route 19
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 008

WHEREAS the Town of Sahuarita has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with Intergovernmental Agreement No. 04-076, dated August 01, 2006, and all Amendments thereto, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A"; and

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the Town of Sahuarita, as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that the abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

RESOLVED that the Director provide written notice to the Town of Sahuarita, evidencing the abandonment of the State's interest.

September 15, 2017

RES. NO. 2017-09-A-054
PROJECTS: 019 PM 043 H5104 01R / I 019-A-801
HIGHWAY: NOGALES - TUCSON
SECTION: Duval Mine Road T. I.
ROUTE NO.: Interstate Route 19
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 008

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

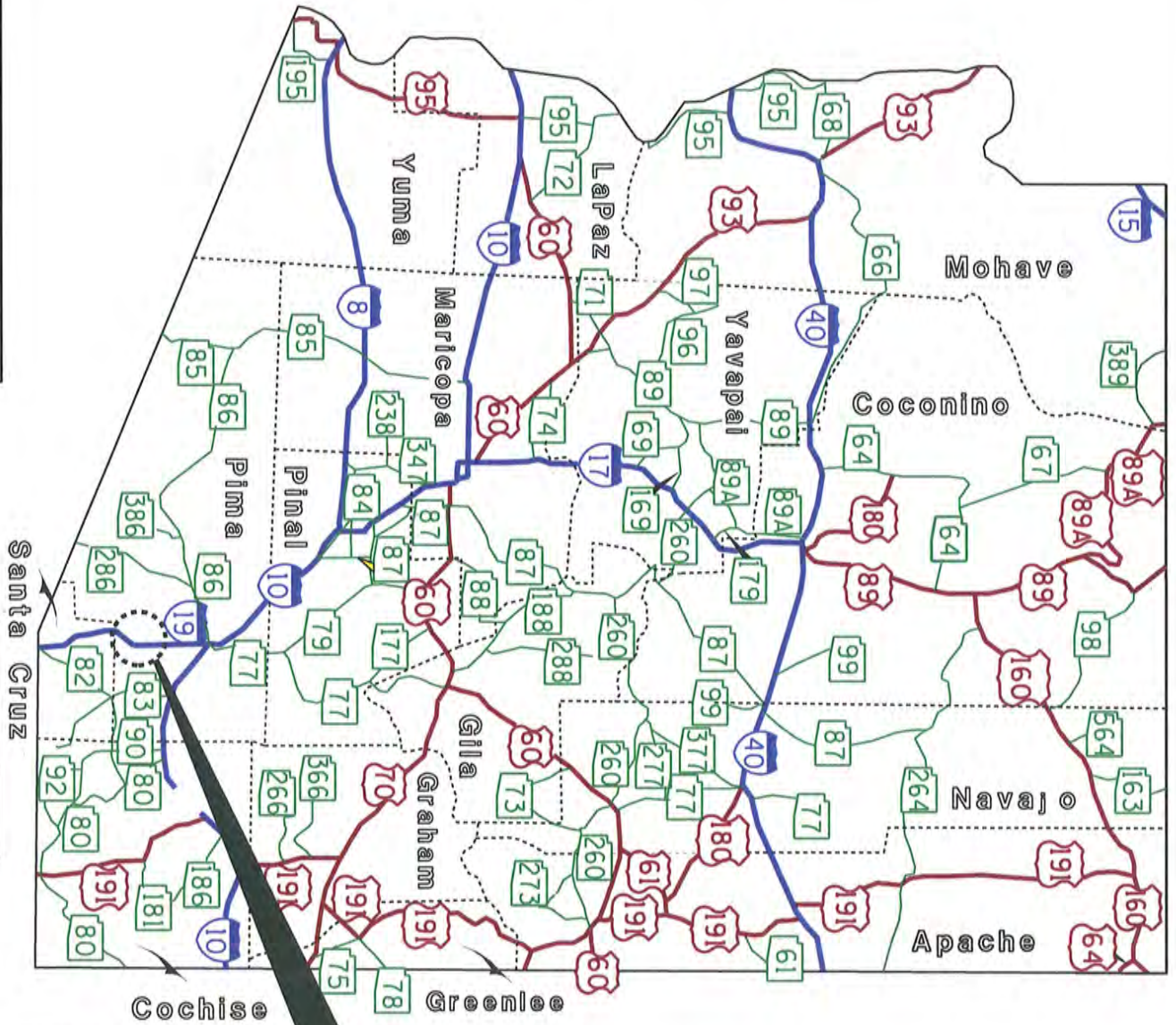
APPROVED

Ron J. Aschenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date

8/28/17



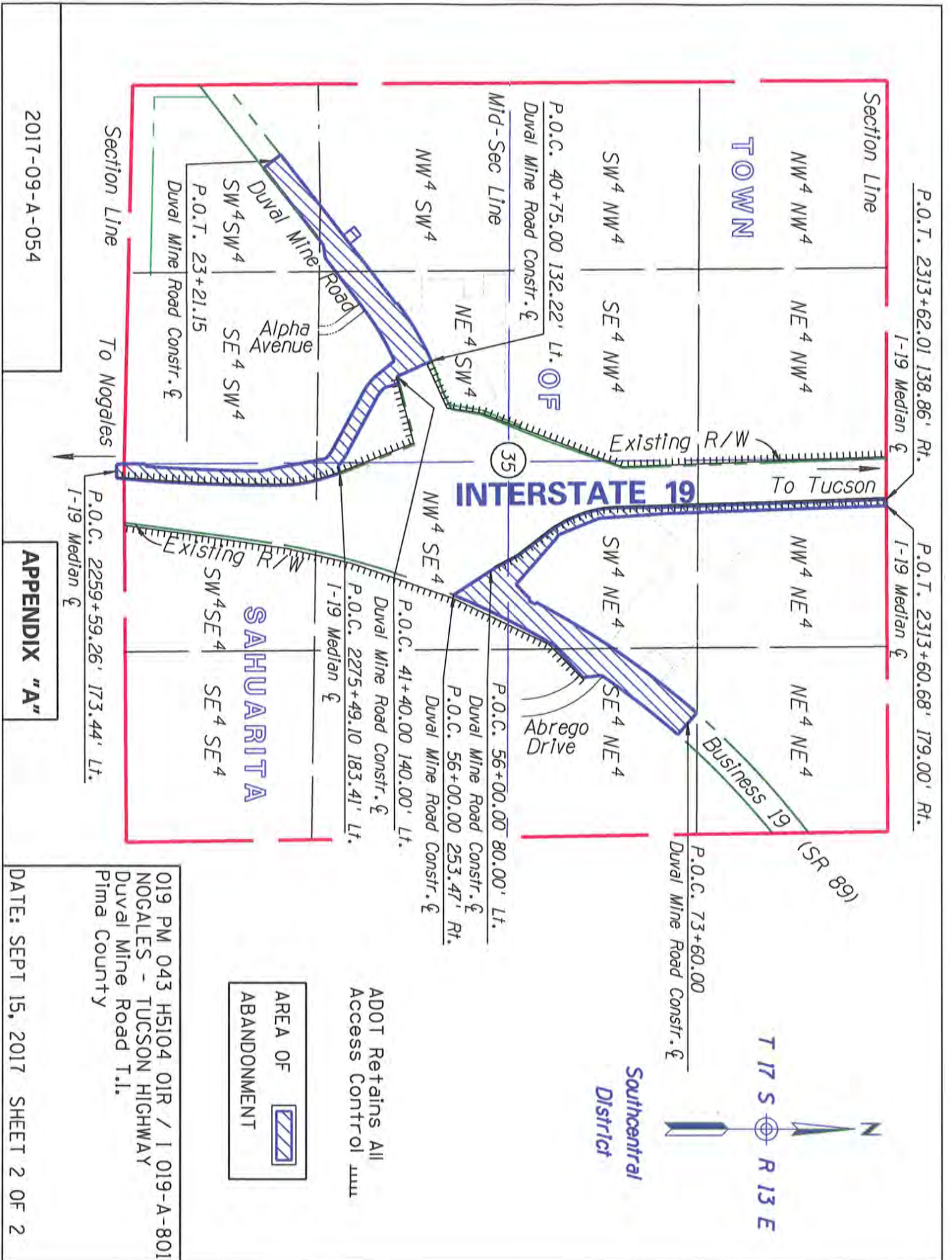
AREA OF ABANDONMENT
SEE SHEET 2 OF 2
FOR DETAILS

019 PM 043 H5104 OIR / I 019-A-801
NOGALES - TUCSON HIGHWAY
Duval Mine Road T.I.
Pima County

DATE: SEPT 15, 2017 SHEET 1 OF 2

APPENDIX "A"

2017-09-A-054



September 15, 2017

RES. NO. 2017-09-A-055
PROJECT: 010 PN 196 H7984 / 010-C(206)A
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Earley Road to Jct. I-8
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pinal

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of Interstate Route 10 within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated State Route 84, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. Resolution 63-20, dated February 26, 1963, established this segment of highway as a controlled access state highway under Project I-10-3(31)194, designated therein as Interstate Route 10, the Phoenix - Casa Grande Interstate Highway. Thereafter, State Transportation Board Resolution 90-06-A-48, dated June 15, 1990, established additional right of way as a state route and state highway for reconfiguration of the Sunland Gin Road Traffic Interchange. Resolution 2001-07-A-055, dated July 13, 2001, established additional right of way as an access controlled state route and state highway for improvement of the Casa Grande Traffic Interchange. Resolution 2011-06-A-042, dated June 17, 2011, amended by Resolution 2011-11-A-070, dated November 18, 2011; and Resolution 2012-07-A-026, dated July 20, 2012, all established additional right of way as an access controlled state route for Earley Road to Jct. I-8 improvements under the above referenced project.

September 15, 2017

RES. NO. 2017-09-A-055
PROJECT: 010 PN 196 H7984 / 010-C(206)A
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Earley Road to Jct. I-8
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pinal

New right of way is now needed to accommodate further design change and facilitate the imminent construction phase of this traffic interchange improvement project to enhance convenience and safety of the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PHOENIX - CASA GRANDE HIGHWAY, Earley Road to Jct. I-8, Project 010 PN 196 H7984 / 010-C(206)A".

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

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

September 15, 2017

RES. NO. 2017-09-A-055
PROJECT: 010 PN 196 H7984 / 010-C(206)A
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Earley Road to Jct. I-8
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pinal

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-055
PROJECT: 010 PN 196 H7984 / 010-C(206)A
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Earley Road to Jct. I-8
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pinal

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of this traffic interchange improvement project to enhance convenience and safety of the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PHOENIX - CASA GRANDE HIGHWAY, Earley Road to Jct. I-8, Project 010 PN 196 H7984 / 010-C(206)A".

September 15, 2017

RES. NO. 2017-09-A-055
PROJECT: 010 PN 196 H7984 / 010-C(206)A
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Earley Road to Jct. I-8
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pinal

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state route and state highway by this resolution action and that no further conveying document is required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

September 15, 2017

RES. NO. 2017-09-A-055
PROJECT: 010 PN 196 H7984 / 010-C(206)A
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Earley Road to Jct. I-8
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pinal

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

September 15, 2017

RES. NO. 2017-09-A-055
PROJECT: 010 PN 196 H7984 / 010-C(206)A
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Earley Road to Jct. I-8
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pinal

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

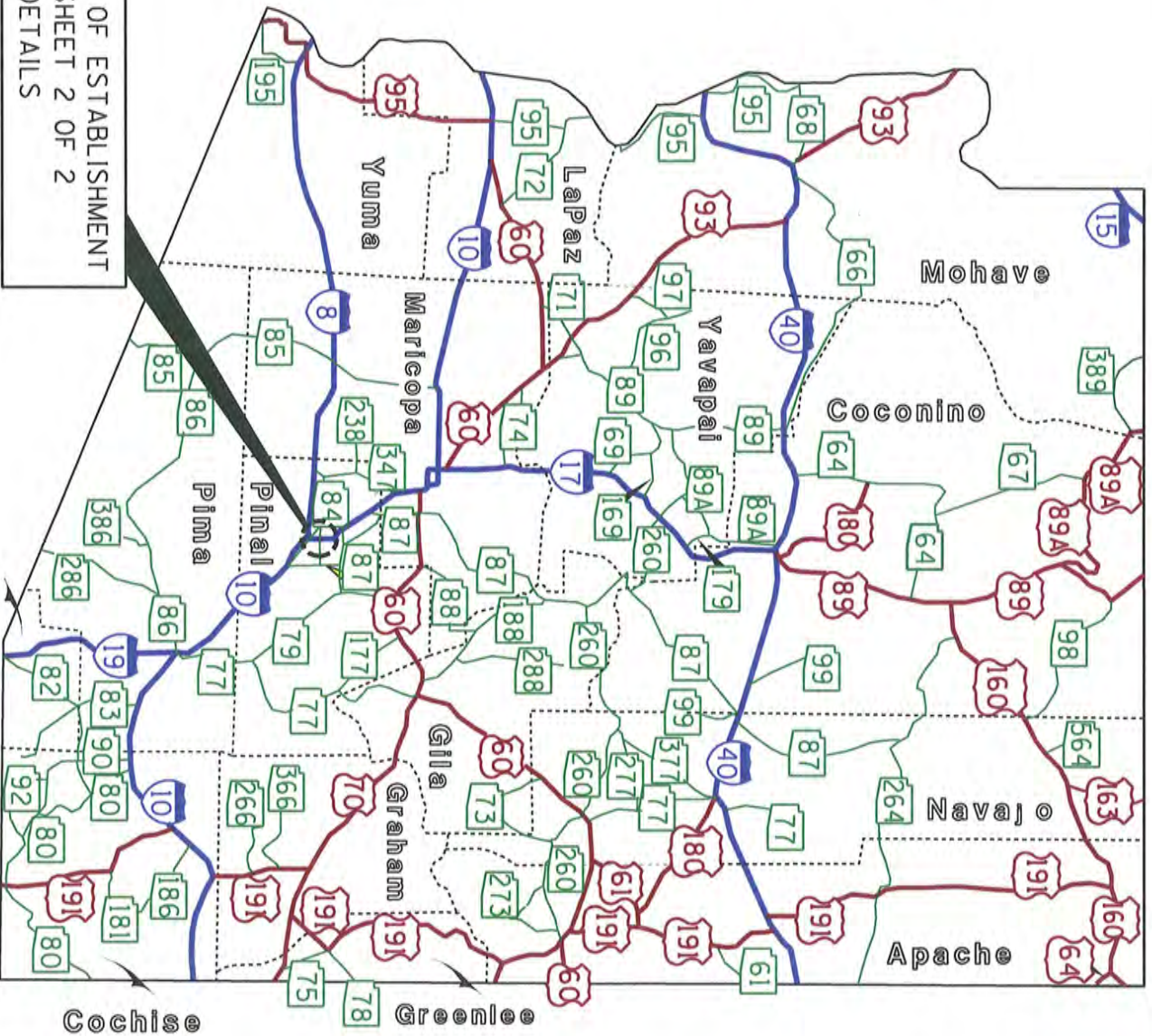
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Assistant Attorney General
Attorney for Department
of Transportation
Date 8/28/17

AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS



010 PN 196 H7984 / 010-C(206)A
PHOENIX - CASA GRANDE HIGHWAY
Earley Road to Jct. 1-8
Pinal County

2017-09-A-055

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 1 OF 2

CITY

S.R. 287

OLD S.R. 84

Union Pacific Railroad (Jimmie Kerr Blvd)

T 6 S R 6 E
T 7 S R 6 E

OF

010

23

24

26

25

35

36

2

1

11

12

14

13

I-8

To Casa Grande

To Phoenix

E. Florence Boulevard

Earley Road

T 6 S R 7 E
T 7 S R 7 E

Selma Highway

CASA

GRANDE

Southcentral District



To Tucson

010 PN 196 H7984 / 010-C(206)A
PHOENIX - CASA GRANDE HIGHWAY
Earley Road to Jct. I-8
Pinal County

2017-09-A-055

APPENDIX "A"

DATE: SEPT 15, 2017 SHEET 2 OF 2

September 15, 2017

RES. NO. 2017-09-A-056
PROJECT: 017 MA 215 H5162 01R / I 017-A-702
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: S.R. 101L - Carefree Highway (Scatter Wash)
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 017

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for drainage improvements within the above referenced project to the City of Phoenix.

The right of way to be abandoned was previously established as an access controlled state route and state highway by Arizona State Transportation Board Resolution 2007-06-A-043, dated June 15, 2007, under the above reference project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance of the right of way for a continued public transportation use in accordance with Intergovernmental Agreement No. 04-139, dated December 05, 2005, and all Amendments thereto. Accordingly, I recommend that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, if any, which shall remain intact and under ADOT control.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PHOENIX - CORDES JCT. HIGHWAY, S.R. 101L - Carefree Highway, Project 017 MA 215 H5162 01R / I 017-A-702", and lies between the engineering stations shown in Appendix "A" attached hereto.

September 15, 2017

RES. NO. 2017-09-A-056
PROJECT: 017 MA 215 H5162 01R / I 017-A-702
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: S.R. 101L - Carefree Highway (Scatter Wash)
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 017

The abandoned right of way is subject to appurtenant, existing access control, if any, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans.

Should the City of Phoenix, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Phoenix, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, and Code of Federal Regulations 23CFR 620 Subpart B and 23CFR 710 Subpart D, and subject to appurtenant, existing access control, if any, which shall remain intact and under ADOT control.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

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

September 15, 2017

RES. NO. 2017-09-A-056
PROJECT: 017 MA 215 H5162 01R / I 017-A-702
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: S. R. 101L - Carefree Highway (Scatter Wash)
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 017

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

September 15, 2017

RES. NO. 2017-09-A-056
PROJECT: 017 MA 215 H5162 01R / I 017-A-702
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: S.R. 101L - Carefree Highway (Scatter Wash)
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 017

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on September 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of certain right of way within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance of the right of way for a continued public transportation use in accordance with Intergovernmental Agreement No. 04-139, dated December 05, 2005, and all Amendments thereto. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, if any, which shall remain intact and under ADOT control.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PHOENIX - CORDES JCT. HIGHWAY, S.R. 101L - Carefree Highway, Project 017 MA 215 H5162 01R / I 017-A-702", and lies between the engineering stations shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, if any, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans.

September 15, 2017

RES. NO. 2017-09-A-056
PROJECT: 017 MA 215 H5162 01R / I 017-A-702
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: S.R. 101L - Carefree Highway (Scatter Wash)
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D-C-017

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

WHEREAS the City of Phoenix has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with Intergovernmental Agreement No. 04-139, dated December 05, 2005, and all Amendments thereto; and

WHEREAS if the City of Phoenix, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; and

WHEREAS should any part of the area of abandonment contain existing access control, if any, as depicted on the maps and plans, the access control shall be retained as shown; and

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

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

September 15, 2017

RES. NO. 2017-09-A-056
PROJECT: 017 MA 215 H5162 01R / I 017-A-702
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: S. R. 101L - Carefree Highway (Scatter Wash)
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 017

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Phoenix for a continued public transportation use as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210, and Code of Federal Regulations 23CFR 620 Subpart B and 23CFR 710 Subpart D, and subject to appurtenant, existing access control, if any, which shall remain intact and under ADOT control; be it further

RESOLVED that if the City of Phoenix, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; be it further

RESOLVED that if any part of the abandoned area contains existing access control, if any, as depicted on the maps and plans, the access control shall be retained by ADOT as shown; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

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

September 15, 2017

RES. NO. 2017-09-A-056
PROJECT: 017 MA 215 H5162 01R / I 017-A-702
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: S. R. 101L - Carefree Highway (Scatter Wash)
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 017

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 15, 2017.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

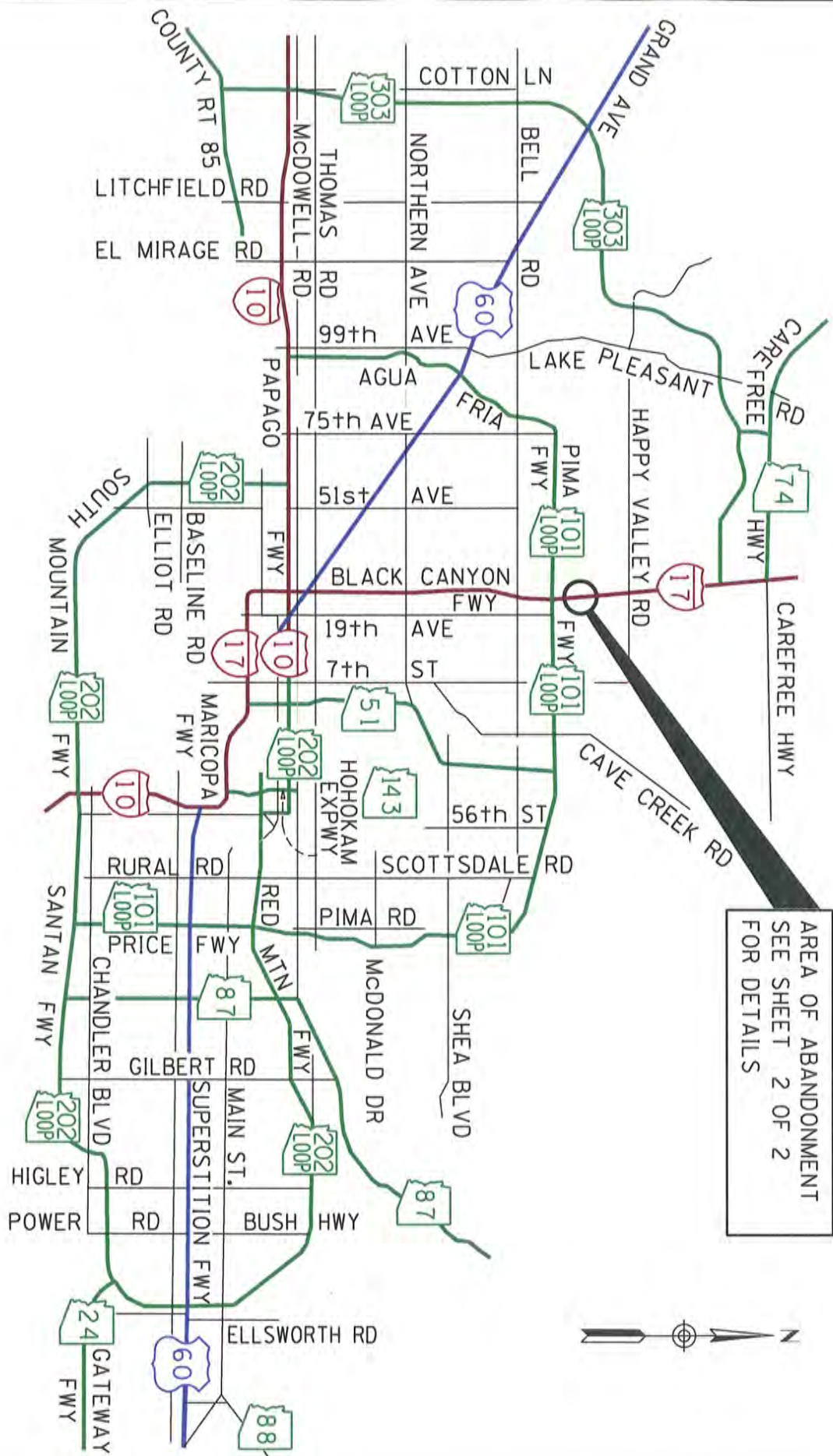
APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 8/28/17

AREA OF ABANDONMENT
SEE SHEET 2 OF 2
FOR DETAILS

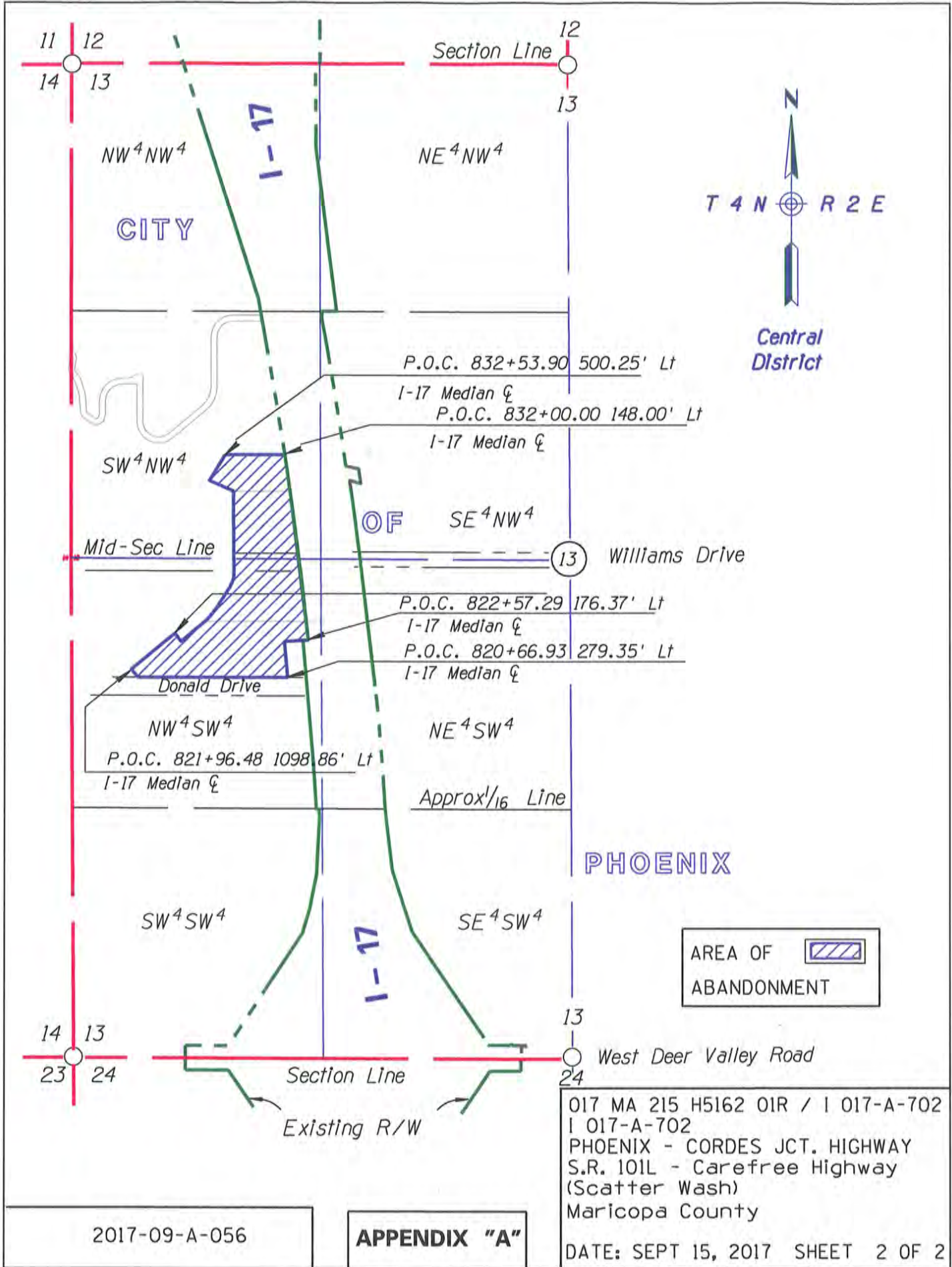


017 MA 215 H5162 OIR / 1 017-A-702
PHOENIX - CORDES JCT. HIGHWAY
S.R. 101L - Carefree Highway
(Scatter Wash)
Maricopa County

DATE: SEPT 15, 2017 SHEET 1 OF 2

APPENDIX "A"

2017-09-A-056



PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

Project Modifications – *Items 7a through 7c

*ITEM 7a

ROUTE NO: I-10 @ MP 269.0

Page 304

COUNTY: Pima

DISTRICT: Southcentral

SCHEDULE: FY 2018

SECTION: Wilmot Rd, Kolb Rd, Rita Rd, Vail RD TIs

TYPE OF WORK: Traffic Interchange Signals

PROGRAM AMOUNT: \$ 670,000

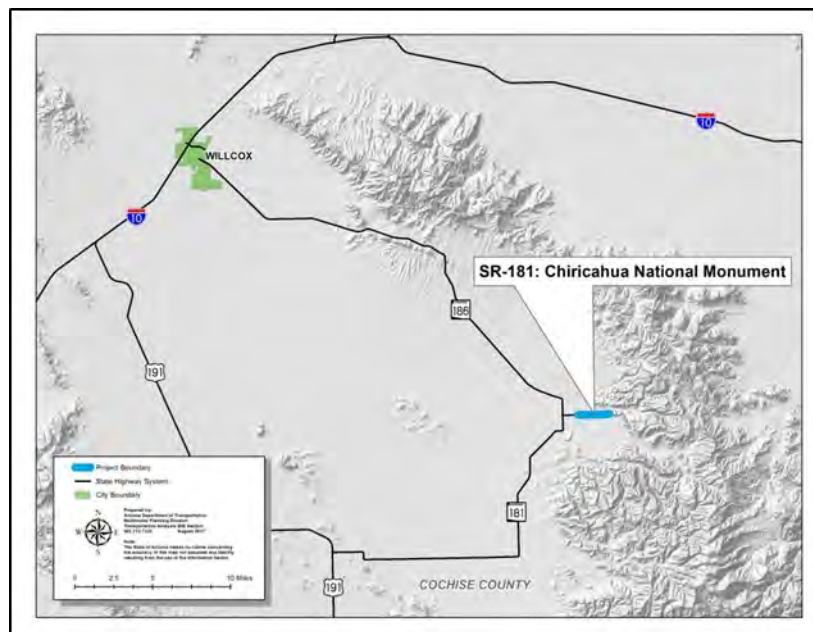
PROJECT MANAGER: Thomas O'Reilly

PROJECT: H889601D, ADOT TIP 5688

REQUESTED ACTION: Increase the design project by \$95,000 to \$765,000 in the Highway Construction Program.
Funds are available from the FY 2018 Statewide Contingency Fund #72318. PAG TIP is 52.14.

NEW PROGRAM AMOUNT:

\$ 765,000



*ITEM 7b:

ROUTE NO: I-19 @ MP 60.9

Page 305

COUNTY: Pima

DISTRICT: Southcentral

SCHEDULE: FY 2018

SECTION: Ajo Way Ti (Jct SR 86), Phase 2

TYPE OF WORK: Reconstruct TI and Mainline

PROGRAM AMOUNT: \$ 1,357,000

PROJECT MANAGER: Adrian Leon

PROJECT: H846702D, ADOT TIP 3464

REQUESTED ACTION: Increase the design project by \$32,000 to 1,389,000 to Highway Construction Program.
Funds are available from the FY 2018 Right of Way Acquisition, Appraisal and Plans Fund #71018.

NEW PROGRAM AMOUNT:

\$ 1,389,000

*ITEM 7c:

ROUTE NO: I-19 @ MP 60.9

Page 306

COUNTY: Pima

DISTRICT: Southcentral

SCHEDULE: FY 2018

SECTION: Ajo Way Ti (Jct SR 86), Phase 2

TYPE OF WORK: Right of Way Acquisition

PROGRAM AMOUNT: \$4,500.00

PROJECT MANAGER: Adrian Leon

PROJECT: H846702R, ADOT TIP 3464

REQUESTED ACTION: Increase the right of way project by \$73,000 to \$4,573,000 in the Highway Construction Program.
Funds are available from the FY 2018 Right of Way Acquisition, Appraisal and Plans Fund #71018.

NEW PROGRAM AMOUNT:

\$ 4,573,000



New Projects – *Items 7d through item 7g

*ITEM 7d:	COUNTY: Statewide	Page 307
	DISTRICT: Statewide	
	SCHEDULE: New Project Request	
	SECTION: Statewide Endangered Species Support, FY 2018	
	TYPE OF WORK: Regulatory Compliance	
	PROGRAM AMOUNT: New Project	
	PROJECT MANAGER: Kristin Gade	
	PROJECT: M694301X, ADOT TIP 9285	
	REQUESTED ACTION: Establish the project for \$200,000 in the Highway Construction Program. Funds are available from the FY 2018 Storm Water Protection Plan Fund #79518.	
	NEW PROGRAM AMOUNT:	\$ 200,000

*ITEM 7e:	COUNTY: Statewide	Page 308
	DISTRICT: Statewide	
	SCHEDULE: New Project Request	
	SECTION: Asset Management – Extreme Weather	
	TYPE OF WORK: Asset Risk Management	
	PROGRAM AMOUNT: New Project	
	PROJECT MANAGER: Steve Olmsted	
	PROJECT: M6946, ADOT TIP 9288	
	REQUESTED ACTION: Establish the new project for \$200,000 in the Highway Construction Program. See funding sources are listed below.	
	FY 2018 State Match Contingency Fund #79918	\$ 100,000
	FHWA Asset Management Grant	\$ 100,000
	NEW PROGRAM AMOUNT:	\$ 200,000

*ITEM 7f:

ROUTE NO: SR 181 @ MP 62.0

Page 310

COUNTY: Cochise

DISTRICT: Southeast

SCHEDULE: New Project Request

SECTION: SR 186 - Chiricahua National Monument

TYPE OF WORK: Widen Shoulders and Rehabilitate Pavement

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Susan Webber

PROJECT: F009701D, ADOT TIP 9034

JPA: 16-06187 with Central Federal Lands

REQUESTED ACTION: Establish the design project for \$175,000 in the Highway Construction Program. **See funding sources are listed below.**

FY 2018 State Match Contingency Fund #79918

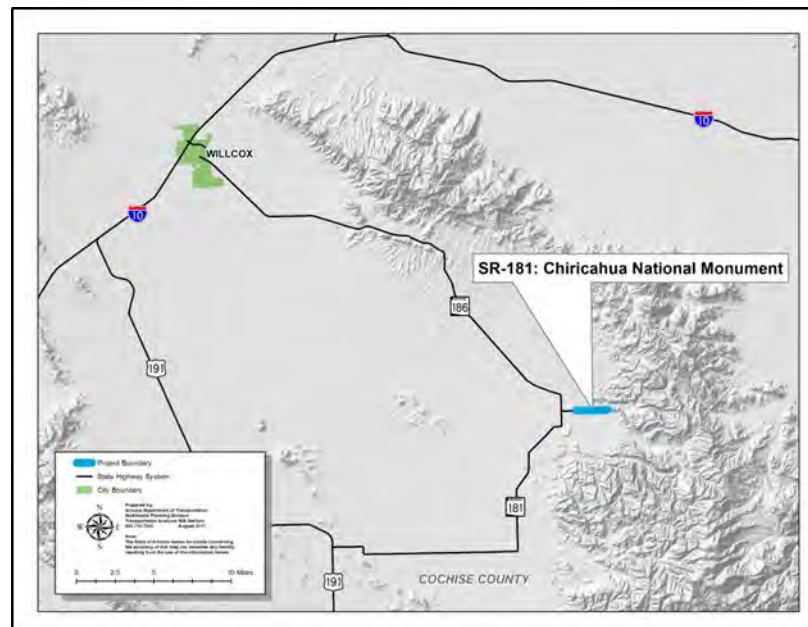
\$ 35,000

Federal Lands Access Program Fund

\$ 140,000

NEW PROGRAM AMOUNT:

\$ 175,000



*ITEM 7g:

ROUTE NO: SR 88 @ MP 229.0

Page 311

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: New Project Request

SECTION: Apache Lake Marina - Inspiration Point

TYPE OF WORK: Improve Driving Surface

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Susan Webber

PROJECT: F009801D, ADOT TIP 9027

JPA: 16-06188 with Central Federal Lands

REQUESTED ACTION: Establish the design project for \$225,000 in the Highway Construction Program. **See funding sources are listed below.** This project is contingent upon approval by the MAG Regional Council Executive Committee or the MAG Regional Council.

FY 2018 State Match Contingency Fund #79918

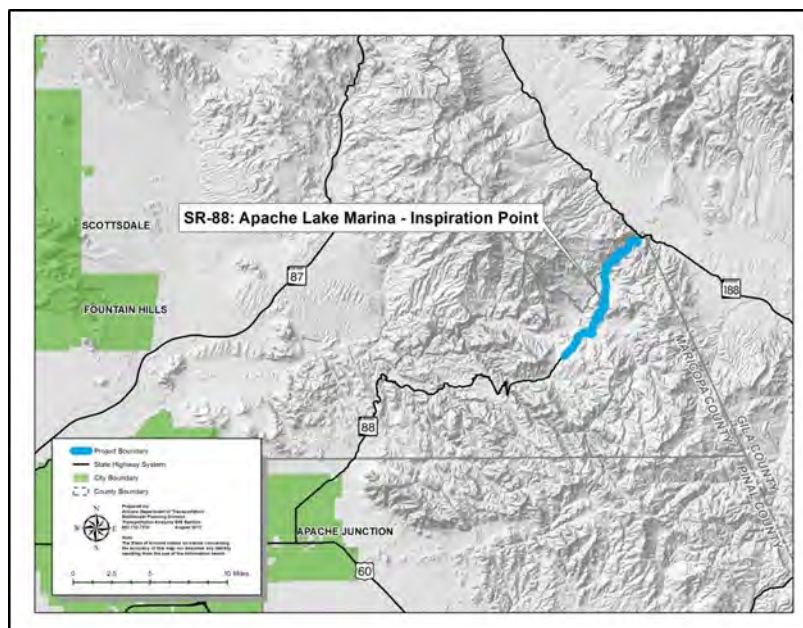
\$ 45,000

Federal Lands Access Program Fund

\$ 180,000

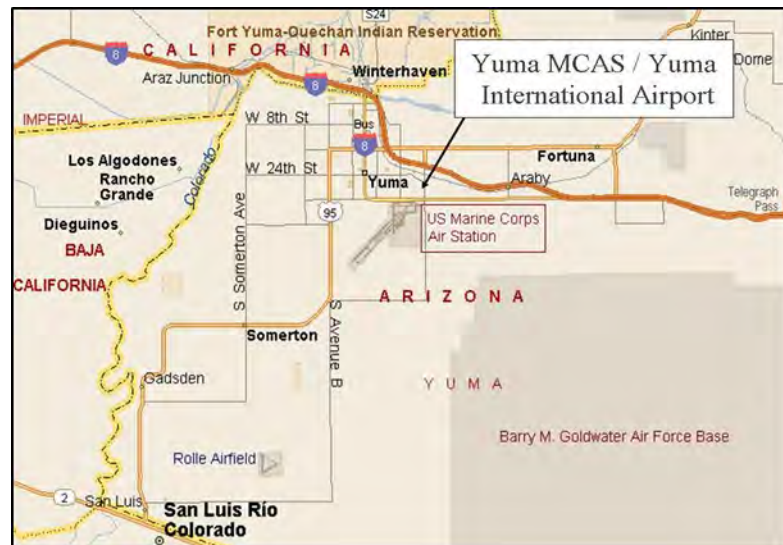
NEW PROGRAM AMOUNT:

\$ 225,000



Airport Projects – *Items 7h through 7l

*ITEM 7h:	AIRPORT NAME:	Yuma MCAS/Yuma International	Page	312
	SPONSOR:	Yuma County Airport Authority		
	AIRPORT CATEGORY:	Commercial Service		
	SCHEDULE:	FY 2018-2022		
	PROJECT #:	E8M04		
	PROGRAM AMOUNT:	New Project		
	PROJECT MANAGER:	Matt Smith		
	PROJECT DESCRIPTION:	Rehabilitate Taxiway H, Reconstruct Taxiway H Shoulder, Construct Taxiway H Lighting		
	REQUESTED ACTION:	Recommend STB approval.		
	FUNDING SOURCES:	FAA		\$4,469,265
		Sponsor		\$219,390
		State		\$219,389
		Total Program		\$4,908,044



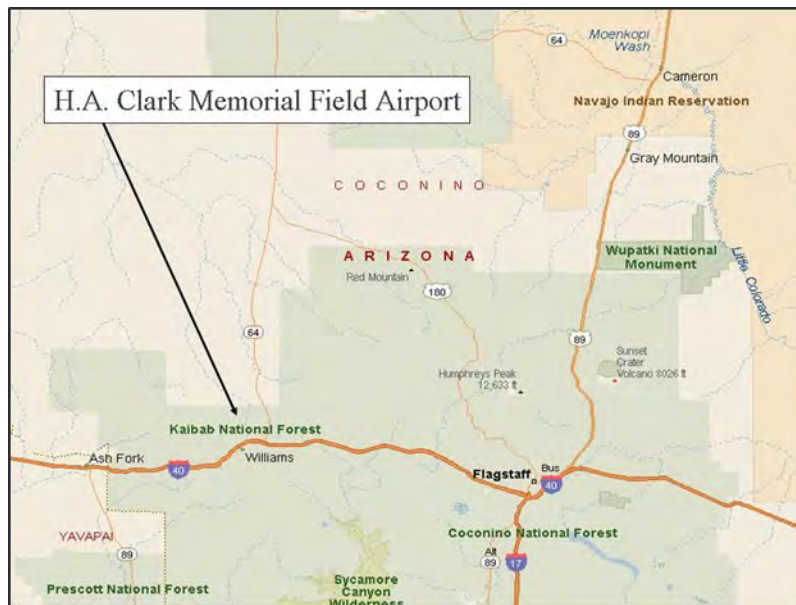
*ITEM 7i:	AIRPORT NAME:	Cottonwood	Page	313
	SPONSOR:	City of Cottonwood		
	AIRPORT CATEGORY:	Public GA		
	SCHEDULE:	FY 2018-2022		
	PROJECT #:	E8M06		
	PROGRAM AMOUNT:	New Project		
	PROJECT MANAGER:	Jennifer Grunest		
	PROJECT DESCRIPTION:	Reconstruct Apron (remaining section of South Apron-24,000 SY)		
	REQUESTED ACTION:	Recommend STB approval.		
	FUNDING SOURCES:	FAA		\$1,474,609
		Sponsor		\$72,386
		State		\$72,387
		Total Program		\$1,619,382



*ITEM 7j:	AIRPORT NAME:	Phoenix-Mesa Gateway	Page 314
	SPONSOR:	Phoenix-Mesa Gateway Airport Authority	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2018-2022	
	PROJECT #:	E8M07	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Jennifer Grunest	
	PROJECT DESCRIPTION:	Reconstruction Taxiway A (Twy N to L)	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$4,508,043
		Sponsor	\$221,293
		State	\$221,293
		Total Program	\$4,950,629



*ITEM 7k:	AIRPORT NAME:	H.A. Clark Memorial Field	Page	315
	SPONSOR:	City of Williams		
	AIRPORT CATEGORY:	Public GA		
	SCHEDULE:	FY 2018-2022		
	PROJECT #:	E8M08		
	PROGRAM AMOUNT:	New Project		
	PROJECT MANAGER:	Jennifer Grunest		
	PROJECT DESCRIPTION:	Reconstruct Apron		
	REQUESTED ACTION:	Recommend STB approval.		
	FUNDING SOURCES:	FAA		\$800,701
		Sponsor		\$39,305
		State		\$39,305
		Total Program		\$879,311



*ITEM 7I:	AIRPORT NAME:	Payson	Page	316
	SPONSOR:	Town of Payson		
	AIRPORT CATEGORY:	Public GA		
	SCHEDULE:	FY 2018-2022		
	PROJECT #:	E8M09		
	PROGRAM AMOUNT:	New Project		
	PROJECT MANAGER:	Jennifer Grunest		
	PROJECT DESCRIPTION:	Rehab Apron and Install Perimeter Fencing		
	REQUESTED ACTION:	Recommend STB approval.		
	FUNDING SOURCES:	FAA		\$923,738
		Sponsor		\$45,345
		State		\$45,345
		Total Program		\$1,014,428



***ITEM 8: Passareli Farms Airstrip-Application for Urban Airport Approval**
 (For discussion and possible action – Greg Byres, Assistant Director, Multimodal Planning Division)

***ITEM 8: Passarelli Farms Airstrip-Application for Urban Airport Approval**

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



Multimodal Planning

MEMORANDUM

TO: Gregory Byres, MPD Division Director

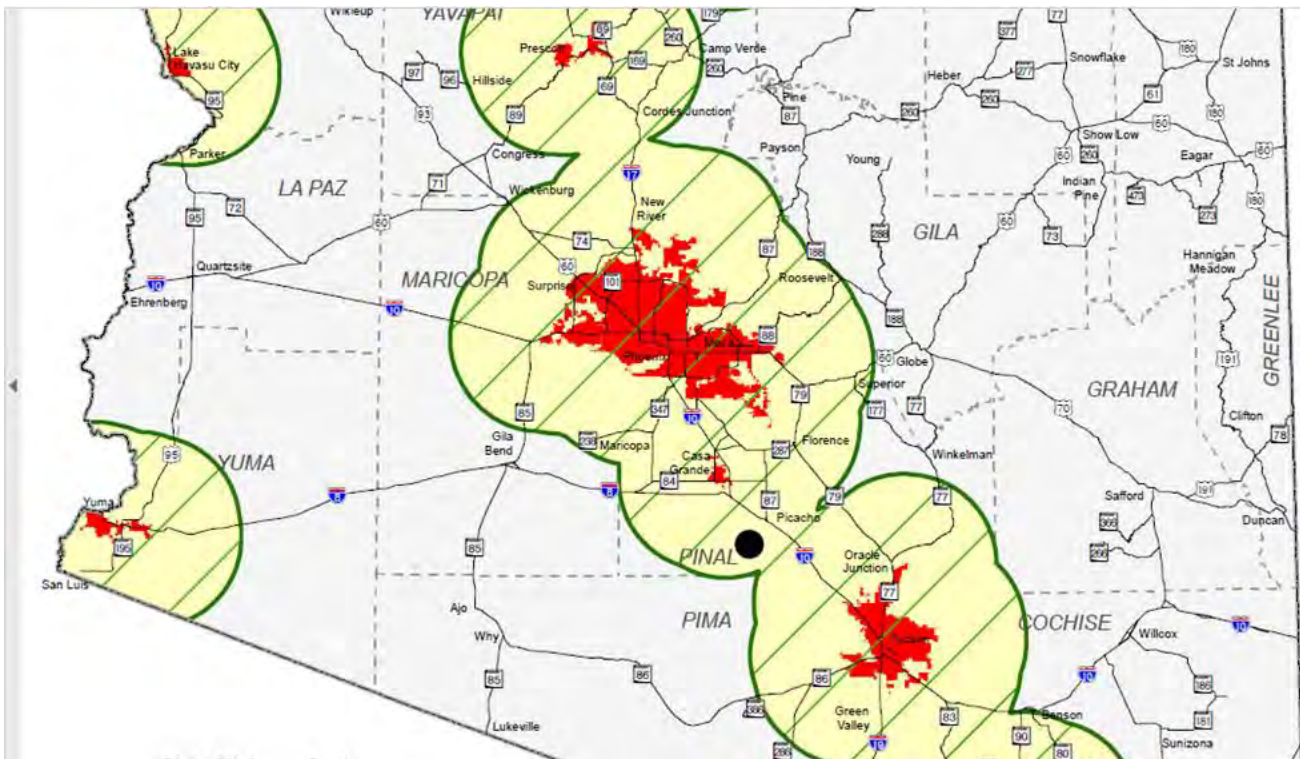
FROM: Jennifer Grunest, Airport Planning and Grants Manager

CC: Don Kriz, State Airport Engineer

DATE: August 2, 2017

REGARDING: Passarelli Farms Airstrip – Application for Urban Airport Approval (Page 1 of 3)

LOCATION: Pinal County, outside of the local urban areas, but within the 24-mile boundary as specified in AZ Statute 28-8205; Construction of new airports



Recommendation: Approve Passarelli Farms Airstrip with the completion of the FAA Form 7480-1, Notice for Construction of new airport being filed with the FAA and copied to the State for documentation, and:

- Providing copies of all required construction permits to be issued by the county,
- Providing the State of Arizona, Multimodal Planning Division, Aeronautics Group a copy of the FAA Form 5010-5 filed with the FAA within 30 days of being operational.
- Operator will post departure contact information at either end of the runway for pilot reference as indicated in your agreement with the Picacho Tower Air Traffic Control Agreement to ensure pilots are operating on the correct local frequency.

Please find the attached documentation to support the approval of the proposed private airstrip. The following documentation is within the packet.

1. ADOT Application for urban Airport Approval to be signed by the Division Director upon approval or denial.
2. Statute 28-8205. Construction of new airports.
 - 2.A- Section A requires prior approval of the Board if proposed construction is within a 24-mile boundary of an urbanized area.

The appendix on page 8 of the Passarelli Farms Private Airstrip Proposal provides a map of the nearby urbanized areas and an additional boundary map showing the 24- mile boundary of the urbanized areas and the location of the private parcels proposing the private airstrip.

- a. The applicant has provided the following additional documentation for supporting a determination:
 - b. Pinal County Special Use Permit No: SUP-002-16 granting the approval of the special use permit approved by the Pinal County Board of Supervisors.
 - c. FAA Airspace Case No. 2015-AWP-1988-NRA Airspace Study granting acceptable proposal for the proposed construction for the purposes of a private use airstrip, granting determination with an expiration date of **September 30, 2018**.
- D. Picacho Tower Air Traffic Control Tower Letter of Agreement.

e. Passarelli Farms Private Airstrip Proposal with a map of the boundaries of the urbanized areas and 24-mile boundary with location of proposed construction.

2.B The Board shall approve construction of a new airport only if both

B1. The construction of the new airport is consistent with the state, regional, and local aviation system plans.

In this case, there does not appear to be a conflict with current system plans.

B2. The state, regional, and local aviation plans consider local aviation plans including airspace and air safety, land use compatibility and priority of funding.

The applicant had its proposed construction reviewed by the local National Guard and Picacho Air Traffic Control Tower and the FAA. All entities support this proposed development.

The executed letter of agreement is within this packet.

Conclusion: This review according to Arizona Statute 28-8205 recommends approval as outlined in the above recommendations.

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:**

08/11/2017

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:**

WILMOT ROAD, KOLB ROAD, RITA ROAD, VAIL ROAD TI

7. Type of Work:

TI SIGNALS

8. CPS Id:

NG1N

9. District:

Tucson

10. Route:

10

11. County:

Pima

12. Beg MP:

269.0

13. TRACS #:

H889601D

14. Len (mi.):

10.0

15. Fed ID #:

010-E(222)T

PROJECT REQUEST SUMMARY**16. Original Program Budget (in \$000):**

670

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

5688

18. Current Approved**Program Budget (in \$000):****18a. (+/-) Program Budget****Request (in \$000):**

95

18b. Total Program Budget**After Request (in \$000):**

765

19. Currently Approved Budget Funding List:**Amount (in \$000):** 500**Fund Item #:** OTHR15**Comments:****Details:**

FY:0--.

Amount (in \$000): 170**Fund Item #:** 72317**Comments:****Details:**

FY:0--.

19a. New / Budget Change Request Funding List:**Amount (in \$000):** 95**Fund Item #:** 72318**Comments:****Details:**

FY:2018-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?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 design budget.

26. JUSTIFICATION

The previous consultant was terminated for cause when it failed to develop and deliver the design project in the agreed upon time.

In procuring a new consultant, it has been determined that the Stage 3 submittal was more deficient than originally thought. An

additional \$86K is required to complete the development of the project.

Request:

Consultant = \$86K

ICAP = \$9K

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 8/30/2017 .

Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

304 of 408



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

1. PRB MEETING DATE:08/22/2017

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:

08/23/2017

4. Project Manager / Presenter Information:

Adrian Leon

(602) 712-4642

5. Form Created By:

Tafwachi Chawunda

4983 STATEWIDE PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

AJO WAY TI (JCT SR 86), PHASE 2

7. Type of Work:

RECONSTRUCT TI & MAINLINE

8. CPS Id:

QK1C

9. District:

Tucson

10. Route:

19

11. County:

Pima

12. Beg MP:

60.9

13. TRACS #:

H846702D

(Tracs# not in Adv)

14. Len (mi.):

1.4

15. Fed ID #:

STP-019-A(220)

S

PROJECT REQUEST SUMMARY

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

1,357

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

11207

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

32

18b. Total Program Budget

After Request (in \$000):

1,389

19. Currently Approved Budget Funding List:

Amount (in \$000):

1,357

Fund Item #:

11207

Comments:

Details:
FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000):

32

Fund Item #:

71018

Comments:

Details:
FY:2018-R/W ACQUISITION,
APPRAISAL &
PLANS-Right-Of-Way
Acquisition, Appraisal & Plans
& Titles Preparation

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?Post Stage IV

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase Design Budget.

26. JUSTIFICATION:

Funds needed for staff to complete 1 partial acquisition and 6 TCE's for driveway reconnects.

Staff \$29K

ICAP \$3k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 8/30/2017 .
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:08/22/2017

2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 08/23/2017 **4. Project Manager / Presenter Information:** Adrian Leon (602) 712-4642
5. Form Created By: Tafwachi Chawunda 4983 STATEWIDE PROJECT MANAGEMENT 1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name: Ajo Way TI (Jct SR 86), Ph 2 **7. Type of Work:** R/W Acquisition
8. CPS Id: **9. District:** Tucson **10. Route:** 19 **11. County:** Pima **12. Beg MP:** 61 **13. TRACS #:** H846702R **14. Len (mi.):** 2.4 **15. Fed ID #:** 019-A(220)N

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):** 3464
18. Current Approved Program Budget (in \$000): 4,500 **18a. (+/-) Program Budget Request (in \$000):** 73 **18b. Total Program Budget After Request (in \$000):** 4,573

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000): 4,500	Fund Item #: 11217	Amount (in \$000): 73	Fund Item #: 71018
Comments:	Details: FY:0--.	Comments:	Details: FY:2018-R/W ACQUISITION, APPRAISAL & PLANS-Right-Of-Way Acquisition, Appraisal & Plans & Titles Preparation

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? Post 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:

Increase Right of Way Acquisition subphase.

26. JUSTIFICATION:

Funds needed for 1 partial acquisition and 6 TCE's for driveway reconnects.

ROW acquisition \$66K

ICAP \$7K

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 8/30/2017 .
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

INTERMODAL TRANSPORTATION DIVISION

WEB PRB REQUEST FORM (version 3.0)

1. PRB MEETING DATE:08/08/2017

2. Phone Teleconference?No

At Phone #:

Video Teleconference?No



GENERAL INFORMATION

3. Form Date:

08/08/2017

4. Project Manager / Presenter Information:

Kristin Gade

(602) 292-0301

5. Form Created By:

Kristin Gade

4977 ENVIRONMENTAL PLANNING GROUP

1611 W Jackson St, 36, EM02

PROJECT INFORMATION

6. Project Location / Name:

Statewide Endangered Species Support - FY 18

7. Type of Work:

Regulatory Compliance

8. CPS Id:

9. District:

10. Route:

11. County:

12. Beg MP:

13. TRACS #:

M694301X

(Tracs# not in Adv)

14. Len (mi.):

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

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

9285

18. Current Approved

Program Budget (in \$000):

0

18a. (+/-) Program Budget

Request (in \$000):

200

18b. Total Program Budget

After Request (in \$000):

200

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 200

Fund Item #: 79518

Comments:

Details:

FY:2018-STORM WATER PROTECTION PLAN-Storm Water Protection

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 work will include the following tasks to support the Environmental Planning Biology Program.

1. Development of an Endangered Species Act Programmatic Section 7 Consultation
2. District Vegetation Management Guides and related support to Districts
3. Support for Endangered Species Act compliance and preparation for NEPA Assignment

The ESA programmatic consultation will establish agreed upon methods for avoiding and minimizing impacts to species during construction and maintenance rather than negotiating approaches for each project. Other states have seen dramatic cost and time savings. The vegetation guides for the districts will be similar to the snow guides to help districts plan and prioritize regular vegetation maintenance activities. The support for ESA compliance and NEPA Assignment will provide support to districts to complete maintenance projects and development of documentation for NEPA assignment in the next year.

REQUESTED ACTIONS:

Establish a New Project.

Request to be in PPAC Agenda for 8/30/2017 .

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:09/12/2017

2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 08/29/2017 **4. Project Manager / Presenter Information:** Steven Olmsted (602) 712-6421
5. Form Created By: Steven Olmsted 4977 ENVIRONMENTAL PLANNING GROUP 1611 W Jackson St, , EM02

PROJECT INFORMATION

6. Project Location / Name: ASSET MANAGEMENT - EXTREME WEATHER **7. Type of Work:** ASSET RISK MANAGEMENT

8. CPS Id: **9. District:** **10. Route:** 999 **11. County:** Statewide **12. Beg MP:** 000 **13. TRACS #:** M6946 **14. Len (mi.):** 0.0 **15. Fed ID #:**
(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):** 9288
18. Current Approved Program Budget (in \$000): 0 **18a. (+/-) Program Budget Request (in \$000):** 200 **18b. Total Program Budget After Request (in \$000):** 200

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 100	Fund Item #: 79918
Comments:	Details:	Comments:	Details: FY:0-.-.
		Amount (in \$000): 100	Fund Item #: OTHR18
		Comments: FHWA Asset Mngmnt Grant	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:

Establish a new non-infrastructure project.

26. JUSTIFICATION:

Request required matching funds to execute asset risk work.

ADOT has received an FHWA Asset Management grant to finalize a risk assessment process related to integrating extreme weather/ER events into ADOT's transportation asset management (AZ-TAMS) reporting requirements for FY18/19 and finalize the work being conducted through ADOT's Resilience Program.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

None

28. OTHER ALTERNATIVES:

Without the grant funding no other alternative existed due to staff time constraints to conduct this work.

REQUESTED ACTIONS:

Establish a New Project.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. PRB Only.

PRB APPROVED



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

1. PRB MEETING DATE:08/22/2017

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:

08/23/2017

4. Project Manager / Presenter Information:

Susan Webber

(602) 712-7607

5. Form Created By:

Susan Webber

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 205, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 186 - Chiricahua National Monument

7. Type of Work:

WIDEN SHOULDERS AND REHABILITATE PAVEMENT

8. CPS Id:

IF10

9. District:

Safford

10. Route:

181

11. County:

Cochise

12. Beg MP:

62.0

13. TRACS #:

F009701D

14. Len (mi.):

3.1

15. Fed ID #:

181-A(201)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

9034

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

175

18b. Total Program Budget

After Request (in \$000):

175

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Details:

Amount (in \$000): 140

Comments:

FLAP Funds

Fund Item #: OTHR18

Details:

FY:0--.

Amount (in \$000): 35

Comments:

State Match

Fund Item #: 79918

Details:

FY:0--.

20. JPA #s:

JPA16-0006187

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

24d. What is the current Stage?

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish project

26. JUSTIFICATION:

ADOT submitted this project to Central Federal Lands (CFL) for competitive selection under the Federal Lands Access Program (FLAP). It was selected in June 2016 and the scoping document was initiated in March 2017. CFL has initiated the design as part of the final project selection process. This request is for the State match required for development of the design.

The project involves widening for shoulders and pavement rehabilitation on SR 181.

REQUESTED ACTIONS:

Establish a New Project.

Request to be in PPAC Agenda for 8/30/2017 .

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)**



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: 08/23/2017
4. Project Manager / Presenter Information: Susan Webber (602) 712-7607
5. Form Created By: Susan Webber
4983 STATEWIDE PROJECT MANAGEMENT 205 S 17th Ave, 205, 614E

PROJECT INFORMATION

6. Project Location / Name: Apache Lake Marina Rd - Inspiration Pt
7. Type of Work: IMPROVE DRIVING SURFACE
8. CPS Id: IC10
9. District: Safford
10. Route: SR 88
11. County: Maricopa
12. Beg MP: 229
13. TRACS #: F009801D
14. Len (mi.): 12.4
15. Fed ID #: 088-A(205)T
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): 0
17. Original Program Item # (Current 5 Yr Program): 9027
18. Current Approved Program Budget (in \$000): 0
18a. (+/-) Program Budget Request (in \$000): 225
18b. Total Program Budget After Request (in \$000): 225

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 180	Fund Item #: OTHR18
Comments:	Details:	Comments: FLAP Funds	Details: FY:0--.
		Amount (in \$000): 45	Fund Item #: 79918
		Comments: State Match	Details: FY:0--.

20. JPA #s: JPA16-0006188
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	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? NA	

25. DESCRIPTION OF REQUEST:

Establish project

26. JUSTIFICATION:

ADOT submitted this project to Central Federal Lands (CFL) for competitive selection under the Federal Lands Access Program (FLAP). It was selected in June 2016 and the scoping document was initiated in March 2017. CFL has initiated the design as part of the final project selection process. This request is for the State match required for development of the design.

The project involves creating a sustainable driving surface on SR 88 to reduce the maintenance costs associated with re-grading the existing roadway.

REQUESTED ACTIONS: Establish a New Project. Request to be in PPAC Agenda for 8/30/2017 .	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.	PRB APPROVED
-------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	---------------------

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: YUMA MCAS/YUMA INTL
SPONSOR: YUMA COUNTY AIRPORT AUTHORITY
CATEGORY: Commercial Service
PROJECT NUMBER: 8M04
AIP NUMBER: 3-04-0053-037-2017
DATE: July 18, 2017

New Project
 Changed Project

CF Reviewed EM 7-21-17

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Taxiway H, Reconstruct Taxiway H Shoulders, Construct Taxiway H Lighting	2018	\$219,389.00	\$219,380.00	\$4,469,265.00	\$4,908,044.00	
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
Sponsor was issued FAA AIP grant on July 10, 2017						

Source of Funds:		2018 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved	
\$3,200,000	\$387,332	\$2,812,668	\$2,593,279	

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: July 18, 2017

Aeronautics Representative:

MVS *[Signature]*

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: August 30, 2017

State Transportation Board Action:

Approval Disapproval

Date: September 15, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: COTTONWOOD
SPONSOR: CITY OF COTTONWOOD
CATEGORY: Public GA
PROJECT NUMBER: 8M06
AIP NUMBER: 3-04-0012-18-2017
DATE: June 26, 2017

- New Project**
 Changed Project

*CF Check
 Elise Maza 8-21-17*

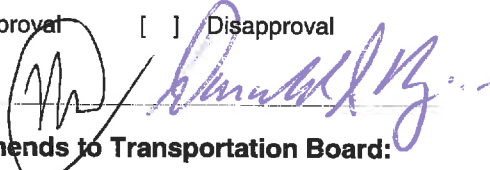
Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruct Apron (remaining section of South Apron - 24,000 Square Yards)	2018	\$72,387.00	\$72,386.00	\$1,474,609.00	\$1,619,382.00	150
Justification For Recommendation:						
Federal Match Grant						

Source of Funds:			
2018 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,200,000	\$1,456,214	\$1,743,786	\$1,671,399

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval Date: July 27, 2017

Aeronautics Representative: _____



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval Date: August 30, 2017

State Transportation Board Action:

Approval Disapproval Date: September 15, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: PHOENIX-MESA GATEWAY
SPONSOR: PHOENIX-MESA GATEWAY AIRPORT AUTHORITY
CATEGORY: Commercial Service
PROJECT NUMBER: 8M07
AIP NUMBER: 3-04-0078-039-2017
DATE: July 24, 2017

New Project

Changed Project

CF Check 8-21-17 Eden Moya

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruction Taxiway A (twy N to L)	2018	\$221,293.00	\$221,293.00	\$4,508,043.00	\$4,950,629.00	155
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
FFA match Grant						

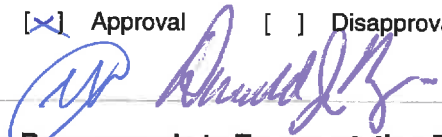
Source of Funds:		2018 - Federal Programs (State Match)	
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,200,000	\$1,528,601	\$1,671,399	\$1,450,106

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: August 2, 2017

Aeronautics Representative: _____



Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: August 30, 2017

State Transportation Board Action:

Approval Disapproval

Date: September 15, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: H A CLARK MEMORIAL FIELD
SPONSOR: CITY OF WILLIAMS
CATEGORY: Public GA
PROJECT NUMBER: 8M08
AIP NUMBER: 3-04-0050-025-2017
DATE: August 7, 2017

- New Project**
 Changed Project

*CF Reviewed
Elise Mazy*

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruct Apron	2018	\$39,305.00	\$39,305.00	\$800,701.00	\$879,311.00	150
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
FAA Match Grant						

Source of Funds:	2018 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,200,000	\$1,749,894	\$1,450,106	\$1,410,801

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: August 8, 2017

Aeronautics Representative:

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: August 30, 2017

State Transportation Board Action:

Approval Disapproval

Date: September 15, 2017

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: PAYSON
SPONSOR: TOWN OF PAYSON
CATEGORY: Public GA
PROJECT NUMBER: 8M09
AIP NUMBER: 3-04-0027-021-2017
DATE: August 10, 2017

New Project
 Changed Project

8-21-17 CF Check Elise Mays

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehab Apron and install perimeter fencing	2018	\$45,345.00	\$45,345.00	\$923,738.00	\$1,014,428.00	150
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation:						
FAA Match						

Source of Funds:	2018 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$3,200,000	\$1,789,199	\$1,410,801	\$1,365,456

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: August 10, 2017

Aeronautics Representative:

[Signature]

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: August 30, 2017

State Transportation Board Action:

Approval Disapproval

Date: September 15, 2017

STATE ENGINEER'S REPORT
August 2017

The Status of Projects Under Construction report for August 2017 shows 112 projects under construction valued at \$1,561,141,345.57. The transportation board awarded 10 projects during August valued at approximately \$18.1 million.

During August the Department finalized 18 projects valued at \$34,338,123.06. 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 35 projects. The total cost of these 35 projects has exceeded the contractors bid amount by -3%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to - 2.7%.

MONTHLY CONSTRUCTION REPORT

August 2017

PROJECTS UNDER CONSTRUCTION	112
MONETARY VALUE OF CONTRACTS	\$1,561,141,345.57
PAYMENTS MADE TO DATE	\$619,057,610.86
STATE PROJECTS	75
LOCAL GOVERNMENT	37
OTHER	0
CONTRACTS EXECUTED IN AUGUST 2017	15
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$19,755,034.93

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
 August, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
180-B-(204)T H752001C Working Days: 120 Days Used: 119	US 180, BEAVER DAM TO RANCHI NorthEast District		SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$136,277.00) or 3.58% under State Estimate \$3,668,000.00	\$3,727,743.90	\$59,743.90	1.6 %
		3,804,277.00					
L11V-0(207)A SH52001P Working Days: 365 Days Used: 126	CITY OF LAKE HAVASU-VARIO NorthWest District		LAKE HAVASU CITY	Low Bid = (\$0.00) or 0.00% under State Estimate \$55,483.17	\$55,483.17	(\$0.00)	-0.0 %
		55,483.17					
264-A-(217)T H813301C Working Days: 234 = 200 + 30 + 4 Days Used: 248	FISH WASH-CROSS CANYON NorthEast District		FNF CONSTRUCTION, INC.	Low Bid = (\$99,026.10) or 0.80% under State Estimate \$12,308,985.14	\$11,923,822.03	(\$385,163.11)	-3.1 %
		12,408,011.24					
GLN-0-(203)T SL61901C Working Days: 148 = 120 + 22 + 6 Days Used: 148	GRAND CANAL MUP: LOOP 101 TO Central District		COMBS CONSTRUCTION COMPANY, INC.	Low Bid = (\$127,827.16) or 18.64% under State Estimate \$557,940.84	\$565,960.58	\$8,019.74	1.4 %
		685,768.00					

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
 August, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
260-B(210)T H825601C Working Days: 80 Days Used: 79	CHENEY RANCH LOOP TO BISON RID NorthEast District		MEADOW VALLEY CONTRACTORS, INC.	Low Bid = \$6,833.00 or 0.70% over State Estimate \$979,028.00	\$967,166.35	(\$11,861.65)	-1.2 %
060-E-(215)T H876201C Working Days: 60 Days Used: 57	NATIONAL FOREST BOUNDARY TO SH NorthEast District	972,195.00					
			COMBS CONSTRUCTION COMPANY, INC.	Low Bid = (\$65,073.77) or 6.73% under State Estimate \$901,851.23	\$995,166.32	\$93,315.09	10.3 %
040-A(221)T H874401C Working Days: 90 Days Used: 86	WEST KINGMAN TI INTERIM IMPROV NorthWest District		C S CONSTRUCTION, INC.	Low Bid = \$77,944.66 or 33.00% over State Estimate \$314,159.26	\$367,515.87	\$53,356.61	17.0 %
040-D-(218)T H832101C Working Days: 85 Days Used: 84	I-40 MP 279.2 TO MP 279.7 NorthEast District	236,214.60					
			FNF CONSTRUCTION, INC.	Low Bid = (\$451,879.45) or 37.77% under State Estimate \$744,619.13	\$704,458.69	(\$40,160.44)	-5.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
 August, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
010-A-(225)T H871201C Working Days: 200 Days Used: 179	US60-MP42 SouthWest District		FNF CONSTRUCTION, INC.	Low Bid = (\$5,030,486.66) or 34.33% under State Estimate \$9,622,895.19	\$10,658,337.11	\$1,035,441.92	10.8 %
A89-C-(206)T H777501C Working Days: 275 Days Used: 215	COLO. RIVER-HOUSE ROCK NorthCent District		VASTCO, INC.	Low Bid = (\$412,496.35) or 21.34% under State Estimate \$1,520,194.70	\$1,457,197.79	(\$62,996.91)	-4.1 %
MAR-0-(203)T SZ15201C Working Days: 105 Days Used: 63	HARTMAN RD, SR238- FARRELL RD Central District		CACTUS TRANSPORT, INC.	Low Bid = (\$232,916.61) or 46.93% under State Estimate \$263,420.29	\$305,441.24	\$42,020.95	16.0 %
999-A-(499)T F001801C Working Days: 85 Days Used: 71	US60 US95 and SR74 Safety Impr SouthWest District		PAVEMENT MARKING, INC.	Low Bid = \$52,516.26 or 6.61% over State Estimate \$847,250.50	\$536,666.64	(\$310,583.86)	-36.7 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
 August, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
MES-0-(231)T SF04601C Working Days: 45 Days Used: 45	SEQUOIA CHARTER SCHOOL, MESA, Central District		AJP ELECTRIC, INC.	Low Bid = (\$27,477.00) or 31.55% under State Estimate \$59,603.00	\$59,777.73	\$174.73	0.3 %
347-A-NFA H700711C Working Days: 20 Days Used: 5	SR347-UPRR Grade Separation Central District	120,000.00	BREINHOLT CONTRACTING COMPANY, INC.	Low Bid = (\$92,100.00) or 76.75% under State Estimate \$27,900.00	\$27,900.00	(\$0.00)	0.0 %
APJ-0-(206)T SF00301C Working Days: 95 Days Used: 95	IRONWOOD DR, SOUTHERN AVE & ID Central District						
APJ-0-(205)T SS98401C Working Days: 95 Days Used: 95	IRONWOOD DRIVE: BROADWAY AVE. Central District	1,698,512.15	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = (\$161,077.95) or 9.48% under State Estimate \$1,537,434.20	\$1,533,330.26	(\$4,103.94)	-0.3 %
EGR-0-(202)T SF02001C Working Days: 80 Days Used: 70	BUTLER STREET, BETWEEN 2ND STR Central District						

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
 August, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
EGR-0-(201)T SZ01001C	BUTLER ST & MAIN ST Central District						
Working Days: 80 Days Used: 70							
			N.G.U CONTRACTING, INC.	Low Bid = (\$71,335.35) or 14.46% under State Estimate			
		493,481.80		\$422,146.45	\$452,155.37	\$30,008.92	7.1 %

Completed Contracts (Fiscal Year 2018)

August, 2017

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 18	16	\$40,601,590.58	\$33,830,911.10	\$34,338,123.06
		<u>Monetary</u> (\$6,770,679.48)		<u>Monetary</u> \$507,211.96

Accumulation to Date (Fiscal Year 2018 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
32	\$62,621,102.95	\$54,450,799.33	\$54,265,732.58	(\$185,066.75)	-3%

Prepared By:

Irene Del Castillo

~~Yvonne Navarro~~

Field Reports Unit, X6849

Checked By:

Charlene Neish

~~Lenyne Hickson, Manager~~

Field Reports Unit, X7301

Charlene Neish

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2017

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR			CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3				
Jul-17	\$ 19,927,610	\$ 225,211	\$ 134,779	\$ -	\$ 359,989	\$ 20,619,888	\$ 19,567,620	-5.1%
Aug-17	\$ 54,265,733	\$ 120,492	\$ 762,316	\$ 46,174	\$ 1,288,971	\$ 54,450,799	\$ 52,976,761	-2.7%
Sep-17					\$ 1,288,971		\$ (1,288,971)	
Oct-17					\$ 1,288,971		\$ (1,288,971)	
Nov-17					\$ 1,288,971		\$ (1,288,971)	
Dec-17					\$ 1,288,971		\$ (1,288,971)	
Jan-18					\$ 1,288,971		\$ (1,288,971)	
Feb-18					\$ 1,288,971		\$ (1,288,971)	
Mar-18					\$ 1,288,971		\$ (1,288,971)	
Apr-18					\$ 1,288,971		\$ (1,288,971)	
May-18					\$ 1,288,971		\$ (1,288,971)	
Jun-18					\$ 1,288,971		\$ (1,288,971)	
		\$ 345,702	\$ 897,094	\$ 46,174	\$ 1,288,971			
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 9a: BOARD DISTRICT NO.: 4

Page 377

BIDS OPENED: August 11, 2017

HIGHWAY: GRAHAM COUNTY

SECTION: REAY LANE / SAFFORD-BRYCE ROAD

COUNTY: GRAHAM

ROUTE NO.: LOCAL

PROJECT : TRACS: HRRRP-GGH-0(203)T : 0000 GH GGH SS99001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: CKC CONSTRUCTION & MATERIALS LLC

LOW BID AMOUNT: \$ 317,206.20

STATE ESTIMATE: \$ 436,975.15

\$ UNDER ESTIMATE: (\$ 119,768.95)

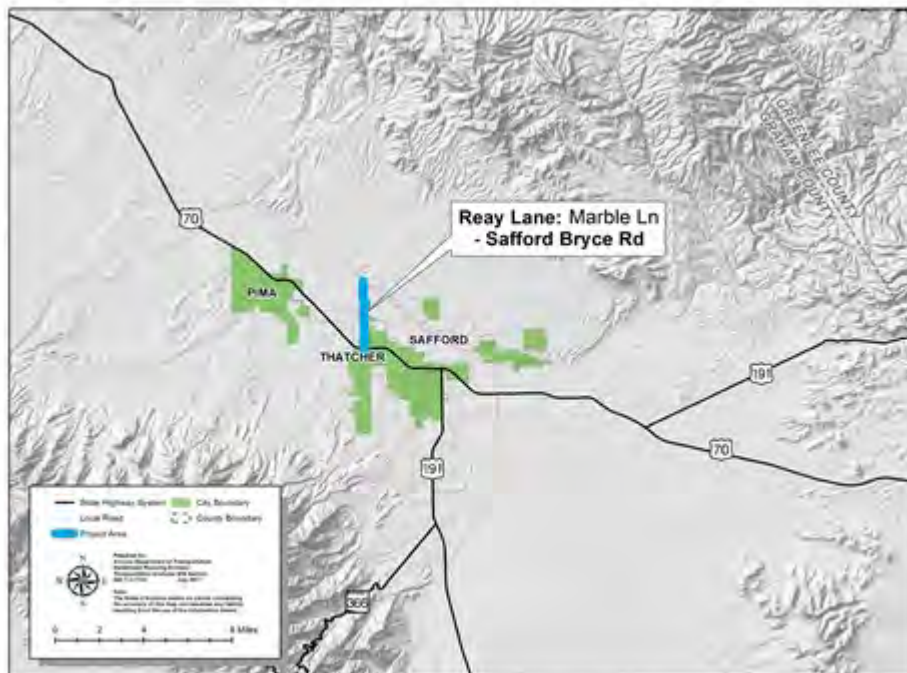
% UNDER ESTIMATE: (27.4%)

PROJECT DBE GOAL: 6.45%

BIDDER DBE PLEDGE: 6.54%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 9b: BOARD DISTRICT NO.: 4

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BIDS OPENED: August 11, 2017

HIGHWAY: TOWN OF PAYSON

SECTION: E BONITA STREET: SR 87 TO BENTLEY STREET

COUNTY: GILA

ROUTE NO.: LOCAL-FA

PROJECT : TRACS: STP-PAY-0(203)T : 0000 GI PAY SZ06801C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: INTERMOUNTAN WEST CIVIL CONSTRUCTORS, INC.

LOW BID AMOUNT: \$ 1,297,667.97

STATE ESTIMATE: \$ 1,010,000.00

\$ OVER ESTIMATE: \$ 287,667.97

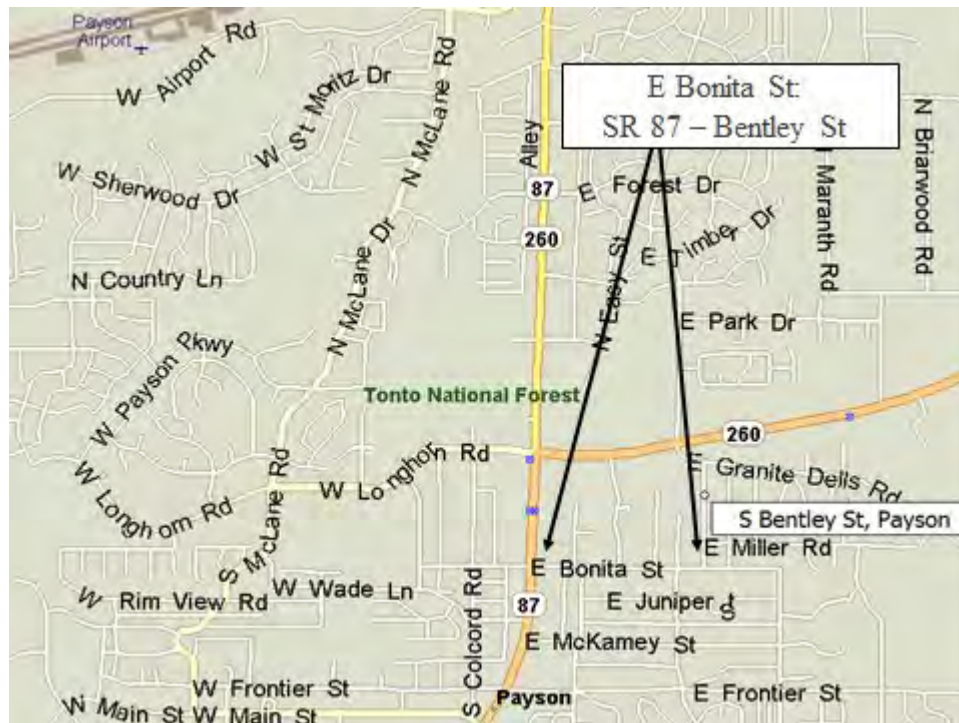
% OVER ESTIMATE: 28.5%

PROJECT DBE GOAL: 10.76%

BIDDER DBE PLEDGE: 10.78%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 9c :

BOARD DISTRICT NO.: 1

Page 384

BIDS OPENED: August 11, 2017

HIGHWAY: CITY OF AVONDALE

SECTION: VARIOUS LOCATIONS

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-AVN-0(220)T : 0000 MA AVN SH63601C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: CS CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 459,699.00

STATE ESTIMATE: \$ 417,227.50

\$ OVER ESTIMATE: \$ 42,471.50

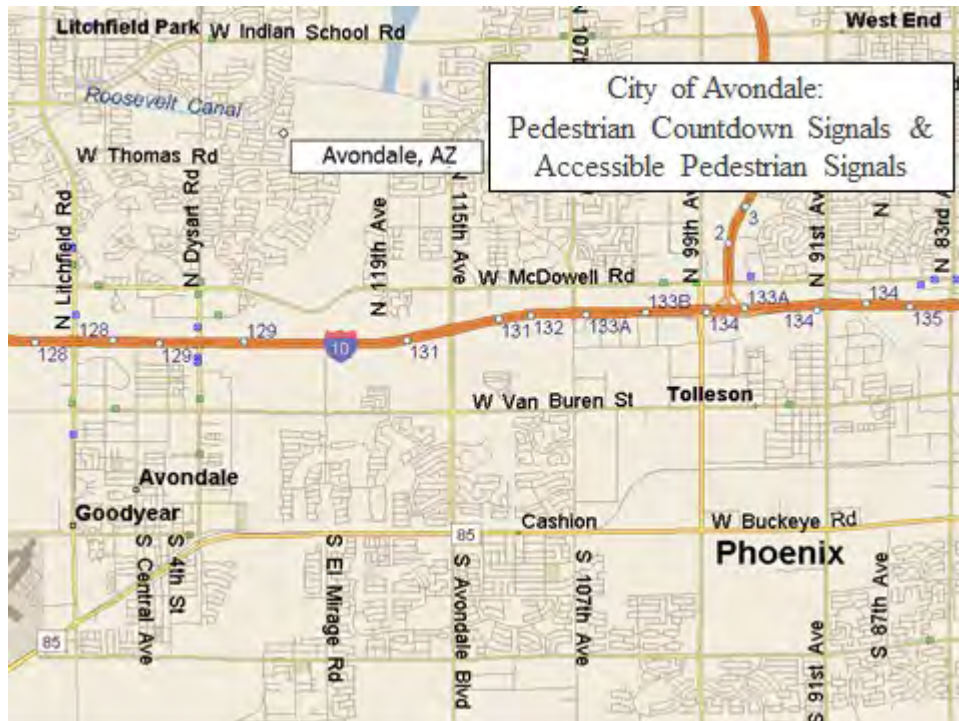
% OVER ESTIMATE: 10.2%

PROJECT DBE GOAL: 2.53%

BIDDER DBE PLEDGE: 2.69%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 9d: BOARD DISTRICT NO.: 3

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BIDS OPENED: August 25, 2017

HIGHWAY: BENSON-STEINS PASS HIGHWAY (I-10)

SECTION: ISLAND WASH BRIDGE STR.WB #210 & EB #658

COUNTY: COCHISE

ROUTE NO.: I 10

PROJECT : TRACS: NHPP-010-F(227)T : 010 CH 389 F002801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SOUTHWEST CONCRETE PAVING CO.

LOW BID AMOUNT: \$ 301,992.10

STATE ESTIMATE: \$ 272,480.20

\$ OVER ESTIMATE: \$ 29,511.90

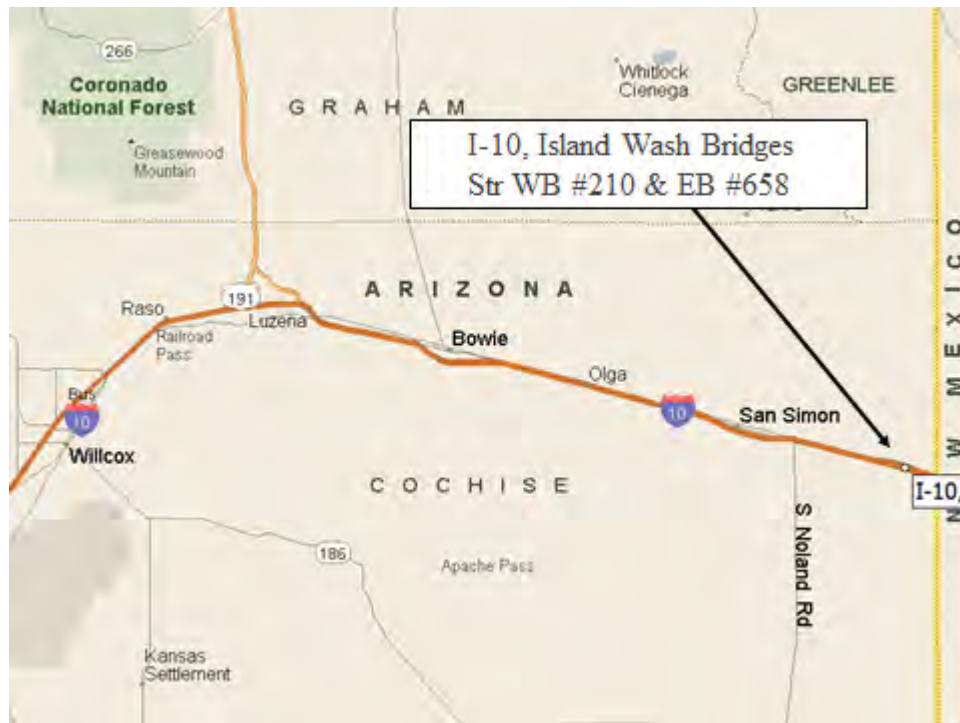
% OVER ESTIMATE: 10.8%

PROJECT DBE GOAL: 2.54%

BIDDER DBE PLEDGE: 7.15%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 9e: BOARD DISTRICT NO.: 6

BIDS OPENED: August 25, 2017

HIGHWAY: KINGMAN-ASHFORK HIGHWAY (I-40)

SECTION: SILVER SPRINGS ROAD – WILLOW TI

COUNTY: MOHAVE

ROUTE NO.: I 40

PROJECT : TRACS: IM-040-B(225)T: 040 MO 079 H893201C

FUNDING: 94% FEDS 6% STATE

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

LOW BID AMOUNT: \$ 4,498,989.89

STATE ESTIMATE: \$ 5,579,172.00

\$ UNDER ESTIMATE: (\$ 1,080,182.11)

% UNDER ESTIMATE: (19.4%)

PROJECT DBE GOAL: 3.69%

BIDDER DBE PLEDGE: 4.03%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 9f: BOARD DISTRICT NO.: 4

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BIDS OPENED: August 11, 2017

HIGHWAY: GLOBE-LORDSBURG HIGHWAY (US 70)

SECTION: BYLAS AREA

COUNTY: GRAHAM

ROUTE NO.: US 70

PROJECT : TRACS: STP-TE-HSIP-070-A(209)T: 070 GH 293 H763701C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 9,096,538.12

STATE ESTIMATE: \$ 7,922,159.35

\$ OVER ESTIMATE: \$ 1,174,378.77

% OVER ESTIMATE: 14.8%

PROJECT DBE GOAL: 7.52%

BIDDER DBE PLEDGE: 15.95%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 9g: BOARD DISTRICT NO.: 4

BIDS OPENED: August 11, 2017

HIGHWAY: GLOBE – LORDSBURG HWY (US 70)

SECTION: SAN CARLOS HIGH SCHOOL – BIA 6

COUNTY: GILA

ROUTE NO.: US 70

PROJECT : TRACS: STP-070-A(218)T : 070 GI 270 H885901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 856,168.15

STATE ESTIMATE: \$ 598,364.15

\$ OVER ESTIMATE: \$ 257,804.00

% OVER ESTIMATE: 43.1%

PROJECT DBE GOAL: 7.52%

BIDDER DBE PLEDGE: 15.95%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 9h: BOARD DISTRICT NO.: 4

Page 404

BIDS OPENED: August 25, 2017

HIGHWAY: MARICOPA ROAD (SR 347)

SECTION: SR 347 AT UNION PACIFIC RAILROAD

COUNTY: PINAL

ROUTE NO.: SR 347

PROJECT : TRACS: STP-347-A(204)S : 347 PN 172 H700701C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: AMES CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 23,103,780.95

STATE ESTIMATE: \$ 28,349,581.16

\$ UNDER ESTIMATE: (\$ 5,245,800.21)

% UNDER ESTIMATE: (18.5%)

PROJECT DBE GOAL: 9.37%

BIDDER DBE PLEDGE: 10.43%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Calendar Days

The proposed intersection improvement work is located at the intersection of Olive Avenue and 59th Avenue, in Maricopa County within the City of Glendale. The project extends approximately 600' west of 59th Avenue and 650' east of 59th Avenue on Olive Avenue and 800' north of Olive Avenue, and 600' south of Olive Avenue on 59th Avenue and is approximately 0.5 miles in total length. The work consists of construction of a new raised median in all directions and two new bus bays along Olive Avenue. The work includes grading, furnishing and placing aggregate base, asphaltic concrete pavement, drainage, traffic signal modifications, pavement marking, signing, lighting, and other related work.

Bid Opening Date : 8/11/2017, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 MA GLN SH63501C GLN-0-(246)T	CITY OF GLENDALE	59TH AVENUE AND OLIVE AVENUE Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$715,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
	\$734,434.00	DEPARTMENT	
2	\$778,358.85	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	5624 N. 54TH AVENUE GLENDALE, AZ 85301
3	\$779,813.09	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
4	\$839,153.20	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
5	\$856,954.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281

Apparent Low Bidder is 2.6% Under Department Estimate (Difference = (\$19,434.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SH63501C
 PROJ NO HSIP-GLN-0(246)T
 TERMINI CITY OF GLENDALE
 LOCATION 59TH AVENUE AND OLIVE AVENUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$900,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed intersection improvement work is located at the intersection of Olive Avenue and 59th Avenue, in Maricopa County within the City of Glendale. The project extends approximately 600' west of 59th Avenue and 650' east of 59th Avenue on Olive Avenue and 800' north of Olive Avenue, and 600' south of Olive Avenue on 59th Avenue and is approximately 0.5 miles in total length. The work consists of construction of a new raised median in all directions and two new bus bays along Olive Avenue. The work includes grading, furnishing and placing aggregate base, asphaltic concrete pavement, drainage, traffic signal modifications, pavement marking, signing, lighting, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Curb and Gutter	L.Ft.	729
Removal of Concrete Sidewalks, Driveways and Slabs	Sq.Ft.	5,064
Removal of Asphaltic Concrete Pavement	Sq.Yd.	4,038
Aggregate Base, Class 2	Cu.Yd.	1,159
Portland Cement Concrete Pavement (for bus bay)	Sq.Yd.	380
Asphaltic concrete (miscellaneous structural)	Ton	876
Catch Basin, Type F, (MAG Detail 535)	Each	2
Pole (Type P1 street light)	Each	8
Electrical conduit (2")(PVC)	L.Ft.	1,377
Luminaire (113W LED with photo cell)	Each	8
Erosion Control (Silt Fence)	L.Ft.	725
Concrete Curb (Type A)(MAG Detail 222)	L.Ft.	4,597
Concrete Curb and Gutter, Type A (MAG Detail 220)	L.Ft.	739
Concrete Sidewalk (MAG Detail 230)	Sq.Ft.	4,347
Concrete Bus Shelter Pad (COG G-407)	Sq.Ft.	436
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 150 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 10.61.

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 \$39, 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:

Mahfuz Anwar
Anthony Brozich

MANwar@azdot.gov
ABrozich@azdot.gov


STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA GLN SH63501C
HSIP-GLN-0(246)T
06/20/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Calendar Days

The proposed project is located in Maricopa County within the City of Glendale, on 55th Ave from Riviera Dr. to Cactus Rd. The proposed work consists of widening 55th Ave for a bike lane and sidewalk. The work includes removals, grading, asphaltic concrete, landscape, irrigation, pavement marking, lighting, signals, and other related work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Howard Sara

Project No.	Highway Termini	Location	Item
0000 MA GLN SZ10601C GLN-0-(244)T	CITY OF GLENDALE	55TH AVE, RIVERIA TO CACTUS Central District	LOCAL-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$346,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
2	\$352,718.50	D B A CONSTRUCTION INC.	P O BOX 63035 PHOENIX, AZ 85082-3035
	\$366,044.60	DEPARTMENT	
3	\$399,971.78	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
4	\$443,878.96	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
5	\$445,000.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	5624 N. 54TH AVENUE GLENDALE, AZ 85301

Apparent Low Bidder is 5.5% Under Department Estimate (Difference = (\$20,044.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SZ106 01C
PROJ NO CM-GLN-0(244)T
TERMINI City of Glendale
LOCATION 55th Ave from Riviera Dr to Cactus Rd

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A Central LOCAL-FA

The amount programmed for this contract is \$459,000. 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 Glendale, on 55th Ave from Riviera Dr. to Cactus Rd. The proposed work consists of widening 55th Ave for a bike lane and sidewalk. The work includes removals, grading, asphaltic concrete, landscape, irrigation, pavement marking, lighting, signals, and other related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Rows include Grading Roadway for Pavement (SY, 2,700), Aggregate Base, Class 2 (CY, 590), AC Misc Structural (TN, 400), Pipe, Reinforced Concrete, Class V, 24" (LF, 600), Concrete Curb and Gutter, Type A (MAG Det. 220) (LF, 600), Concrete Sidewalk (SF, 3,100), and Construction Survey and Layout (LS, 1).

The time allowed for the completion of the work included in the Construction Phase of the contract will be 180 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 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 10.05.

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 \$29, 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 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:

Sara Howard
Anthony Brozich

showard@azdot.gov
abrozich@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

SH: 0000 MA GLN SZ106 01C
CM-GLN-0(244)T
PROJECT ADVERTISED ON: 6/29/17

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 : 8/25/2017, 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	\$328,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
	\$353,000.00	DEPARTMENT	
2	\$359,681.74	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372
3	\$393,036.30	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	\$447,994.50	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201

Apparent Low Bidder is 7.1% Under Department Estimate (Difference = (\$25,000.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

SECOND BID CALL

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 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

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 are advised to register for the re-advertised project.

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: July 27, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 180 Working Days

The proposed work is located in various locations across the county lines of Apache, Coconino and Navajo within the communities of St. Johns, Eager, Springerville, Taylor, Page, Williams and Holbrook. The work consists of removing and replacing existing sign panels.

Bid Opening Date : 8/11/2017, Prequalification Required, Engineer Specialist : Jedidiah Young

Project No.	Highway Termini	Location	Item
0000 SW NAC T003901C NAC-0-(202)T	NORTHERN ARIZONA COUNCIL OF GOVERNMENTS (NACOG)	VARIOUS LOCATIONS NorthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$410,408.00	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
	\$438,656.00	DEPARTMENT	
2	\$548,325.75	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$599,667.50	SUNLINE CONTRACTING, LLC	820 N 17TH AVENUE PHOENIX, AZ 85007

Apparent Low Bidder is 6.4% Under Department Estimate (Difference = (\$28,248.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 SW NAC T0039 01C
PROJ NO HSIP-NAC-0(202)T
TERMINI NORTHERN ARIZONA COUNCIL OF GOVERNMENTS (NACOG)
LOCATION VARIOUS LOCATIONS

ROUTE NO. MILEPOST DISTRICT ITEM NO.
STATEWIDE N/A NORTHCENTRAL LOCAL

The amount programmed for this contract is \$538,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in various locations across the county lines of Apache, Coconino and Navajo within the communities of St. Johns, Eager, Springerville, Taylor, Page, Williams and Holbrook. The work consists of removing and replacing existing sign panels.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Warning, Marker, Or Regulatory Sign Panel	Sq. Ft.	18,500
Street Name Sign Panel, Extruded Aluminum	Sq. Ft.	1,700
Street Name Sign Panel, Flat Sheet Aluminum	Sq. Ft.	1,900
Street Name Sign Bracket	Each	1,600

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 \$84.00, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. 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:	Jedidiah Young	Jyoung2@azdot.gov
Construction Supervisor:	Tom Goodman	TGoodman@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 SW NAC T0039 01C
HSIP-NAC-0(202)T
PROJECT ADVERTISED ON: Thursday, June 15, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed roadway reconstruction work is located in Yavapai County within the City of Cottonwood. The project begins east of Willard Street and extends east approximately 0.45 miles to just east of the 8th Street Wash. The work includes furnishing and placing asphaltic concrete pavement; sidewalks; driveways; ADA facilities; drainage facilities; signing; restriping and other related items of work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
0000 YV CWD SZ01101C CWD-0(200)T	CITY OF COTTONWOOD	MINGUS AVE-WILLARD ST TO 10TH NorthCent District	LOCAL-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,448,546.55	DEPARTMENT	
1	\$1,498,554.10	FALCONE BROS & ASSOCIATE INC.	15885 N. EQUESTRIAN TRL TUCSON, AZ 85739
2	\$1,576,369.00	EARTH RESOURCES CORPORATION	14655 East Cielo Vista Dewey, AZ 86327
3	\$1,610,329.12	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$1,654,409.40	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
5	\$1,699,436.05	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314

Apparent Low Bidder is 3.5% Over Department Estimate (Difference = \$50,007.55)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YV CWD SZ011 01C
 PROJ NO STP-CWD-0(200)T
 TERMINI CITY OF COTTONWOOD
 LOCATION MINGUS AVENUE: WILLARD STREET TO 10TH STREET

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHCENTRAL	LOCAL-FA

The amount programmed for this contract is \$2,055,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed roadway reconstruction work is located in Yavapai County within the City of Cottonwood. The project begins east of Willard Street and extends east approximately 0.45 miles to just east of the 8th Street Wash. The work includes furnishing and placing asphaltic concrete pavement; sidewalks; driveways; ADA facilities; drainage facilities; signing; restriping and other related items of work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Clearing and Grubbing	ACRE	1
Removal of Concrete Curb	L.FT.	2,241
Removal of Concrete Sidewalks, Driveways and Slabs	SQ.FT.	17,433
Removal of Asphaltic Concrete Pavement	SQ.YD.	14,681
Roadway Excavation	CU. YD.	4,689
Separation Geotextile Fabric	SQ.YD.	13,241
Aggregate Base, Class 2	CU. YD.	3,665
Asphaltic Concrete (Miscellaneous Structural)	TON	1,581
Asphaltic Concrete (Miscellaneous Structural) (Special Mix)	TON	2,190
Warning, Marker, or Regulatory Sign Panel	SQ.FT.	172
Pavement Marking (White & Yellow Thermoplastic) (0.090")	L.FT.	12,137
Electrical Conduit (3-3") (PVC)	L.FT.	242
Granite Mulch (1-1/4 Inch Minus)	SQ.YD.	1,372
Erosion Control (Wattles) (9")	L.FT.	1,981
Concrete Curb and Gutter (MAG Det. 220-1) (Type A)	L.FT.	2,024
Concrete Single Curb (MAG Det. 222)(Type A) (H=6")	L.FT.	2,448
Concrete Sidewalk (MAG Det. 230)	SQ.FT.	19,099
Concrete Driveway (MAG Det. 250-2)	SQ.FT.	8,526
Scupper (MAG Det. 206)	EACH	9
Construction Surveying and Layout	L.SUM	1

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

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 11.37.

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 \$44, 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 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:	Vian Rashid	(VRashid@azdot.gov)
Construction Supervisor:	Cready Smith	(CSmith@azdot.gov)

for 

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 YV CWD SZ011 01C
STP-CWD-0(200)T
PROJECT ADVERTISED ON: 06/22/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

420 Calendar Days

The proposed work is located in Pima County on I-19 between milepost (MP) 31.8 and MP 42.5 for a distance of approximately 10.7 miles. The work consists of pavement rehabilitation and bridge rehabilitation. The work includes asphalt milling of various depth, placing AC, AR-ACFC, traffic control, installing new guardrail and fence barrier, removing the existing bridge railing and replacing it with concrete barrier, bridge deck repairs, removing and replacing guardrail; embankment curb; loop detectors; pavement markings; weigh-in-motion scales sensors; sole sourced vehicle waveform identification sensors and other related work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
019 PM 031 H871601C 019-A-(228)T	NOGALES-TUCSON HWY (I-19)	CANOA RANCH REST AREA TO DUVAL SouthCent District	3973

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$9,477,798.98	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
2	\$10,127,127.27	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
3	\$10,350,094.03	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$10,568,885.58	DEPARTMENT	
4	\$10,617,000.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

Apparent Low Bidder is 10.3% Under Department Estimate (Difference = (\$1,091,086.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 019 PM 031 H8716 01C
 PROJ NO NHPP-019-A(228)T
 TERMINI NOGALES – TUCSON HIGHWAY (I-19)
 LOCATION CANOA RANCH REST AREA TO DUVAL MINE ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-19	31.8 to 42.5	SOUTHCENTRAL	3973

The amount programmed for this contract is \$16,300,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pima County on I-19 between milepost (MP) 31.8 and MP 42.5 for a distance of approximately 10.7 miles. The work consists of pavement rehabilitation and bridge rehabilitation. The work includes asphalt milling of various depth, placing AC, AR-ACFC; traffic control, installing new guardrail and fence barrier, removing the existing bridge railing and replacing it with concrete barrier, bridge deck repairs, removing and replacing guardrail; embankment curb; loop detectors; pavement markings; weigh-in-motion scales sensors; sole sourced vehicle waveform identification sensors and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Curb	L.FT	8,687
Removal of Concrete Sidewalks, Driveways and Slabs	SQ.FT	60,190
Remove (Two Tube Bridge Railing)	L.FT	2,281
Remove Bituminous Pavement (Variable Milling)	SQ.YD	560,029
Shoulder Build-Up (Milled AC)	L.FT	235,665
Roadway Excavation	CU.YD	1,629
Aggregate Base, Class 2	CU.YD	886
Asphalt Binder (PG 70-10)	TON	3,814
Asphaltic Concrete Friction Course (Asphalt-Rubber)	TON	10,791
Asphaltic Concrete (3/4" Mix) (End Product) (Special Mix)	TON	76,275
F-Shape Bridge Concrete Barrier and Transition (34 Inch)	L.FT	2,609
Pavement Marking Thermoplastic 0.090" (White & Yellow)	L.FT	365,500
Loop Detector (6'x6', Various Turns)	EACH	28
Seeding (Class II)	ACRE	78
Guard Rail, W-Beam, Single Face	L.FT	2,138
Reconstruct Guard Rail with New Posts, Blocks, and Hardware	L.FT	8,388
Embankment Curb (C-05.10)	L.FT	3,349
Force Account Work (Existing Deck Spall Repairs)	L.SUM	1
Force Account Work (Existing Deck Crack Repair)	L.SUM	1
Force Account Work (Removal of Trash, Debris & Litter)	L.SUM	1
Force Account Work (Biologist)	L.SUM	1
Force Account Work (Swallow Nest Exclusionary Work)	L.SUM	1
Force Account Work (Existing Deck Spall Repairs)	L.SUM	1
Miscellaneous Work (Esperanza Slope Paving Repair)	SQ.FT	24,800
Miscellaneous Work (Paint Esperanza Slope Paving)	SQ.FT	144,000
Miscellaneous Work (WIM Scale Sensor & VWI Sensor)	EACH	12
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1
Ground-In Rumble Strip (12 Inch)	L.FT	226,100

The time allowed for the completion of the work included in this project will be 420 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 2.89.

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 \$67, 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:

Vian Rashid
Abraham Abdulnour

(VRashid@azdot.gov)
(AAbdulnour@azdot.gov)



STEVE BEASLEY,
Manager
Contracts & Specifications

019 PM 031 H8716 01C
NHPP-019-A(228)T
PROJECT ADVERTISED ON: 07/10/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Working Days

The proposed Val Vista Drive Pump Station Rehabilitation work is located in Maricopa County within the City of Mesa on US 60 at Milepost 184. The work consists of removing and replacing three storm drain water pumps, three propane-fueled pump engines, three right-angle gear drives, one sump pump, new electrical controls, new gas detection system, new leveling elements, and other related work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
060 MA 184 F014801C 060-C-(215)T	SUPERSTITION FREEWAY (US 60)	Val Vista Drive Central District	9186

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,658,260.00	PCL CONSTRUCTION, INC.	1711 W. GREENTREE DR., STE. 201 TEMPE, AZ 85284
	\$1,679,000.00	DEPARTMENT	
2	\$1,781,000.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301

Apparent Low Bidder is 1.2% Under Department Estimate (Difference = (\$20,740.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 060 MA 184 F014801C
 PROJ NO NHPP-060-C(215)T
 TERMINI SUPERSTITION FREEWAY
 LOCATION US 60, VAL VISTA DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	184	CENTRAL	9186

The amount programmed for this contract is \$2,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Val Vista Drive Pump Station Rehabilitation work is located in Maricopa County within the City of Mesa on US 60 at Milepost 184. The work consists of removing and replacing three storm drain water pumps, three propane-fueled pump engines, three right-angle gear drives, one sump pump, new electrical controls, new gas detection system, new leveling elements, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVE (PUMP ENGINE)	EACH	3
REMOVE (ELECTRICAL EQUIPMENT)	L.SUM	1
REMOVE (VERTICAL MIXED-FLOW PUMP)	EACH	3
REMOVE (GEAR REDUCER)	EACH	3
REMOVE (END SUCTION SUBMERSIBLE PUMP-SUMP PUMP)	EACH	1
MISCELLANEOUS WORK (ELECTRICAL SYSTEM)	L.SUM	1
MISCELLANEOUS WORK (LEVEL ELEMENTS)	L.SUM	1
MISCELLANEOUS WORK (GAS DETECTION SYSTEM)	L.SUM	1
MISCELLANEOUS WORK (PUMP ENGINE)	EACH	3
MISCELLANEOUS WORK ((VERTICAL MIXED-FLOW PUMP)	EACH	3
MISCELLANEOUS WORK (GEAR REDUCER)	EACH	3
MISCELLANEOUS WORK (END SUCTION SUMP PUMP)	EACH	1
MISCELLANEOUS WORK (CONCRETE BASE)	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 \$14 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 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:	Ghalib Mahdi	GMahdi@azdot.gov
Construction Supervisor:	Girgis A. Girgis	GGirgis@azdot.gov


STEVE BEASLEY,
Manager
Contracts & Specifications Section

060 MA 184 F014801C
NHPP-060-C(215)T
June 30, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed project is located in Pinal County on SR 77, north of Mammoth, between mileposts 113.65 and 120.44. The proposed work includes milling the existing asphaltic concrete and replacing it with asphaltic concrete and a double chip seal coat application. Additional work includes removing and replacing guardrail, pipe culverts, sidewalk, driveways, sidewalk ramps, pavement markings, and other related work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
077 PN 113 H879101C 077-A-(214)T	TUCSON - ORACLE JCT. - GLOBE HWY. (SR 77)	S. OLD TIGER ROAD - MIGUEL ROA SouthCent District	12217

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,319,273.50	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$4,343,939.45	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
3	\$4,400,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
	\$4,455,972.25	DEPARTMENT	
4	\$4,693,472.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
5	\$5,425,000.00	K E & G CONSTRUCTION, INC.	1601 Paseo San Luis Suite 202 Sierra Vista, AZ 85635

Apparent Low Bidder is 3.1% Under Department Estimate (Difference = (\$136,698.75))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 077 PN 113 H879101C
PROJ NO STP-077-A(214)T
TERMINI TUCSON - ORAGCLE JCT. - GLOBE HWY. (SR 77)
LOCATION S. OLD TIGER ROAD - MIGUEL ROAD

ROUTE NO. MILEPOST DISTRICT ITEM NO.
SR 77 113.65 to 120.44 SOUTHCENTRAL 12217

The amount programmed for this contract is \$6,100,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Pinal County on SR 77, north of Mammoth, between mileposts 113.65 and 120.44. The proposed work includes milling the existing asphaltic concrete and replacing it with asphaltic concrete and a double chip seal coat application. Additional work includes removing and replacing guardrail, pipe culverts, sidewalk, driveways, sidewalk ramps, pavement markings, and other related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Rows include: Remove Bituminous Pavement (Milling) (Various Depths) - Sq.Yd. 184,000; Cover Material - Cu.Yd. 1,300; Asphaltic Concrete (Miscellaneous Structural) - Ton 2,200; Asphaltic Concrete (3/4" Mix) (End Product) - Ton 27,000; Pipe, Corrugated Metal, (Various Sizes) - L.Ft. 350; Bridge Repair (Polyester Polymer Concrete) - Sq.Yd. 3,000; Pavement Marking (Extruded Thermoplastic) (0.090") - L.Ft. 164,000; Permanent Pavement Marking (Painted) - L.Ft. 231,000; Guard Rail, W-Beam, Single Face - L.Ft. 3,200; Guard Rail Terminal (Tangent Type) - Each 15; Contractor Based On-The-Job Training - Hour 1,000; 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 150 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 3.62%.

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 \$54.00, 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:	Manish Shah	mshah@azdot.gov
Construction Supervisor:	Aziz Haddad	ahaddad.consultant@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

Project Advertised On: June 30, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed project is located in Pinal County, on SR 84 from Milepost 175.79 to Milepost 177.96 and on SR 287 from Milepost 111.77 to Milepost 111.82. The proposed work consists of milling the existing asphaltic concrete and replacing it with asphaltic concrete end product, constructing sidewalk, curb and gutter, replacing pavement markings, installing fence, constructing traffic signals and other related work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
084 PN 175 H879001C 084-A-(204)T	GILA BEND TO CASA GRANDE HIGHWAY (SR-84)	BURRIS RD TO FIVE POINT INTERS SouthCent District	12417

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,747,683.45	GREY MOUNTAIN CONSTRUCTION, LLC	3190 SOUTH GILBERT ROAD SUITE #5 CHANDLER, AZ 85286
2	\$1,773,000.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
	\$1,860,293.47	DEPARTMENT	
3	\$1,875,579.94	PAVECO, INC.	2801 S. 49TH AVE, SUITE B PHOENIX, AZ 85043

Apparent Low Bidder is 6.1% Under Department Estimate (Difference = (\$112,610.02))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 084 PN 175 H879001C
 PROJ NO STP-084-A(204)T
 TERMINI GILA BEND TO CASA GRANDE HWY. (SR 84)
 LOCATION BURRIS ROAD TO FIVE POINT INTERSECTION

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 84	175.79 to 177.96	SOUTHCENTRAL	12417

The amount programmed for this contract is \$2,600,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Pinal County, on SR 84 from Milepost 175.79 to Milepost 177.96 and on SR 287 from Milepost 111.77 to Milepost 111.82. The proposed work consists of milling the existing asphaltic concrete and replacing it with asphaltic concrete end product, constructing sidewalk, curb and gutter, replacing pavement markings, installing fence, constructing traffic signals and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVE BITUMINOUS PAVEMENT (MILLING)	Sq. Yd.	78,550
ASPHALTIC CONCRETE (3/4" MIX) (END PRODUCT)	Ton	11,600
PAVEMENT MARKING (EXTRUDED THERMOPLASTIC)	L. FT.	55,000
PERMANENT PAVEMENT MARKING (PAINTED)	L. Ft.	35,760
CONCRETE CURB AND GUTTER (C-05.10)	L. Ft.	1,445
TRAFFIC SIGNAL POLES (TYPE G)	Each	9
MAST ARM (VARIES SIZES)	Each	9
CHAIN LINK FENCE , TYPE 1	L. FT.	3,000
CONCRETE SIDEWALK (C-05.20)	Sq. Ft.	23,740
CONCRETE DRIVEWAY	Sq. Yd.	6,650
REMOVE AND REPLACE RETICULINE GRATES	L. Sum	1
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 **230** 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 \$54, 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:	ABRAHAM ABDULNOUR	AAAbdulnour@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

084 PN 175 H879001C
STP-084-A(204)T
Project Advertised on: 6-23-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

110 Working Days

The proposed project is located in Cochise County on US 191Y between I-10 and US 191 for a total length of 3.15 miles. The work consists of milling the existing asphalt concrete pavement and replacing it with new asphalt concrete, double application seal coat (chip seal and fog coat), large crack repair, turnout paving, sign replacement, shoulder buildup, and other related work.

Bid Opening Date : 8/4/2017, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
191Y CH 087 F007701C 191-Y-(200)T	US 191Y	UY 191 Jct I-10 to Jct US 191 SouthEast District	7866

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,200,955.25	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
	\$1,316,787.00	DEPARTMENT	
2	\$1,412,412.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
3	\$1,454,209.28	CKC CONSTRUCTION & MATERIALS LLC	1234 E. AIRPORT ROAD SAFFORD, AZ 85546

Apparent Low Bidder is 8.8% Under Department Estimate (Difference = (\$115,831.75))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY AUGUST 04, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 191 CH 086 F0077 01C
 PROJ NO STP-191-Y(200)T
 TERMINI US 191Y
 LOCATION US 191Y – JCT. I-10 – US 191

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
191Y	86.85 to 90.09	SOUTHEAST	7866

The amount programmed for this contract is \$1,900,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Cochise County on US 191Y between I-10 and US 191 for a total length of 3.15 miles. The work consists of milling the existing asphalt concrete pavement and replacing it with new asphalt concrete, double application seal coat (chip seal and fog coat), large crack repair, turnout paving, sign replacement, shoulder buildup, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Signs	EACH	33
Remove Bituminous Pavement (Milling) (2-1/2")	SQ.YD.	57,928
Roadway Excavation	CU.YD.	52
Grading Roadway for Pavement (Exposed AB)	SQ.YD.	57,928
Aggregate Base (Class 2)	CU.YD.	90
Emulsified Asphalt (CRS-2P)	TON	91
Asphalt Binder (PG 64-22)	TON	416
Asphaltic Concrete (3/4" Mix)(End Product)(Special Mix)	TON	8,311
Mineral Admixture	TON	83
Slip Base (Perforated Post)	EACH	30
Sign Post (Perforated)(2 S, 2-1/2 S & 2-1/2 T)	L.FT.	445
Foundation for Sign Post (Concrete)	EACH	34
Warning, Marker, or Regulatory Sign Panel	SQ.FT.	154
Object marker (M-23)(Type 3(1))	EACH	10
Pavement Marking (White & Yellow Extruded Thermoplastic)(0.09")	L.FT.	81,000
Seeding (Class II)	ACRE	4
Contractor Based On-The-Job Training	HOUR	500
Construction Surveying and Layout	L.SUM	1
Ground-In Rumble Strip (6 INCH)	L.FT.	25,000

The time allowed for the completion of the work included in this project will be 110 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.82% .

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:	Rene Teran	RTeran@azdot.gov
Construction Supervisor:	Brian Jervas	BJervas@azdot.gov

for 
STEVE BEASLEY,
Manager
Contracts & Specifications

191 CH 086 F0077 01C
STP-191-Y(200)T
PROJECT ADVERTISED ON: July 11, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 360 Calendar Days

The proposed work for Sacaton Rest Area is located in Pinal County along I-10 at milepost 388, approximately 10 miles west of the intersection of I-10 and I-8. Work will include rehabilitation of existing site features at the eastbound and westbound Sacaton Rest Areas including restroom building renovations, vending building renovations, ramada renovations, pavement marking and signage, site concrete, and rehabilitation of the existing water and wastewater systems.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
999 UN 181 H821301C 999-A-(349)T	STATEWIDE	SACATON AND CANOA RANCH REST A SouthCent District	15615

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,281,724.30	DEPARTMENT	
1	\$4,355,955.17	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
2	\$5,495,000.00	K E & G CONSTRUCTION, INC.	5100 S ALVERNON WAY TUCSON, AZ 85706
3	\$5,604,548.80	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Apparent Low Bidder is 1.7% Over Department Estimate (Difference = \$74,230.87)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 28, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 999 SW 000 H8213 01C
 PROJ NO STP-999-A(349)T
 TERMINI STATEWIDE
 LOCATION SACATON & CANOA RANCH REST AREAS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
STATEWIDE	N/A	SOUTHCENTRAL	15615

The amount programmed for this contract is \$5,400,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work for Sacaton Rest Area is located in Pinal County along I-10 at milepost 181, approximately 18 miles west of the intersection of I-10 and I-8. Work will include rehabilitation of existing site features at the eastbound and westbound Sacaton Rest Areas including restroom building renovations, vending building renovations, ramada renovations, pavement marking and signage, site concrete, and rehabilitation of the existing water and wastewater systems.

The proposed work for Canoa Ranch Rest Area is located in Pima County along I-19 at milepost 32.7, approximately 20 miles north of Nogales. Work will include rehabilitation of existing site features at the northbound and southbound Canoa Ranch Rest Areas including restroom building renovations, vending building renovations, ramada renovations, pavement marking and signage, site concrete, and rehabilitation of the existing water and wastewater systems. This project also includes the construction of a new potable water line to connect the Rest Area to the Green Valley Water District public water system.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Pavement Marking (Extruded Thermoplastic)(0,090")	L. Ft.	40,000
Pump House	L. Sum	1
Reservoir	L. Sum	1
Sewer System Rehabilitation	L. Sum	1
Leach Field System	L. Sum	1
Restroom Renovation	L. Sum	1
Vending Buildings and Ramadas Renovation	L. Sum	1
Caretakers Residence Renovation	L. Sum	1
Septic Tank	L. Sum	1
Ductile Iron Pipe	L. Ft.	11,000
Concrete Sidewalk	Sq. Ft.	5,700
Construction Surveying and Layout	L. Sum	1

A site visit will be held for both rest areas on Tuesday, June 27, 2017. The site visit for the Canoa Ranch Rest Area will be from 9:00 am to 11:00 am and the initial meeting location will be at the northbound restroom building. The site visit for the Sacaton Rest

Area will be from 1:00 pm to 3:00 pm and the initial meeting location will be at the westbound restroom building. An ADOT representative will be on site to unlock buildings for contractors. All questions shall be sent to Ata Zarghami at AZarghami@azdot.gov.

Part of this project is located on a Native American Reservation, in the Gila River Indian Community area, which may subject the contractor to the laws and regulations of the Gila River Indian Community and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Gila River Indian Community on work performed on the Reservation.

The time allowed for the completion of the work included in the Sacaton Rest Area will be 180 calendar days.

The time allowed for the completion of the work included in the Canoa Ranch Rest Area will be 180 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 7.81.

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 \$106.00, 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.

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

999 SW 000 H8213 01C
June 2, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 130 Working Days

The proposed project is located in Graham County approximately three miles north of the town of Thatcher at the intersection of Reay Lane and Safford Bryce Road. The work consists of construction of a realigned portion of Reay Lane to tie into Safford Bryce Road. The proposed work includes constructing asphaltic concrete pavement, constructing new pipe, replacing pavement markings, signing, and other related items.

Bid Opening Date : 8/11/2017, Prequalification Required, Engineer Specialist : Kamal Jalal

Project No.	Highway Termini	Location	Item
0000 GH GGH SS99001C GGH-0-(203)T	GRAHAM COUNTY	REAY LANE/SAFFORD-BRYCE ROAD SouthEast District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$317,206.20	CKC CONSTRUCTION & MATERIALS LLC	1234 E. AIRPORT ROAD SAFFORD, AZ 85546
2	\$428,729.80	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
	\$436,975.15	DEPARTMENT	
3	\$633,919.26	DAY'S EXCAVATING, INC.	4295 E DAWSON RD SAHUARITA, AZ 85629

Apparent Low Bidder is 27.4% Under Department Estimate (Difference = (\$119,768.95))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 GH GGH SS99001C
 PROJ NO HRRRP-GGH-0(203)T
 TERMINI GRAHAM COUNTY
 LOCATION REAY LANE / SAFFORD-BRYCE ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHEAST	LOCAL

The amount programmed for this contract is \$520,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Graham County approximately three miles north of the town of Thatcher at the intersection of Reay Lane and Safford Bryce Road. The work consists of construction of a realigned portion of Reay Lane to tie into Safford Bryce Road. The proposed work includes constructing asphaltic concrete pavement, constructing new pipe, replacing pavement markings, signing, and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu. Yd.	1,190
Borrow	Cu. Yd.	2,540
Aggregate Base	Cu. Yd.	465
Asphaltic Concrete (Misc. Structural)	Ton	600
Pipe, Corrugated Metal	L. Ft.	205
Headwall (C-06.30)	Each	4
Pavement Marking (Extruded Thermoplastic)	L. Ft.	5,600
Pavement Marking (Painted)	L. Ft.	4,600
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 **130** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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 \$16, 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:	BRIAN JEVAS	BJevas@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 GH GGH SS99001C
HRRRP-GGH-0(203)T
Project Advertised on: 5-31-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed Reconstruct East Bonita Street work is located in Gila County within the Town of Payson along East Bonita Street from SR 87 to Bentley Street. The approximate length of the project is 0.56 miles. The work consists of reconstructing East Bonita Street, installing a new bike lane in each direction, constructing new turnout-style driveways, installing a new storm drain system, new signing, pavement markings, and other related work.

Bid Opening Date : 8/11/2017, Prequalification Required, Engineer Specialist : Richter Richard

Project No.	Highway Termini	Location	Item
0000 GI PAY SZ06801C PAY-0-(203)T	TOWN OF PAYSON	E BONITA ST: SR 87 to BENTLEY	NorthCent District Local-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,010,000.00	DEPARTMENT	
1	\$1,297,667.97	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
2	\$1,339,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
3	\$1,399,069.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 28.5% Over Department Estimate (Difference = \$287,667.97)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 GIPAY SZ06801C
 PROJ NO STP-PAY-0(203)T
 TERMINI TOWN OF PAYSON
 LOCATION E BONITA ST: SR 87 TO BENTLEY STREET

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHCENTRAL	LOCAL-FA

The amount programmed for this contract is \$1,296,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Reconstruct East Bonita Street project is located in Gila County within the Town of Payson along East Bonita Street from SR 87 to Bentley Street. The approximate length of the project is 0.56 miles. The work consists of reconstructing East Bonita Street, installing bike lane in each direction, constructing turnout-style driveways, installing a storm drain system, signing, pavement markings, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Asphalt Concrete Pavement	Sq.Yd.	7,936
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
Seeding (Class 2)	Acre	1
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 120 working days.

The 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 10.76%.

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 \$61.00, 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

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:

Rik Richter
Tom Goodman

RRichter@azdot.gov
TGoodman@azdot.gov



STEVE BEASLEY,
Manager
Contracts & Specifications

0000 GI PAY SZ06801C
STP-PAY-0(203)T
PROJECT ADVERTISED: June 27, 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 Maricopa County at various locations within the City of Avondale. The work consists of replacing the existing 'man/hand' pedestrian signals at thirty-two signalized intersections with 'countdown' signal heads. The work includes upgrading the pedestrian push button, placing asphalt concrete, constructing sidewalk, replacing pavement markings, signing, and other miscellaneous work.

Bid Opening Date : 8/11/2017, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
0000 MA AVN SH63601C AVN-0-(220)T	CITY OF AVONDALE	VARIOUS LOCATIONS Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$417,227.50	DEPARTMENT	
1	\$459,699.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
2	\$492,494.00	STURGEON ELECTRIC CO., INC.	3804 E. Watkins Street Phoenix, AZ 85034
3	\$495,114.00	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	\$603,177.50	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

Apparent Low Bidder is 10.2% Over Department Estimate (Difference = \$42,471.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA AVN SH636 01C
 PROJ NO HSIP-AVN-0(220)T
 TERMINI CITY OF AVONDALE
 LOCATION VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$476,000. 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 at various locations within the City of Avondale. The work consists of replacing the existing 'man/hand' pedestrian signals at thirty-two signalized intersections with 'countdown' signal heads. The work includes upgrading the pedestrian push button, placing asphalt concrete, constructing sidewalk, replacing pavement markings, signing, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
AGGREGATE BASE, CLASS 2	CU. YD.	220
ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL)	TON	100
PAVEMENT MARKING (THERMOPLASTIC)	L. FT.	8,200
ELECTRICAL CONDUIT (2")	L. FT.	250
PULL BOX (NO. 7)	EACH	6
TRAFFIC SIGNAL FACE (PEDESTRIAN)(MAN/HAND)	EACH	189
PEDESTRIAN PUSH BUTTON	EACH	24
CONCRETE SIDEWALK (VARIOUS TYPES)	SQ. FT.	3,900
CONCRETE SIDEWALK RAMP (VARIOUS TYPES)	EACH	20
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 2.53%.

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 \$26, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. 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
Anthony Brozich

BCampbell2@azdot.gov
ABrozich@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA AVN SH636 01C
HSIP-AVN-0(220)T
PROJECT ADVERTISED ON: 6/21/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 85 Working Days

The proposed scour retrofit project is located on I-10 in Cochise County east of Wilcox at Milepost 389.38. The scour work will be performed on the Island Wash Bridges WB Str. # 210 and EB Str. # 658. The work consists of constructing concrete floors underneath the existing bridges (Str. # 210 and # 658) and other related work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
010 CH 389 F002801C 010-F-(227)T	BENSON - STEINS PASS HIGHWAY (I-10)	Island Wash Bridge SouthEast District	6690

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$272,480.20	DEPARTMENT	
1	\$301,992.10	SOUTHWEST CONCRETE PAVING CO.	20430 N. 19TH AVENUE, SUITE B-100 PHOENIX, AZ 85027
2	\$330,500.00	K E & G CONSTRUCTION, INC.	1601 Paseo San Luis Suite 202 Sierra Vista, AZ 85635
3	\$340,043.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
4	\$361,101.35	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
5	\$399,399.00	C S CONSTRUCTION, INC.	22023 N. 20TH AVENUE SUITE A PHOENIX, AZ 85027

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$446,824.48	TIFFANY CONSTRUCTION COMPANY	2800 N. 24TH STREET PHOENIX, AZ 85008

Apparent Low Bidder is 10.8% Over Department Estimate (Difference = \$29,511.90)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 CH 389 F002801C
PROJ NO NHPP-010-F(227)T
TERMINI BENSON –STEINS PASS HIGHWAY (I-10)
LOCATION ISLAND WASH BRIDGES STR. WB # 210 & EB # 658

ROUTE NO. MILEPOST DISTRICT ITEM NO.
I-10 389.10 to 389.50 SOUTHEAST 6690

The amount programmed for this contract is \$375,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed scour retrofit project is located on I-10 in Cochise County east of Wilcox at Milepost 389.38. The scour work will be performed on the Island Wash Bridges WB Str. # 210 and EB Str. # 658. The work consists of constructing concrete floors underneath the existing bridges (Str. # 210 and # 658) and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Structural Excavation	Cu.Yd.	1,800
Structure Concrete(Class S)(f'c= 3000)	Cu.Yd.	320
Reinforcing Steel	LB.	23,055
Miscellaneous Work(Control of Noxious Plants M/M Methods)	Sq.Yd.	3,920
Miscellaneous Work(Control of Noxious Plants)(Herbicide)	Sq.Yd.	4,792
Seeding (Cass II)	Acre	2
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 85 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.54.

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 \$13.00

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 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 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:	Mahmood Ghorbani	MGhorbani@azdot.gov
Construction Supervisor:	Brian Jevas	BJevas@azdot.gov



STEVE BEASLEY,
Manager
Contracts & Specifications

010 CH 389 F002801C
NHPP-010-F(227)T
PROJECT ADVERTISED ON: 07/28/20107

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 165 Working Days

The proposed pavement rehabilitation project is located in Mohave County within the City of Kingman on Interstate 40 (I-40). The project begins at MP 79.47 and extends east to MP 86.24 for an approximate length of 6.79 miles on I-40 EB/WB. The work consists of variable depth milling from 1 inch to 6 inches, replacing existing pavement with Asphaltic Concrete (AC) and Asphalt Rubber Asphaltic Concrete Friction Course (AR-ACFC), and placement of shoulder buildup with milled AC material on both sides of the pavement. In addition, the work includes replacing the existing pavement markings, removing and replacing embankment curb, reconstructing guardrail, and other miscellaneous work

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
040 MO 079 H893201C 040-B-(225)T	KINGMAN - ASH FORK HIGHWAY (I-40)	SILVER SPRINGS ROAD - WILLOW T NorthWest District	6719

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,498,989.89	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
2	\$4,697,661.90	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
3	\$4,868,920.87	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
4	\$5,130,700.00	Sunland Asphalt & Construction Inc.	3002 South Priest Drive Tempe, AZ 85282
5	\$5,412,555.00	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
	\$5,579,172.00	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$6,953,280.76	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 19.4% Under Department Estimate (Difference = (\$1,080,182.11))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 MO 79 H893201C
 PROJ NO IM-040-B(225)T
 TERMINI KINGMAN- ASHFORK HIGHWAY (I-40)
 LOCATION SILVER SPRINGS ROAD - WILLOW TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	79.47 to 86.24	NORTHWEST	5296

The amount programmed for this contract is \$10,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement rehabilitation project is located in Mohave County within the City of Kingman on Interstate 40 (I-40). The project begins at MP 79.47 and extends east to MP 86.24 for an approximate length of 6.79 miles on I-40 EB/WB. The work consists of variable depth milling from 1 inch to 6 inches, replacing existing pavement with Asphaltic Concrete (AC) and Asphalt Rubber Asphaltic Concrete Friction Course (AR-ACFC), and placement of shoulder buildup with milled AC material on both sides of the pavement. In addition, the work includes replacing the existing pavement markings, removing and replacing embankment curb, reconstructing guardrail, and other miscellaneous work

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVE EMBANKMENT CURB	L.FT	679
REMOVE GUARD RAIL	L.FT	1,213
REMOVE BITUMINOUS PAVEMENT (MILLING) (1" - 6")	SQ. YD	265,749
SHOULDER BUILD-UP (MILLED AC)	L.FT	50,000
BITUMINOUS TACK COAT	TON	167
ASPHALTIC BINDER (PG 64-22)	TON	2,981
ASPHALTIC CONCRETE FRICATION COURSE (ASPHALT-RUBBER)	TON	5,959
ASPHALT RUBBER MATERIAL (FOR AR-ACFC)	TON	578
ASPHAL TIC CONCRETE (3/4" MIX) (END PRODUCT) (SPECIAL MIX)	TON	60,589
PAVEMENT MARKING (WHITE & YELLOW) (PAINTED & EPOXY)	L.FT	412,500
SEEDING	ACRE	7
GUARD RAIL, W-BEAM, SINGLE FACE	L.FT	2,125
GUARD RAIL TRANSITION, TERMINAL, & ANCHOR ASSEMBLY	EACH	8
EMBANKMENT CURB	L.FT	950
SPILLWAY & DOWNDRAIN INLET ADJUSTMENT	EACH	2
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 165 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 3.96.

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 \$29 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 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:

Ghalib Mahdi
Allison Baker

GMahdi@azdot.gov
ABaker@azdot.gov

For 
STEVE BEASLEY,
Manager
Contracts & Specifications Section

040 MO 79 H893201C
IM-040-B(225)T
June 30, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

250 Working Days

The proposed work is located in Graham County on US Highway 70, within the community of Bylas Arizona. The project is located within the boundaries of the San Carlos Apache Reservation, beginning at milepost 293.39 and continuing east to milepost 297.58. The proposed work includes a 6-foot wide asphalt pathway, a historical marker, roadway lighting, roadway widening, added left and right turn lanes, new raised median, outside curb and gutter, combined access drives, concrete sidewalk, roadway drainage. Work includes extending four box culverts, constructing a new Pedestrian Hybrid Beacon signaled pedestrian roadway crossing, upgraded railroad crossings, a new railroad crossing, signing and pavement marking, and seeding and other miscellaneous work.

Bid Opening Date : 8/11/2017, Prequalification Required, Engineer Specialist : Patton Samuel James

Project No.	Highway Termini	Location	Item
070 GH 294 H763701C 070-A-(209)A	GLOBE-LORDSBURG HIGHWAY (US 70)	BYLAS SouthEast District	26714

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$7,922,159.35	DEPARTMENT	
1	\$9,096,538.12	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
2	\$10,493,713.44	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
3	\$10,889,031.56	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310

Apparent Low Bidder is 14.8% Over Department Estimate (Difference = \$1,174,378.77)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 11, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 070 GH 293 H763701C
 PROJ NO STP-TE-HSIP-070-A(209)T
 TERMINI GLOBE-LORDSBURG HIGHWAY (US 70)
 LOCATION BYLAS AREA

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 70	293.39 to 297.58	SOUTHEAST	21314 26714

The amount programmed for this contract is \$11,505,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Graham County on US Highway 70, within the community of Bylas Arizona. The project is located within the boundaries of the San Carlos Apache Reservation, beginning at milepost 293.39 and continuing east to milepost 297.58. The proposed work includes a 6-foot wide asphalt pathway, a historical marker, roadway lighting, roadway widening, added left and right turn lanes, new raised median, outside curb and gutter, combined access drives, concrete sidewalk, roadway drainage. Work includes extending four box culverts, constructing a new Pedestrian Hybrid Beacon signaled pedestrian roadway crossing, upgraded railroad crossings, a new railroad crossing, signing and pavement marking, and seeding and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Clearing and Grubbing	ACRE	20
Removal of Asphaltic Concrete Pavement	SQ.YD.	26,513
Channel Excavation	CU.YD.	2913
Grading Roadway for Pavement	SQ.YD.	48,890
Aggregate Base Class II	CU.YD.	8362
Asphaltic Concrete (3/4 Mix)(End Product)	TON	11,033
Reinforced Concrete Pipe	L.FT.	1,897
Catch Basin	EACH	14
Structural Concrete (Class S) (F'C = 3000)	CU. YD.	1,074
Reinforcing Steel	LB.	146,584
Temporary Concrete Barrier	L.FT.	2,000
Pole Foundations (Type E, G and J)	EACH	292
Mast Arm	EACH	190
Traffic Signal Face (Type T)(LED)	EACH	6
Luminaire (Horizontal Mount)(LED)(25L)	EACH	145
Seeding	ACRE	22
Chain Link Fence, Type 1 (60")	L.FT.	6,136
Cattle Guard (4 through 9 Unit)	EACH	9
Concrete Sidewalk (C-05.20)	SQ.FT.	31,517
Median Paving	SQ.YD.	4,666

This project is located on a Native American Reservation, in the San Carlos Indian Reservation area, which may subject the contractor to the laws and regulations of the San Carlos 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 San Carlos Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 250 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 7.52.

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 \$180, 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 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:

Sam Patton
Mindy Teague

spatton@azdot.gov
mteague@azdot.gov



STEVE BEASLEY,
Manager
Contracts & Specifications

070 GH 293 H763701C
STP-TE-HSIP-070-A(209)T
PROJECT ADVERTISED ON: 6/16/17

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed work is located in Gila County on US 70, approximately 20 miles east of the City of Globe, between mileposts 270.38 and 271.24. The work consists of widening US 70 to accommodate a 2-way left turn lane. The work also includes milling 1/2" of existing asphaltic concrete and replacing it with asphaltic concrete friction course. Additional work includes replacing the existing pavement marking, signing, and other miscellaneous work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
070 GI 270 H885901C 070-A-(218)T	GLOBE - LORDSBURG HIGHWAY (US 70)	SAN CARLOS HIGH SCHOOL - BIA 1 SouthEast District	SCA-16

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$598,364.15	DEPARTMENT	
1	\$856,168.15	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
2	\$863,642.10	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901

Apparent Low Bidder is 43.1% Over Department Estimate (Difference = \$257,804.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 070 GI 270 H885901C
 PROJ NO HSIP-070-A(220)T
 TERMINI GLOBE – LORDSBURG HIGHWAY (US 70)
 LOCATION SAN CARLOS HIGH SCHOOL TO BIA 170

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 70	270.38 TO 271.24	SOUTHEAST	SCA-16

The amount programmed for this contract is \$740,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Gila County on US 70, approximately 20 miles east of the City of Globe, between mileposts 270.38 and 271.24. The work consists of widening US 70 to accommodate a 2-way left turn lane. The work also includes milling ½" of existing asphaltic concrete and replacing is with asphaltic concrete friction course. Additional work includes replacing the existing pavement marking, signing, and other miscellaneous work.

The proposed work is located in Gila County on US 70, approximately 20 miles east of the City of Globe, between mileposts 270.38 and 271.24. The work consists of widening US 70 to accommodate a 2-way left turn lane. The work also includes milling ½" of existing asphaltic concrete and replacing is with asphaltic concrete friction course. Additional work includes replacing the existing pavement marking, signing, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling) (1/2")	SQ.YD.	20,000
Roadway Excavation	CU.YD.	6,200
Asphaltic Concrete Friction Course (With PG 76-22 TR+)	TON	700
Asphaltic Concrete (Misc. Structural) (Special Mix)	TON	1,200
Pavement Marking (Extruded Thermoplastic) (0.090")	L.FT.	37,000
Permanent Pavement Marking (Painted)	L.FT.	25,000
Construction Surveying And Layout	L.SUM	1

This project is located on a Native American Reservation, in the San Carlos Apache Tribe area, which may subject the contractor to the laws and regulations of the San Carlos Apache Tribe and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the San Carlos Apache Tribe on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 70 working days.

The Arizona Department of Transportation, 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 7.32%.

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 \$29.00, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. 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:	Manish Shah	MShah@azdot.gov)
Construction Supervisor:	Mindy Teague	MTeague@azdot.gov)

STEVE BEASLEY,
Manager
Contracts & Specifications

PROJECT ADVERTISED ON: June 30, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

750 Calendar Days

The proposed project is located in Pinal County on SR 347 in downtown Maricopa beginning at MP 172.8 and extending northerly to MP 174.1. The work includes reconstructing existing SR 347 on a separate alignment and will include a new six-lane section with a raised median, and realignments of Honeycutt Avenue, Honeycutt Road, Maricopa-Casa Grande Highway (MCGH), and the construction of a new connection between MCGH and Honeycutt Road. The work consists of grading, furnishing, and installing aggregate base and asphaltic concrete; concrete bridge structures; retaining walls; pipe culverts; curb and gutter; raised medians; sidewalks; fence; striping; signing; lighting; seeding; landscaping; utility trenching; traffic signals; and other related work.

Bid Opening Date : 8/25/2017, Prequalification Required, Engineer Specialist : Howard Sara

Project No.	Highway Termini	Location	Item
347 PN 172 H700701C 347-A(204)S	MARICOPA RD	SR347 @ UNION PACIFIC RAILROAD Central District	27715

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$23,103,780.95	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
2	\$25,644,414.09	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
3	\$25,872,593.28	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
4	\$27,145,525.66	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
	\$28,349,581.16	DEPARTMENT	
5	\$28,621,997.35	COFFMAN SPECIALTIES, INC.	9685 VIA EXCELENCIA, SUITE 200 SAN DIEGO, CA 92126

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$29,150,747.58	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 18.5% Under Department Estimate (Difference = (\$5,245,800.21))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 25, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 347 PN 172 H7007 01C
 PROJ NO STP-347-A(204)S
 TERMINI MARICOPA RD, SR 347
 LOCATION SR 347 At Union Pacific Railroad

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 347	172.8 to 174.1	Central	27715

The amount programmed for this contract is \$37,300,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Pinal County on SR 347 in downtown Maricopa beginning at MP 172.8 and extending northerly to MP 174.1. The work includes reconstructing existing SR 347 on a new alignment and will include a new six-lane section with realignments of Honeycutt Avenue, Honeycutt Road, Maricopa-Casa Grande Highway (MCGH), construction of a grade separation structure at UPRR, and a new connection between MCGH and Honeycutt Road. The work consists of grading, furnishing and installing aggregate base and asphaltic concrete, concrete bridge structures, retaining walls, pipe culverts, curb and gutter, raised medians, sidewalks, fence, striping, signing, lighting, seeding, landscaping, utility trenching, traffic signals, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	CY	110,500
Structure Backfill (MSE Wall Retained Backfill)	CY	33,000
Borrow (In Place)	CY	76,300
Aggregate Base, Class 2	CY	43,000
Asphalt Binder (PG 76-16)	TN	1,800
AC ¾" EP Special Mix	TN	36,500
Storm Drain Pipe, Various Sizes	LF	9,600
Catch Basins, Various Sizes	EA	80
Structural Concrete Class S, Various Strengths	CY	3,700
Combination Pedestrian-Traffic Bridge Railing	LF	3,000
Precast, P/S Member (AASHTO Type 3)	LF	2,800
Precast, P/S Member (AASHTO Type 6)	LF	2,200
Reinforcing Steel	LB	695,000
Drilled Shaft Foundations (60")	LF	965
Drilled Shaft Foundations (84")	LF	740
Poles, Various Types	EA	130
Electrical Conduit, Various Sizes	LF	27,000
Granite Mulch (1-1/4" Minus)	SY	105,000
Concrete Curb, Various	LF	37,000
Concrete Sidewalk	SF	99,000
Retaining Wall (MSE)	SF	46,500
Misc Work, ROW Demolition, 8 parcels	LS	1
Misc Work (Geogrd Raft)	SY	62,000
Contractor Quality Control	LS	1
Construction Survey and Layout	LS	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be 750 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.37.

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 \$320, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$10 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. 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:	Sara Howard	showard@azdot.gov
Construction Supervisor:	Micah Hannam	mhannam@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

SH: 347 PN 172 H7007 01C
347-A(204)S
PROJECT ADVERTISED ON: 6/29/17