

# ARIZONA STATE TRANSPORTATION BOARD

**Douglas A. Ducey**, Governor

**William Cuthbertson**, Chair  
**Jack W. Sellers**, Vice Chair  
**Michael S. Hammond**, Member  
**Steven E. Stratton**, Member  
**Jesse Thompson**, Member  
**Sam Elters**, Member  
**Gary Knight**, Member

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

## BOARD AUTHORITY

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

## CITIZEN INPUT

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

## MEETINGS

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

## BOARD MEETING PROCEDURE

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

## BOARD CONTACT

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

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

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a meeting open to the public on Friday, March 16, 2018, at 9:00 a.m. in the Town of Sahuarita Council Chambers, 375 W. Sahuarita Center Way, Sahuarita, AZ 85629. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

### **EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, March 16, 2018, 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](mailto:CivilRightsOffice@azdot.gov). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

### **AGENDA**

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

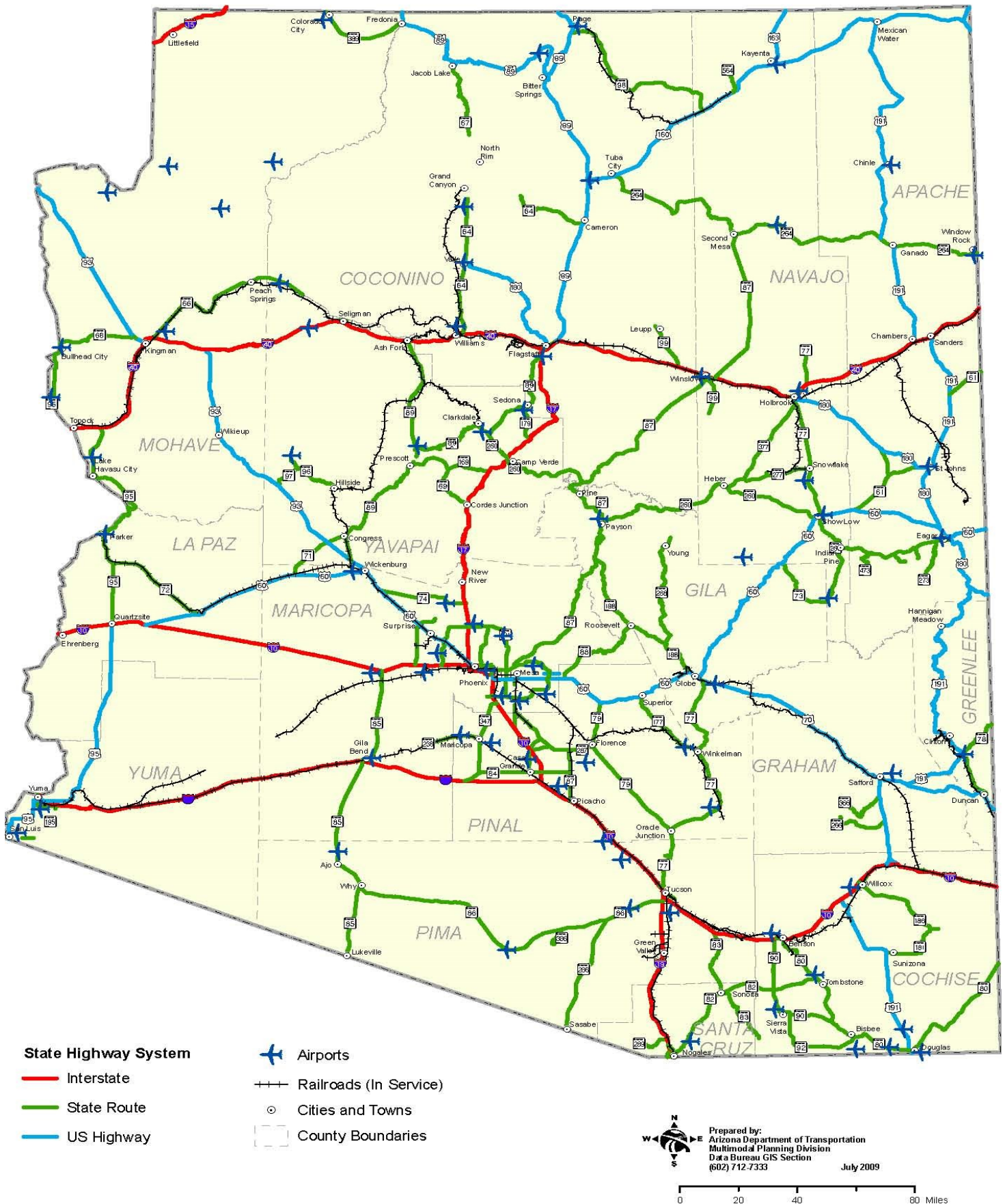
### **ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION**

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

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

**Dated this 9th day of March, 2018**

# Arizona Highways, Airports, and Railroads



# ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD  
PUBLIC HEARING AND BOARD MEETING  
9:00 a.m., Friday, March 16, 2018  
Town of Sahuarita Council Chambers  
375 W. Sahuarita Center Way  
Sahuarita, AZ 85629**

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## **EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, March 16, 2018. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

## **PLEDGE**

The Pledge of Allegiance led by District 2, Board Member, Michael Hammond

## **ROLL CALL**

Roll call by Board Secretary Linda Priano

## **OPENING REMARKS**

Opening remarks by Chairman Cuthbertson

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

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

## **CALL TO THE AUDIENCE for Public Hearing on the FY 2019-2023 Tentative Five-Year Transportation Facilities Construction Program (information and discussion)**

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

## **PUBLIC HEARING**

### **Presentation of FY 2019-2023 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations (<http://azdot.gov/planning/transportation-programming/tentative-program>)**

(ADOT website link will be live by Wednesday, March 14, 2018 at 5:00 p.m.)



- ITEM A: Overview of the Tentative FY 2019 - 2023 Five-Year Transportation Facilities Construction Program**  
Staff will present an overview of the tentative FY 2019–2023 Five-Year Transportation Facilities Construction Program.  
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division )
- ITEM B: FY 2019 - 2023 Statewide Highway Construction Program**  
Staff will present an overview of the FY 2019-2023 Statewide Highway Construction Program.  
(Excluding MAG and PAG)  
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division )
- ITEM C: FY 2019 - 2023 PAG Regional Highway Construction Program**  
Staff will present an overview of the FY 2019-2023 PAG Regional Highway Construction Program.  
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division )
- ITEM D: FY 2019 - 2023 MAG Regional Highway Construction Program**  
Staff will present an overview of the FY 2019-2023 MAG Regional Highway Construction Program.  
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division )
- ITEM E: FY 2019 - 2023 Airport Development Program**  
Staff will present an overview of the FY 2019-2023 Airport Development Program.  
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division )

**\*Adjournment**

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**BOARD MEETING**

**CALL TO THE AUDIENCE (Information and discussion)**

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

**ITEM 1: District Engineer's Report**

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

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

**ITEM 2: Director's Report**

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

**A) Update on SR189, Ruby Road and Rio Rico Improvements****B) Last Minute Items to Report**

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

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**\*ITEM 3: Consent Agenda**

Consideration by the Board of items included in the Consent Agenda. Any member of the Board may ask that any item on the Consent Agenda be pulled for individual discussion and disposition.  
(For information and possible action)

**Items on the Consent Agenda generally consist of the following:**

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

**ITEM 4: Legislative Report**

Staff will provide a report on State and Federal legislative issues.  
(For information and discussion only — Floyd Roehrich, Jr., Executive Officer)

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

**\*ITEM 7: Priority Planning Advisory Committee (PPAC)****Page 109**

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, Division Director, Multimodal Planning Division )

**ITEM 8: State Engineer's Report****Page 156**

Staff will provide an update on the scoping study for US95 in Bullhead City and Mohave Valley.  
Staff will also report on 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 9: Construction Contracts****Page 165**

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 10: Update on the Designation Status of the State Highway Segments of Former US Route 80**

Staff will present an update regarding the historic designation status on the state highway system of former US Route 80.  
(For information and discussion only — Floyd Roehrich, Jr, Executive Officer)

**ITEM 11: Suggestions**

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

**\*Adjournment**

\*ITEMS that may require Board Action

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- 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
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- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

**RIGHT OF WAY RESOLUTIONS (action as noted)**

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\*ITEM 3a: RES. NO. 2018-03-A-014  
 PROJECT: 060 GI 246 F0067 / 060-D(218)T  
 HIGHWAY: PHOENIX – GLOBE  
 SECTION: 2nd Street – El Camino Street  
 ROUTE NO.: U. S. Route 60  
 ENG. DIST.: Southeast  
 COUNTY: Gila  
 RECOMMENDATION: Establish new right of way as a state route to be utilized for the improvement of fire station access and ADA compliant pedestrian facilities necessary to enhance convenience and safety for the traveling public.

\*ITEM 3b: RES. NO. 2018-03-A-015  
 PROJECT: 030 MA 000 H6876 01R  
 HIGHWAY: I-10 RELIEVER  
 SECTION: S. R. 303L – S. R. 202L  
 ROUTE NO.: State Route 30  
 ENG. DIST.: Central  
 COUNTY: Maricopa  
 PARCEL: 7-12142  
 RECOMMENDATION: Establish new right of way as a state route by advance acquisition to forestall development along the alignment of the future I-10 Reliever necessary to enhance convenience and safety for the traveling public

\*ITEM 3c: RES. NO. 2018-03-A-016  
 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  
 RECOMMENDATION: Establish new right of way as a state route and state highway to accommodate design change and facilitate the imminent construction phase of the Fairway Drive Traffic Interchange Construction Project necessary to enhance convenience and safety for the traveling public.

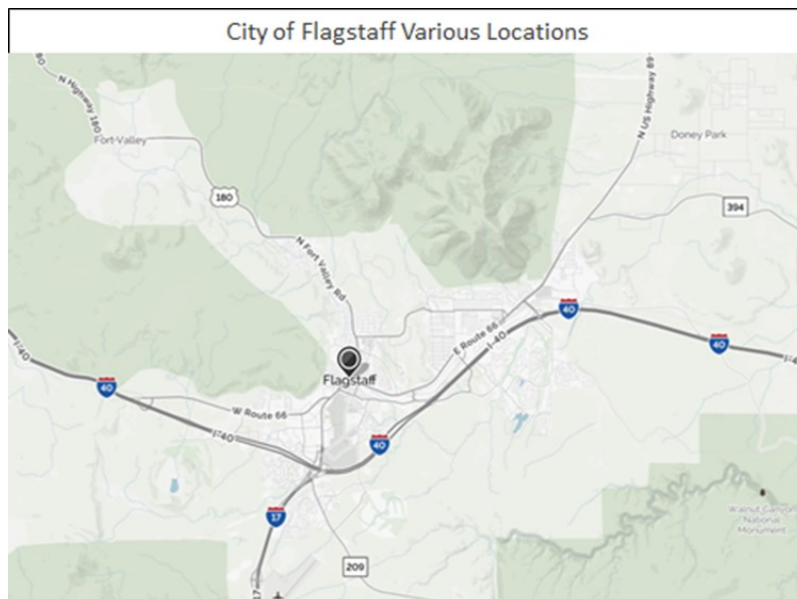


\*ITEM 3d: RES. NO. 2018-03-A-017  
 PROJECT: 070 GH 338 H8917 / 070-A(218)T  
 HIGHWAY: GLOBE – LORDSBURG  
 SECTION: 20th Avenue – 8th Street  
 ROUTE NO.: U. S. Route 70  
 ENG. DIST.: Southeast  
 COUNTY: Graham  
 RECOMMENDATION: Establish new right of way as a state route and state highway to accommodate design change and facilitate the imminent construction phase of this improvement project through downtown Safford necessary to enhance convenience and safety for the traveling public.

**Contracts: (Action as Noted)**

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

\*ITEM 3e: BOARD DISTRICT NO.: 5 Page 166  
 BIDS OPENED: February 23, 2018  
 HIGHWAY: CITY OF FLAGSTAFF  
 SECTION: VARIOUS LOCATIONS  
 COUNTY: COCONINO  
 ROUTE NO.: LOCAL  
 PROJECT : TRACS: HSIP-FLA-0(217)T : 0000 CN FLA SH59601C  
 FUNDING: 100% FEDS  
 LOW BIDDER: ABBCO SIGN GROUP, INC.  
 LOW BID AMOUNT: \$ 225,316.16  
 STATE ESTIMATE: \$ 223,497.00  
 \$ OVER ESTIMATE: \$ 1,819.16  
 % OVER ESTIMATE: 0.8%  
 PROJECT DBE GOAL: N/A  
 BIDDER DBE PLEDGE: N/A  
 NO. BIDDERS: 3  
 RECOMMENDATION: AWARD



\*ITEM 3f:

BOARD DISTRICT NO.: 6

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BIDS OPENED: February 2, 2018

HIGHWAY: CITY OF PRESCOTT

SECTION: GRANITE STREET AT CARLETON STREET AND WILLOW CREEK ROAD

COUNTY: YAVAPAI

ROUTE NO.: LOCAL

PROJECT : TRACS: SRS-PRS-0(206)T: 0000 YV PRS SF02801C

FUNDING: 100% FEDS

LOW BIDDER: EARTH RESOURCES CORPORATION

LOW BID AMOUNT: \$ 224,777.10

STATE ESTIMATE: \$ 239,738.60

\$ UNDER ESTIMATE: (\$ 14,961.50)

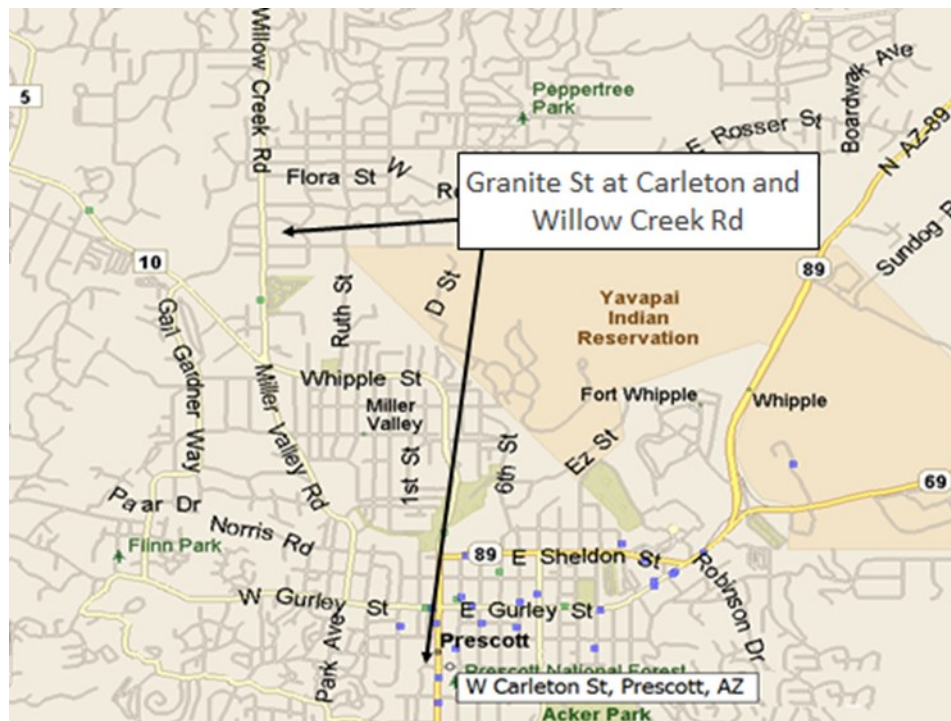
% UNDER ESTIMATE: (6.2%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 6

RECOMMENDATION: AWARD



\*ITEM 3g : BOARD DISTRICT NO.: 5

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BIDS OPENED: February 23, 2018

HIGHWAY: CORDES JUNCTION – FLAGSTAFF HIGHWAY (I-17)

SECTION: COCONINO COUNTY LINE – I-40 (NB)

COUNTY: COCONINO

ROUTE NO.: I 17

PROJECT : TRACS: NHPP-017-B(232)T : 017 CN 311 H893401C

FUNDING: 99% FEDS 1% STATE

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

LOW BID AMOUNT: \$ 24,450,000.00

STATE ESTIMATE: \$ 23,160,599.85

\$ OVER ESTIMATE: \$ 1,289,400.15

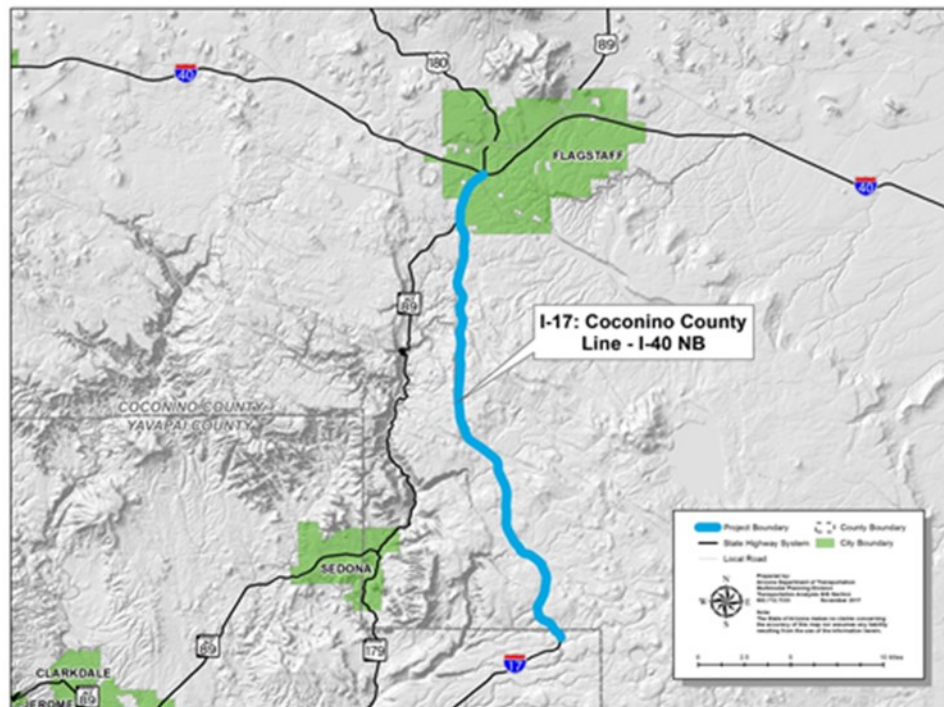
% OVER ESTIMATE: 5.6%

PROJECT DBE GOAL: 7.89%

BIDDER DBE PLEDGE: 7.94%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



\*ITEM 3h : BOARD DISTRICT NO.: 6

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BIDS OPENED: February 9, 2018

HIGHWAY: SIERRA VISTA-BISBEE HIGHWAY (SR 92)  
SIERRA VISTA-BISBEE HIGHWAY (SR 92)

SECTION: JUNCTION SR 90-KACHINA  
SR 92 AT FOOTHILLS DRIVE

COUNTY: COCHISE

ROUTE NO.: SR 92

PROJECT : TRACS: NHPP-092-A(207)T : 092 CH 321 H871701C  
NHPP-HSIP-092-A(204)T : 092 CH 322 H826501C

FUNDING: 94% FEDS 6% STATE

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

LOW BID AMOUNT: \$ 6,969,696.00

STATE ESTIMATE: \$ 7,101,433.00

\$ UNDER ESTIMATE: (\$ 131,737.00)

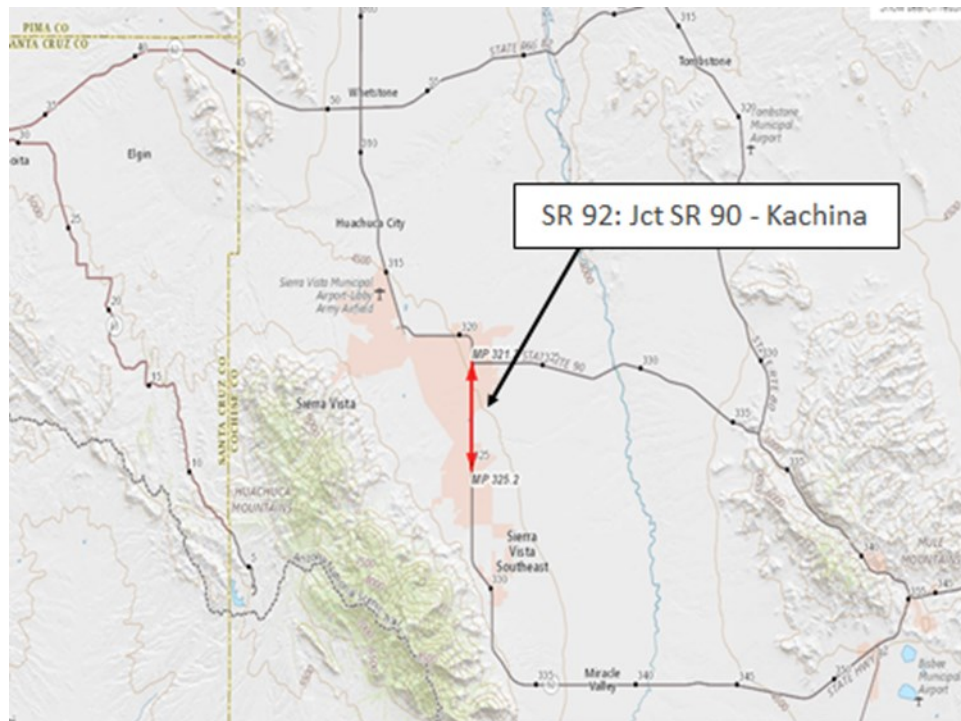
% UNDER ESTIMATE: (1.9%)

PROJECT DBE GOAL: 7.19%

BIDDER DBE PLEDGE: 7.69%

NO. BIDDERS: 3

RECOMMENDATION: AWARD





Second map for Item 3h:

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\*ITEM 3i : BOARD DISTRICT NO.: 1

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BIDS OPENED: February 2, 2018

HIGHWAY: BOB STUMP MEMORIAL PARKWAY (SR 303L)

SECTION: SR 303; I-10 TO NORTHERN AVENUE

COUNTY: MARICOPA

ROUTE NO.: SR 303L

PROJECT : TRACS: CMAQ-303-A(222)T : 303 MA 104 H881301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: ROADWAY ELECTRIC, LLC

LOW BID AMOUNT: \$ 2,759,994.90

STATE ESTIMATE: \$ 2,684,061.75

\$ OVER ESTIMATE: \$ 75,933.15

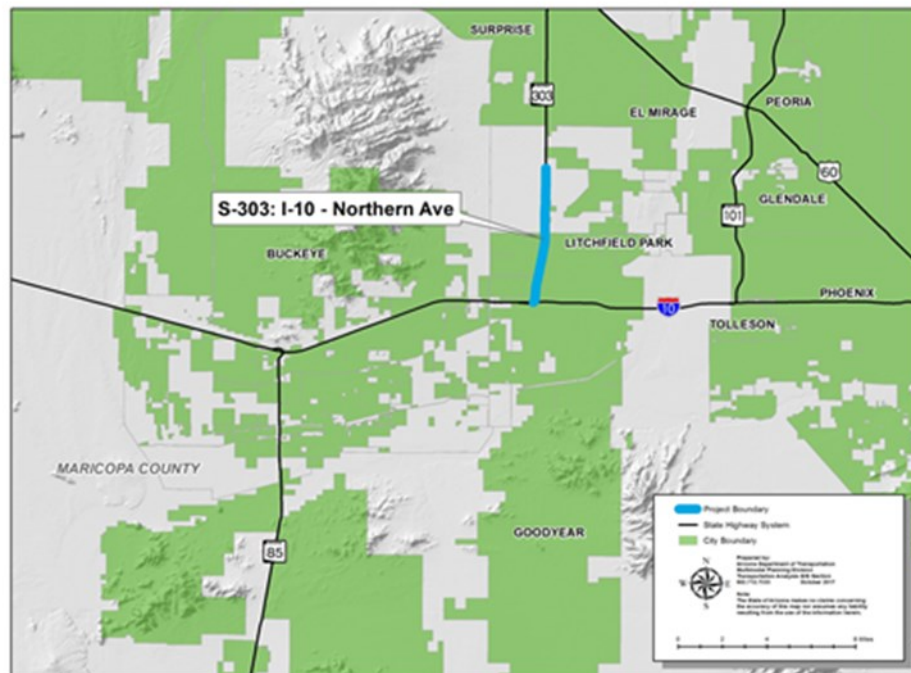
% OVER ESTIMATE: 2.8%

PROJECT DBE GOAL: 7.53%

BIDDER DBE PLEDGE: 7.69%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



MINUTES  
STATE TRANSPORTATION BOARD STUDY SESSION  
9:00 a.m., Tuesday, January 30, 2018  
Human Resource Development Center (HRDC)  
Grand Canyon Room  
1130 N. 22<sup>nd</sup> Avenue  
Phoenix, AZ 85009

STATE TRANSPORTATION STUDY SESSION – January 30, 2018

I N D E X

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ITEM 1: HURF Exchange Program (Kristine Ward & Patrick Stone) ..... 3

ITEM 2: Tentative Statewide Long-Range Transportation Plan Discussion (Greg Byres) .....30

ITEM 3: 2019– 2023 Tentative Five-Year Transportation Facilities Construction Program Review  
(Kristine Ward, Greg Byres).... 52

**Pledge**

The Pledge of Allegiance was led by Vice Chair, Jack Sellers.

**Roll call by Board Secretary Linda Priano**

**In attendance:** Bill Cuthbertson, Jack Sellers, Michael Hammond, Steve Stratton, Jesse Thompson, Deanna Beaver, and Sam Elters. **Absent:** None. There were approximately 30 people in the audience.

**Opening Remarks**

Chairman Cuthbertson welcomed new board member, Sam Elters, to the State Transportation Board. Mr. Elters stated it was a pleasure and honor to serve on the board. He noted past board member, Joe La Rue did an excellent job and set the bar high. Mr. Elters stated he had worked as the District Engineer and State Engineer for ADOT from 2005-2008 and will serve to the best of his abilities. Board member Stratton thanked ADOT staff for their work on the Renaissance Festival and stated he has received a lot of positive comments from the community.

**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.

**Call to the Audience:**

The following members of the public addressed the Board:

Charlie Odegaard, Councilman, Flagstaff, re: stated the city of Flagstaff was looking forward to hosting the board in April. He also discussed the IGA and funding status regarding the Fourth Street Bridge Widening Project.

Miles Begay, Tribal Transportation Manager, Navajo County, re: discussed a recent double fatality on the intersection at SR87 and Navajo Route 15, 40 miles south of Second Mesa. He added that a county engineer did an assessment and an application was submitted to ADOT in March 2017. He requested an update on this.

Paul Jepson, City Manager, Globe, re: Thanked ADOT staff for their work on the Renaissance Festival traffic issues. He also thanked the Board and ADOT staff for the new emergency sign that has been put up on US60. He added the city is looking forward in hosting the STB meeting on June 15<sup>th</sup> at Globe City Hall.

**Item 1:** HURF Exchange Program

**Item 2:** Tentative Statewide Long-Range Transportation Plan Discussion

**Item 3:** 2019– 2023 Tentative Five-Year Transportation Facilities Construction Program Review

**Item 4:** Suggestions for Future Topics

(Beginning of excerpt.)

CHAIRMAN CUTHBERTSON: We'll move on to Item Number 1 on the agenda, which is Kristine Ward, our Chief Financial Officer, will provide an overview of the timeline and implementation for the HURF Exchange program.

MS. WARD: Well, thank you very much, and good morning, and welcome new board member. Chair -- or not chair.

MS. BEAVER: Former.

MS. WARD: Not chair. Board member. No longer chair.

So --

MS. BEAVER: (Inaudible) board member.

MS. WARD: Board Member Beaver.

So this is going to be one of my shortest presentations ever, because I'm not going to actually give this presentation. I'm going to turn this over to someone I -- one of my team that I owe a deep thanks.

This HURF Exchange program has been a long time coming. It was shut down in 2009, and I'll have to say that because of the fiscal prudence and the policies of this board is one of the reasons that it is able to be reinstated. You have over the years chosen to allow us to get to the cash balances that are essential to keep the program running, to keep the operations of ADOT running, and as such, that's why we were able

-- we are able to reinstate this program.

With that, I'd like to say thank you. There are -- there is a lot of collaboration that went into -- went into reinstating this program. It was not only within ADOT. Dallas, thank you to your team. Tremendous collaboration within ADOT, and then tremendous collaboration outside of ADOT with the COGs and the MPOs.

Lisa Danka, who is not here with us, a member of my staff, is also -- was a prime contributor to getting this -- this program back up and running.

And lastly, Patrick Stone, who's going to be providing this presentation to you, has done numerous presentations on the program, as well as attended numerous meetings; forms, policies, had to be developed, webinars. Three webinars have been given, and the web page has been developed, which he will show you the link to that web page should you want to see frequently asked questions and all of the descriptions of the program that are now available to our customers.

So with that, I will turn it over to Patrick to give you a full rundown on the program, and thank you.

MR. STONE: Thank you all for coming. My name's Patrick Stone. I am the program and project funding administrator for ADOT. Used to be the federal aid administrator. Then we figured out it actually administered more than just federal funding.



1 So briefly, I'm going to go through the HURF  
2 Exchange program, go through the slides. If you have questions,  
3 certainly don't hesitate to interrupt me.

4 So the big thing first is the history of the HURF  
5 Exchange. As Kristine alluded, it shut down in 2009. Well, it  
6 actually started back in 1997. Programs in ADOT discretionary  
7 program, and the big emphasis, it was targeted to rural cities,  
8 counties and towns. It allowed ADOT to swap State Highway Funds  
9 for local federal aid. The Legislature set the exchange rate at  
10 90 cents, and then the projects needed to be on the federal aid  
11 system.

12 In the old version of HURF Exchange, and we have  
13 a slide -- the next slide kind of shows how HURF Exchange was  
14 used -- primarily construction. So that was the huge emphasis.  
15 Now we're kind of opening it up. It's allowable for all phases.  
16 You can see how popular it was. There was 145 projects done.  
17 \$91 million. So that was a significant investment.

18 And as Kristine mentioned, 2009, we were just  
19 coming out of the back end of the recession. State Highway Fund  
20 dollars decreased. We had to suspend the program.

21 I love this slide. This is really the slide that  
22 shows how the program was utilized in the past. It identifies  
23 the COGs and MPOs that actually used -- utilized the program in  
24 the past. Our biggest users were NACOG, CAG and WACOG. And you  
25 can see the number of projects they did, but the other thing

1 that's very interesting about this program, the size of these  
2 projects. These are not multi-million dollar projects. These  
3 are smaller projects that can get done quickly and open to  
4 traffic quickly.

5 So the old program did have some challenges. The  
6 biggest one, it was sort of an informal program. As we  
7 reinstituted the program, we tried to find the historical  
8 knowledge. A lot of it wasn't there. So a lot this, as  
9 Kristine alluded to, we've been developing this. The policies,  
10 the procedures, the templates for an intergovernmental agreement  
11 have all been developed new.

12 One thing with the old program was the  
13 communication to all the stakeholders. If the State Highway  
14 Fund gets impacted, what does this mean to HURF Exchange? And  
15 then one thing, this is the one I'm very passionate about, we  
16 talk about inactive projects, and that's one of my big things.  
17 Even though these are easy projects, fast projects, simple  
18 projects, not a lot of requirements, we still had them going  
19 inactive. So we worked on this as we rolled out this new  
20 program as well. Why did they go inactive, and what can we do  
21 to stop it?

22 So HURF Exchange 2.0. Better than the original.  
23 Should have made it like a 3.0. It would look more fancy like  
24 we've done more, but...

25 So ADOT developed a new policy. It's out there.

1 It's published. We started October 1st. Unfortunately, the  
 2 rollout's been a little slower as we finalized and finished up  
 3 some forms. So the real rollout mainly happened last week as we  
 4 gave presentations to all of our stakeholders through a series  
 5 of webinars.

6 We also made sure we highlighted what kind of  
 7 funding is funding HURF Exchange. What federal aid are we  
 8 actually using to fund HURF Exchange, because that's been a  
 9 question. And essentially, we're using surface transportation  
 10 funding, which is very flexible, and it's allocated by  
 11 population. So the intent is swapping funds in those areas with  
 12 those kinds of populations. The swap rate's still 90 cents.

13 One other thing we've done, and Dave's here from  
 14 FMPO, but the ledgers that they get every month that tell them  
 15 the status of their funding will actually reflect HURF Exchange  
 16 so they can see how those projects are doing.

17 The next bullet point's a little bit inside, but  
 18 all the rules that we use for federal aid funding apply to HURF  
 19 Exchange. So we want to make sure loans happen, transfers  
 20 happen, projects get closed out timely. And then we could  
 21 suspend the program again if State Highway Fund revenues do  
 22 decline. Kind of --

23 MR. ROEHRICH: Patrick.

24 MR. STONE: Oh, yes, please. Floyd.

25 MR. ROEHRICH: Before you move on, are you going

1 to talk a little bit more about that limited discretionary, some  
 2 of those limitations? Is that further discussion in your  
 3 presentation?

4 MR. STONE: I can. Obviously we're trying to  
 5 keep this moving along. But yeah. Definitely.

6 So what it is, the federal government gives us  
 7 categories of funding, safety funding, national highway funding,  
 8 congestion funding. One of the categories is surface  
 9 transportation funding. Part of it is allocated -- part of that  
 10 surface transportation funding is allocated by population. They  
 11 have three categories. One is for population areas greater than  
 12 200,000, which is mainly the urban centers in Maricopa County  
 13 and Pima County, and then they further sub-allocate it,  
 14 populations with residents 5,000 to 200,000, and then again,  
 15 less than 5,000.

16 So the funding that we're actually doing with  
 17 HURF Exchange are the two smallest categories, the under 5,000,  
 18 and the 5 to 200,000, and that's about 15 to 17 million a year  
 19 that we're talking about with HURF Exchange. The State Highway  
 20 Fund just could not support actually doing those other  
 21 categories of funding.

22 Does that kind of hit where you were going,  
 23 Floyd?

24 MR. ROEHRICH: Yeah. I wanted to emphasize the  
 25 importance -- the population centers and the areas of -- that

1 would get that through the discretionary federal aid program.

2 MR. STONE: Yeah. And there's actually -- oh,  
3 yes. Board Member Hammond.

4 MR. HAMMOND: (Inaudible.)

5 MR. ROEHRICH: Yeah. That's it. That's -- I  
6 just wanted to make sure that you emphasize that --

7 MR. STONE: No.

8 MR. ROEHRICH: -- because you really didn't.

9 MR. STONE: Definitely. And actually, I have a  
10 slide coming up that has a really cool population thing.

11 MR. HAMMOND: Would you explain that 90  
12 cents/dollar swap rate and where the 10 cents goes? What are  
13 you talking about there?

14 MR. STONE: Well, it doesn't go to Patrick's  
15 retirement account. But actually, what the 10 cents is, the  
16 assumption -- well, there's two components to that 10 cents, why  
17 we only give 90 cents on the dollar. The first is we're going  
18 to take that federal aid back from the region. ADOT has to  
19 provide the match on that federal aid. So part of that is our  
20 5.7 percent match associated with the federal funds that we're  
21 getting back. The other part is actually our administrative and  
22 oversight cost to this program.

23 Traditionally, in a federal aid project that  
24 ADOT's administering on behalf of a local agency, we have to  
25 assess fees to that local agency. They were called program --

1 project management development review fees. But we always had a  
2 cost typically around \$30,000 project. With HURF Exchange, we  
3 don't assess those fees. There's nothing where the local agency  
4 pays ADOT for us to work on that HURF Exchange project. So this  
5 is some way to recover some of the staff time that's associated  
6 with delivering HURF Exchange.

7 MR. HAMMOND: So if the local agency has rights  
8 to half a million bucks, we give them -- they give it to us, we  
9 give them back 90 cents, and the rest are basically fees and  
10 administrative costs. In return, they get a faster project?

11 MR. STONE: Yeah. Faster project, less  
12 oversight, less restrictions.

13 MR. ROEHRICH: I think, Patrick, the other point  
14 to that is just like the match we have, if they got a \$500,000  
15 grant, they'd still have to come up with 4. -- the 5.7 percent  
16 match on their own. So they don't have to come up with the  
17 match to use the state funds. So they save that money, but we  
18 absorb it, and because we have to repurpose those federal aid.  
19 So it really comes out to that 4.3 percent, which is that  
20 administrative cost that then they don't have to worry about  
21 paying anything after that.

22 MR. STONE: So with this slide, and the very top  
23 goal is we're discussing the tentative five-year program. Part  
24 of develop of the tentative program, what Kristine does is  
25 actually allocates and identifies the amount of funding for HURF

1 Exchange in the fifth year of the program. So at this point,  
 2 '23. So there's -- we're kind of looking out and seeing can the  
 3 program still be sustainable out in the future? Because we did  
 4 get a lot of questions about, "Well, what happens if I start,  
 5 and all of sudden you're like, 'Hey, no more money. Sorry.  
 6 We're tapped out'." So we have a way to do that.

7 All work phases are eligible. One thing we do  
 8 emphasize to our local sponsors, if you're developing a project  
 9 right now using federal funds but you'd like to use HURF  
 10 Exchange for construction, that's great. There just may be some  
 11 requirements that you have to do that you can't get out of.  
 12 However, if you're currently designing a project with federal  
 13 aid, you can't switch it to HURF Exchange. So that you can't  
 14 do. Final voucher, which is the final financial audit of the  
 15 project, will be completed, and then they are subject to audit.

16 Continuing on, we talked about the suspension, if  
 17 the State Highway Funds decline. Repayment would be required if  
 18 the project actually doesn't get completed timely. We also  
 19 might not exchange -- engage in HURF Exchange with an agency if  
 20 there's cases of misuse or abuse. So if someone's not using the  
 21 funds correctly, we may have a challenge there.

22 Another thing, and this is one we're really  
 23 actively engaging, is working with our stakeholders to make sure  
 24 projects are moving along. And we're not just waiting until the  
 25 end of the project. So we've got reports and ways to actually

1 work with them and say, "Hey, we thought you'd be here as of  
 2 this date. You're not. Is something going on? Do we need to  
 3 investigate further?" So we've got that done.

4 Funds that are released from projects, whether a  
 5 project gets canceled or a project just has savings, those  
 6 actually go back to the regional planning area to reuse on  
 7 another HURF Exchange program project.

8 And then on the final bullet point, we have a new  
 9 ADOT inactive policy that should be coming out in the next  
 10 couple weeks. HURF Exchange, just like every other funding  
 11 source, is going to follow that inactive policy.

12 Eligible projects and costs. This --

13 UNIDENTIFIED SPEAKER: You have a question.

14 MR. STONE: Oh, so sorry, Board Member Stratton.

15 MR. STRATTON: Mr. Chair, I have a little bit of  
 16 a question on the time frame.

17 MR. STONE: Yes.

18 MR. STRATTON: I believe in Tuba City, we had a  
 19 question from a gentleman from Casa Grande and talked about the  
 20 two-year completion, and since then Kristine has talked about it  
 21 a little bit.

22 MR. STONE: Uh-huh.

23 MR. STRATTON: I don't remember if we said from  
 24 the time -- we asked that it was time that the design was  
 25 completed or the project was bid. And the reason I'm saying



1 that is multiple times, even with us,, we have to not award a  
 2 project or postpone it for some reason, and that two-year time  
 3 frame could come into play. So if we stay with this, where  
 4 it's -- when the design is funded or finished --

5 MR. STONE: Uh-huh.

6 MR. STRATTON: -- and there's a problem with the  
 7 bidding procedure, is there an extension given to that? I know  
 8 that they said that there was some flexibility in that two-year.  
 9 Is that still remaining?

10 MR. STONE: And there would be. I think the  
 11 biggest thing in the policy is really it's designed to get the  
 12 projects done, but we do understand things happen on the ground.  
 13 The biggest thing is really the communication back and forth  
 14 between the local sponsor and ADOT. Hey, you know, we went out  
 15 to bid. We had to reject all bids, whatever. Maybe we had to  
 16 do some rescoping or redesign. It's providing that information  
 17 back to us so that we can update all of our schedules to  
 18 identify that there could be delays.

19 MR. STRATTON: So as long as there's good  
 20 documentation, there (inaudible) --

21 MR. STONE: Well, I think that's the start. That  
 22 way we can have the conversation.

23 MS. WARD: Keep in mind that this is two years  
 24 after design is complete. So this two year time ticker starts  
 25 after they have completed the design phase.

1 MR. STRATTON: Correct.

2 MS. WARD: Also keep in mind that back to that  
 3 original slide that showed you the size of those projects.  
 4 These are very, very small projects. So it was the general  
 5 belief that these projects should be moving along, hopefully  
 6 that the HURF program was to facilitate projects being able to  
 7 move quickly. But there is due process that is built into the  
 8 policy in terms of communication back and forth should there be  
 9 problems with a new project.

10 MR. STRATTON: Perfect. Thank you.

11 MR. HALIKOWSKI: Mr. Chairman, I just want to say  
 12 that Kristine is at war with lazy money. We have spent several  
 13 years now, she has, diligently looking for where projects have  
 14 lagged to get that money back into the system if we're not going  
 15 to move forward. So this is part of that lazy money.

16 The other thing up there I want to point out is  
 17 the HURF Exchange follows the ADOT inactive policy, which is the  
 18 larger effort of looking for that lazy money and getting that  
 19 communication going, that if you're not going to move on this,  
 20 let's get the money back in circulation.

21 MR. STRATTON: And I don't disagree with that. I  
 22 just want to make sure you (inaudible) --

23 MR. HALIKOWSKI: I just -- I know the board  
 24 members may hear from folks if we are exercising the inactive  
 25 policy to bring money back in. Obviously we're going to

1 communicate with them, try to see what's going on. But at some  
2 point, if the project's not moving, you may hear from people  
3 saying, "Why is the Department doing this to us?" To keep the  
4 money in circulation.

5 MR. STRATTON: Thank you.

6 MR. STONE: Yeah. And the inactive policy  
7 actually has a lot more details about that communication policy  
8 of, "Hey, it's been awhile. What's happened?" You know, we  
9 need responses, letting us know.

10 So eligible projects. The primary purpose is to  
11 improve the efficiency and safety of motor vehicle travel on the  
12 roadways. All the projects have to be on the federal aid  
13 system. So they cannot be on a local road.

14 They have to have also been eligible for the  
15 federal funding that is being swapped. So you couldn't  
16 potentially -- if something wouldn't have been eligible for the  
17 federal type of funds, they wouldn't be eligible for HURF  
18 Exchange.

19 And then they have to be in approved,  
20 fiscally-constrained TIP and have been approved by the COG or  
21 MPO's Technical Advisory Committee. Most of these -- and this  
22 is the process already. These projects are in those TIPs. The  
23 COG and MPO have reviewed them. Their group has approved them.  
24 We're now adjusting the funding sources for the project.

25 Ineligible costs, maintenance is not eligible.

1 Nor -- neither is scoping. Nothing that was incurred prior to  
2 the authorization of the HURF Exchange. Items outside of the  
3 project right-of-way. Utility work that's not directly and  
4 unavoidably related to the project, and no betterments for  
5 utilities.

6 So this is the big slide. This is the slide that  
7 talks about how we calculate and come up with who are the  
8 eligible entities and ineligible entities.

9 One thing that's interesting about HURF Exchange  
10 is we are taking federal funds. Well, the federal funds are  
11 predicated off the 2010 Census. That's the data FHWA uses to  
12 distribute the funds to the State. Conversely, we then have a  
13 State executive order, 2011-04, that says when you're doing  
14 programs like HURF Exchange, you have to use the population  
15 numbers provided by the Arizona Office of Economic Opportunity.  
16 They annually put out population statistics.

17 So what happened when we first did this program,  
18 and it was a great question that came from our folks at the Sun  
19 Corridor MPO they asked about Pinal County. They're like, "Hey,  
20 is Pinal County eligible?" And we're like, "Well, you know  
21 what? We're looking at demographers' numbers." Pinal County's  
22 219,000 in 2017. They're not eligible. Then they asked again,  
23 and we had an internal discussion, and what we figured out is  
24 you actually have to translate federal data into state data.

25 So what we did is -- there's a gentleman at ADOT,

1 Tracy Clark, who's just phenomenal with doing this kind of  
 2 stuff. We went and talked to him, and we were like, "Hey, this  
 3 is what we're doing." He was like, "Oh, I got this spreadsheet  
 4 right here." And so instantly, he instantly solved what we  
 5 thought was going to be a really big issue. But essentially, we  
 6 take the unincorporated population of Pinal County, 219,000. We  
 7 then realized Pinal County just doesn't sit in one planning  
 8 region. It actually sits in Sun Corridor, MAG and CAG.

9 So once you do the allocations by region, and the  
 10 particular example I'm using here is Sun Corridor, they're  
 11 actually 17 percent of the unincorporated population. So when  
 12 you apply that to the 219,000, the amount of folks in Sun  
 13 Corridor is only 37,000. Therefore, Pinal County is an eligible  
 14 HURF Exchange recipient within Sun Corridor, within CAG and  
 15 within MAG.

16 This kind of further breaks down the eligible  
 17 entities. So all cities, towns -- all cities and towns not  
 18 located with the federally-defined urbanized areas for the  
 19 Phoenix, Mesa and Tucson areas are eligible, and also, those in  
 20 the unincorporated portions of counties within a regional  
 21 planning area with 200,000 or fewer -- this essentially is that  
 22 Pinal County thing, that last part of that bullet. On the  
 23 converse, the ineligible entities would then be the cities and  
 24 towns located within those urbanized areas.

25 And also, tribal entities are not eligible for

1 HURF Exchange, because they're not eligible recipients of HURF.  
 2 However, they can certainly work with an eligible program  
 3 sponsor to deliver a project.

4 And the next slide, so this is actually Pinal  
 5 County here.

6 Oh, I apologize. Yes.

7 MR. THOMPSON: I'd like to get more information  
 8 on the provision regarding the comment made on tribal entities  
 9 not being eligible, and I'd like to get -- be more informed on  
 10 that.

11 MR. HALIKOWSKI: Do you want to elaborate on that  
 12 now? Mr. Chairman --

13 MR. STONE: I'm not -- I'll have to take that  
 14 back. Unfortunately, I know the statute on -- regarding HURF is  
 15 specific about who the eligible recipients are, I guess, if I'm  
 16 even saying it --

17 MS. WARD: Mr. Chair and Floyd, if I can, we have  
 18 developed a separate point paper on eligibility -- tribal  
 19 eligibility of funds. If you would like, I can come back and  
 20 speak to that specifically at another time, if that would be  
 21 acceptable.

22 MR. ROEHRICH: Mr. Chair, I'd also ask, Kristine,  
 23 why don't we send that white paper out to the board members to  
 24 review it and staff, and then they can bring questions and  
 25 agenda it for discussion so we can talk about it more in depth.

1 Would that be --

2 MS. WARD: That's -- that will work.

3 MR. ROEHRICH: Okay.

4 MR. HALIKOWSKI: Just one other point, though,  
5 Patrick.

6 MR. STONE: Yes, sir.

7 MR. HALIKOWSKI: You said that the tribe could  
8 work with an eligible project sponsor. Who might examples of  
9 that be?

10 MR. STONE: So I know we had a gentleman from the  
11 Navajo -- Navajo County DOT, but if you have the Navajo Nation,  
12 they potentially could be working with either Navajo County or  
13 Apache County. So there would be an eligible sponsor. Down  
14 south, with the Tohono O'odham, they could be working with Pima  
15 County.

16 MR. HALIKOWSKI: Okay.

17 MR. STONE: So it's just partnering with those  
18 agent -- you know, wherever jurisdictionally they fall, but  
19 there would be the opportunity to say, "Hey, we'd really like to  
20 do this project. Would you be willing to support it?"

21 MR. HALIKOWSKI: Okay.

22 MR. STONE: And so they would just be -- the  
23 project sponsor would be the county instead of the tribal  
24 entity.

25 MR. HALIKOWSKI: So there's a path there.

1 MR. STONE: There's definitely a path there.

2 MR. HALIKOWSKI: Thank you.

3 MR. THOMPSON: Thank you.

4 MS. BEAVER: I would just like to ask, in a  
5 clarification now, because my understanding is within  
6 reservations sometimes there are BIA roads and then there are  
7 also tribal roads. The BIA roads, they come into a separate  
8 category? Is that what my understanding is? Or would it depend  
9 on if they were wanting some type of funding that it had to do  
10 with the BIA roads, would those have to have the federal  
11 government somehow -- I guess it's a little bit of a  
12 complication, because it's like it's federal dollar --

13 MR. STONE: Well, and I apologize, Board Member  
14 Beaver.

15 I think -- and I'm hoping I'm understanding what  
16 you -- I want to make sure I get this. There are tribal  
17 transportation dollars that are allocated to the regions, the  
18 tribal transportation program. That wouldn't be part of this  
19 discussion. So the projects that the tribal entity would be  
20 looking at, the roadway classifications would at least have to  
21 be a functional classification of a local road. And I  
22 apologize. I do not -- I'm not very aware of tribal roads, what  
23 -- how they're classified. I know we've done work, especially  
24 safety projects, we've done quite a few on, on tribal roads, but  
25 we can certainly -- we'll get back on that.

MR. THOMPSON: That will be good.

MR. ROEHRICH: Mr. Chair, Ms. Beaver, I think it's going to come back to one of your very first bullet points. It has to be federally ineligible. So it has to be federally ineligible by the sub -- as a sub-recipient within the federal aid program FHWA submits.

MR. STONE: Yeah.

MR. ROEHRICH: And some of those funds are not available to go on BIA roads. So that is -- because BIO gets their own funding for those roads. We've had this discussion before. So that's why it's important that we would have to look at each individual request and road and figure out is there a path to that given how it's functionally classified, as Patrick was saying. So I agree with Mrs. Beaver. It's not as simple as any road could be eligible. It still has to meet that minimum federal aid eligibility test.

MR. STONE: But yeah. And we've had specific questions come in about specific projects, and we always tell people, if you have a question, at least give it us to us so that we can start doing the research on it.

MR. THOMPSON: Sure. Thank you.

MR. STONE: Thank you.

So to the map -- there it is. So this is Pinal County, and the one thing that -- this is the visual representation, but it's really good. The purple is CAG. This

light pinkish color -- we'll go with that -- is Sun Corridor, and the yellow is MAG. So you can see how Pinal County is actually broken up in three programming areas. So that's how -- it makes it very easy to say, oh, obviously all the unincorporated Pinal County doesn't just sit in one regional planning area. So it is split up over three areas.

Benefits. So, you know, if you're bringing in a new program, hopefully you've got some good things to share about it. The biggest things, less restrictive design and construction standards, fewer requirements, less project oversight, lower project costs. So those really are the benefits out to the local -- they can say, "Hey, you know, HURF Exchange makes sense because we can do this project faster, quicker, cheaper," or at least that's the hope.

The fifth bullet point, self-administered as opposed to ADOT-administered. So the local agency is actually controlling this project. They're the ones getting the design established for the project. They're the ones actually bidding and awarding the construction contracts. The hope is that they'll be constructed and open to traffic more quickly.

And the next bullet, this is actual really a benefit for ADOT as well. It's fewer projects for ADOT to administer. It allows our resources to be used on other projects.

Another thing with HURF Exchange, as the project

1 is developing, funds are actually given to the agency in advance  
 2 of the work being completed, and usually the way we envision it  
 3 is in 30 percent intervals. So it's one of the few -- no, not  
 4 few -- only allowable uses where funding is actually given up  
 5 front versus reimbursed for costs incurred.

6 And the other thing that's interesting is less  
 7 than state -- half the states do actually have a HURF swap  
 8 program or some other fund exchange type program.

9 Of course, with benefits, there's risks. The  
 10 biggest one, obviously, I think, is associated with the State  
 11 Highway Fund. That is the source of the HURF Exchange. Sweeps,  
 12 appropriations, transfers, anything that negatively impacts the  
 13 State Highway Fund could have a potential impact on HURF  
 14 Exchange.

15 Just in general, how the HURF revenue does.  
 16 Economic market conditions. The other one is, you know, we're  
 17 swapping federal aid funds. If something changes on the federal  
 18 side, whether our matches go up or our federal funds go down, it  
 19 could actually have an impact.

20 And then the last bullet's kind of interesting,  
 21 because this is a cyclical item. When HURF Exchange happened  
 22 before, agencies were really good at HURF Exchange. They had a  
 23 lot of familiarity. Then once it went away, we had to  
 24 federalize all those projects. It was relearning all of the,  
 25 "Hey, what's the federal process? How do we get back up to

1 speed?" With bringing HURF Exchange back, we may lose that  
 2 knowledge again as agencies move over into HURF Exchange and  
 3 don't do federal projects anymore. So it's just something to be  
 4 aware of.

5 And then finally, talking about the rollout, and  
 6 Kristine kind of alluded to this. This was a humongous  
 7 collaborative effort. I have a separate email folder that is  
 8 very, very full with all the discussion about HURF Exchange.  
 9 Every technical section, every affected section within ADOT  
 10 contributed. The Attorney General's Office participated.

11 And then we also -- this rollout has been a long  
 12 time coming. It's actually been a year. Last year, we gave a  
 13 presentation to senior ADOT staff, and then over the year, we've  
 14 worked with our COG/MPO partners. There was a presentation at  
 15 Roads and Streets. We've had a couple of presentations specific  
 16 to groups like NACOG and MAG.

17 And then in November, we met with the director in  
 18 the Governor's office to talk about HURF Exchange. "Hey, this  
 19 is where we want to go. Is it okay?" We got the green light to  
 20 move forward. Then finally we did the rollout.

21 So in December we did the rollout with some  
 22 advocacy groups and external stakeholders, RTAC, the League of  
 23 Cities, and then the County Supervisor Association, and then  
 24 this month, last week -- well, Friday and then two -- well, last  
 25 week -- we did webinars with all of the local agencies, COGs,

1 MPOs, ADOT staff to give them a chance to see what HURF Exchange  
2 is and to actually ask some questions.

3 And then finally, today, we're meeting with the  
4 State Transportation Board to provide this presentation.

5 And then Kristine had alluded to this. This is  
6 -- these are all the documentations. So we do have a website  
7 under azdot.gov. That's where the financial section is.  
8 There's a page dedicated specifically to HURF Exchange. It's  
9 got all the forms, the policies, templates. There's a nice FAQ  
10 section that keeps getting expanded constantly as we get more  
11 questions and we get more answers. And then it's also got some  
12 resources as far as helping them to complete HURF Exchange.

13 That's my presentation.

14 CHAIRMAN CUTHBERTSON: Question?

15 MS. BEAVER: Chairman, yes. And it's more just  
16 if you could articulate it for the record.

17 MR. STONE: Yes, please.

18 MS. BEAVER: With regard to towns and cities and  
19 rural areas, the counties that are under the 200,000 threshold,  
20 the benefit of the HURF Exchange versus federal dollars. If I  
21 understand correctly, and I'd like you to correct me on this, is  
22 that that federal -- the federal guidelines revert over to the  
23 state when the HURF funds are given to the local areas?

24 MR. STONE: Correct. So what happens is, is we  
25 take the federal funding from any regional planning organization

1 like WACOG. WACOG gives us their federal aid. Says, "Hey,  
2 we're going to give you the fed aid. Mohave County wants to do  
3 a HURF Exchange project." So once we give them the State  
4 Highway Fund, we've approved the HURF Exchange program, they're  
5 following under the guidance and rules of administering a  
6 project funded with state highway dollars.

7 So there's no -- the federal requirements that  
8 are involved with FHWA funding come out of the process. So that  
9 as far as -- the designing's easier, as far as how you go out  
10 and advertise for a consultant you have design the project.  
11 When you go out to construct, it's much simpler. You're not  
12 dealing with the Davis-Bacon wages. You don't have the Buy  
13 America certification to comply with. So throughout the life  
14 cycle of the project, there's less requirements and restrictions  
15 on delivering that project. And also, I think it puts more  
16 control out to the local entity.

17 MS. BEAVER: That's was what I was wondering.

18 Thank you.

19 CHAIRMAN CUTHBERTSON: Other questions? Board  
20 Member Thompson.

21 MR. THOMPSON: Chairman, members, I think it has  
22 been expressed several times that -- again, it comes up that  
23 HURF Exchange will be in some way in a difficult situation, the  
24 continuation of fund sweeps. The HURF fund sweep, I think that  
25 would be detrimental to our HURF --



1 MR. ROEHRICH: Mr. Thompson, could you please use  
2 the microphone? We're starting to...

3 MR. THOMPSON: Again, let me say that I think the  
4 HURF Exchange could easily be impacted by any HURF -- further  
5 HURF fund sweeps, and that's all I'm saying, that we need to be  
6 mindful of that.

7 MR. STONE: Correct, yeah. Anything that impacts  
8 the State Highway Fund would have an impact potentially on the  
9 HURF Exchange.

10 CHAIRMAN CUTHBERTSON: Any other comments?

11 I know personally, the number one feedback I get  
12 from the rural constituents that I represent is when is HURF  
13 Exchange going to be reinstated, so I'm sure they're all -- I'm  
14 sure it's very -- which it's a very popular thing for rural  
15 transportation just because of that, their limited size and  
16 resources for those little counties. So anyway, we appreciate  
17 the work that staff has done to get that reinstated, so...

18 MR. HALIKOWSKI: Chairman, for the record, I do  
19 want to thank Kristine and the FMS staff. When we had to  
20 suspend this back in '09-'10 and go to federal funding, the  
21 outcry from our local partners were pretty vociferous in asking  
22 where are all these new requirements coming from for this money?  
23 And we went through a painful time educating all of the folks  
24 out there on how to deal with federal fund. And Patrick brings  
25 up a good point. Now that we're going back to the swap, those

1 will no longer be required, but this has been a monumental lift  
2 when we were at zero balances in '09, '10, sometimes below, to  
3 have climbed up to the point where we can now begin servicing  
4 the HURF swap again. Thank you.

5 CHAIRMAN CUTHBERTSON: Great. Mr. Hammond.

6 MR. HAMMOND: I don't know if this is your place,  
7 but do we have a finite fund to do this at the state level, and  
8 is it something we have to be cognizant of?

9 MR. HALIKOWSKI: Mr. Chairman, Board Member, it  
10 is a finite fund. We spent a lot of time, and Kristine can  
11 speak better to it than I can, trying to figure out exactly how  
12 much we needed to have freed up in State Highway Fund dollars to  
13 be able to do this. At one point early on years ago, we thought  
14 it was 30 million, but you know, what we've been able to do is  
15 pare the program down to, I think, 15 to 17 --

16 MR. STONE: Correct.

17 MR. HALIKOWSKI: -- is the number now. It's not  
18 serving, perhaps, everyone it used to, but I think it's getting  
19 back to some of the neediest areas that need this kind of  
20 assistance. And the way I like to think of it, it doesn't come  
21 with all the strings attached that federal dollars. ADOT's  
22 expert at dealing with that, but with local governments, it can  
23 get quite complicated, because you don't have all the staff to  
24 support dealing with those federal funds.

25 CHAIRMAN CUTHBERTSON: Other questions? Patrick,

1 thank you very much.

2 MR. STONE: Thank you very much.

3 CHAIRMAN CUTHBERTSON: Kristine, thank you.

4 MS. BEAVER: You know what?

5 CHAIRMAN CUTHBERTSON: One more?

6 MS. BEAVER: I do have one more question.

7 CHAIRMAN CUTHBERTSON: Yeah.

8 MS. BEAVER: I guess my question would be the --  
9 you show here a good rollout that's taken this entire year. I  
10 guess my question would be particularly within the rural areas  
11 of the state, have you had good participation, whether it be  
12 through the webinars or going out to rural areas, the  
13 communities? Have you had good participation?

14 MR. STONE: Actually, it was a phenomenal  
15 presentation. The nice thing is I'm doing this WebEx webinar.  
16 I can see everyone that's logged in. Width and breadth of the  
17 state participated. We had a lot. The White Mountain  
18 communities, I remember. Southeastern Arizona. On one call, I  
19 think everybody that was in the southeastern Arizona community  
20 was on the calls.

21 But we have. We've gotten really good  
22 participation. I mean, we can tell it's popular. You know, we  
23 rolled out the webinar, and within two days, we actually had a  
24 request for our new project. So we've actually -- and now we've  
25 got three requests. So Yuma County, Yavapai County, and the

1 City of Sierra Vista have all come in and said, "Hey, we're  
2 ready. You have it. We're ready to work with you on it." So  
3 yeah, but the participation has been phenomenal across the  
4 state.

5 And then the hope is they've already asked at the  
6 Rural Transportation Summit in October if we'd come and give an  
7 update on HURF Exchange and how it's working and lessons learned  
8 so far.

9 MS. BEAVER: Just as a comment. This might be  
10 also something good when the Arizona League of Cities and Towns  
11 in August has their annual conference. This just sounds like it  
12 would be a good breakout session or a presentation as well.

13 MR. STONE: Yeah, and we gave a presentation to  
14 them in December, and it was very well received. And actually,  
15 they were very, very supportive of, "If you need anything, just  
16 let us know and we'll help you with this." So yes, we'll  
17 definitely follow up with them.

18 CHAIRMAN CUTHBERTSON: Okay.

19 MR. STONE: Thank you all.

20 CHAIRMAN CUTHBERTSON: Excellent presentation.  
21 Thank you very much.

22 So next item on our agenda, Greg Byres will field  
23 questions on the state long range transportation plan, for  
24 information and discussion.

25 MR. BYRES: Mr. Chair, Board members, I gave this

1 presentation at our last board meeting. So instead of going  
2 through it, one of the big things I'd just like to do is go  
3 through --

4 MR. ROEHRICH: Keep going. Keep going.  
5 (Inaudible.)

6 MR. BYRES: We'll be out of here in about five  
7 minutes.

8 The big thing I'd like to do is just kind of go  
9 through the recommendations that were made in the report. So if  
10 we look at the statewide recommendations, we're looking at 18  
11 percent that's going into modernization, 47 percent that's going  
12 into expansion, and 35 percent that is going into preservation.  
13 That's the overall statewide that we were looking at doing.

14 This -- that included MAG and PAG. So if you  
15 look at the MAG region and the PAG region, of course, they  
16 have -- the majority of all of their funding is going into  
17 expansion with -- in MAG, 87.5 percent in expansion, 6 million  
18 being preservation, and 43 million going into modernization.  
19 And PAG is at 93 million in expansion and 27 million in  
20 modernization.

21 When it comes to the Greater Arizona area, what  
22 we're looking at in our recommendations here is going with 78  
23 percent of it going into preservation and 22 percent of it going  
24 into modernization, with nothing going into expansion. However,  
25 that nothing going into expansion, we are holding back 5 percent

1 of our funding to take and use as our match on any potential  
2 funding that we get coming through any grants that we go for.  
3 And one of the big things that we're looking at here is going  
4 after every single dollar we can possibly get so that we've got  
5 something for modernization or for -- excuse me -- for expansion  
6 in the future. So that's our pathway to getting expansion. But  
7 preservation is so keen in maintaining our system, and that's  
8 the whole premise of this long range transportation plan.

9 So with that, if you have any specific questions  
10 that I can answer, I would be more than welcome to any  
11 questions.

12 MS. BEAVER: Due to the -- excuse me, Chairman.

13 CHAIRMAN CUTHBERTSON: Yeah.

14 MS. BEAVER: Due to the fact that this is through  
15 2040, and of course, right now we're dealing in lean times, but  
16 if we somehow have -- wave the magic wand and dollars were  
17 dropped in, is there the possibility that this greater amount  
18 going into preservation could -- I mean, we can review this, I  
19 guess, is what my question is, and make adjustments based on the  
20 dollars that are available?

21 MR. BYRES: Yeah. There's an update that occurs  
22 every four years. So if there's a change, if there's additional  
23 funding that comes in in hand, which would be just awesome,  
24 that's exactly what we'd do. We could -- it would change our  
25 recommendations in the plan if we had additional funding. Right

1 now we have a \$30 billion gap in the difference between funding  
2 and need. So we've got to be able to close that gap. So the  
3 only way we can do that is with more funding.

4 CHAIRMAN CUTHBERTSON: Board Member Stratton.

5 MR. STRATTON: You say it could be updated every  
6 four years. What about the four years in between? Can this  
7 program be altered? Because many of my constituents have  
8 expressed to me their concern about no expansion money. That's  
9 the biggest comment I've gotten back.

10 MR. BYRES: This is a policy document that we  
11 utilize when we're putting together the five-year program.

12 MR. HALIKOWSKI: So Mr. Chairman, Mr. Stratton,  
13 it's a recommended investment choice. As Greg says, it's a  
14 policy document. It's a guide. But obviously we don't know  
15 what might happen with Congress, you know, in the coming months,  
16 and with the President's transportation plan.

17 So I think the key here is that if funds were to  
18 come in, then we'd be back with recommendations on trying to  
19 balance where those funds would best go in the future. So I  
20 don't think this locks anybody in to where the Board can't, as  
21 always, look at what it's doing from its policy investment  
22 standpoint and work with the Department on the right balances.

23 MR. STRATTON: Very good.

24 MR. ROEHRICH: I think it's important to remember  
25 that as a policy for a long range, that's all this is driving

1 at, is a strategic look at investment. Your five-year program  
2 that you approve every year is the actual investment.

3 MR. STRATTON: Uh-huh.

4 MR. ROEHRICH: So if there's an immediate  
5 increase in funds or something, we don't go back to this until  
6 it needs to be updated. We will address that in the individual  
7 updates to the --

8 MR. HALIKOWSKI: Right.

9 MR. ROEHRICH: -- fiscal years in the five-year  
10 program. So we will address the actual revenues and the actual  
11 project list and the actual implementation of the five-year  
12 program. This only says how we generally feel we should be  
13 leveraging transportation funding over a period of time. So we  
14 don't have to come back to this ever again for another four or  
15 five years, because the five-year program deals with today.  
16 This deals at how we think it's going to look at over a period  
17 of time.

18 MR. STRATTON: One additional follow-up question  
19 then. For many years previous boards and this board have  
20 supported the preservation, funding it up to 260 million. It  
21 was a goal for many years. We reached that goal and felt we had  
22 attained it, and now all of a sudden it jumps another 60  
23 million. Can you explain that jump all at one time? You know,  
24 why would we -- being told for years, previous boards, 260 is  
25 our -- that's where we need to be, and we get there and it

1 changes?

2 MR. BYRES: So that 260 number and the 320 number  
3 that we currently have, that's a balance. That's all it is,  
4 between -- between expansion, modernization and so forth,  
5 statewide. It's the best thing we can get or the best balance  
6 that we can get to try and maintain that preservation. It's  
7 still way short of what we really need in order to keep our  
8 system in a good condition or fair condition. We still have  
9 poor that's in there, and our fair condition is growing ever,  
10 ever larger, and our good condition is growing ever smaller,  
11 because we don't have full funding to be able to do that. So  
12 this is just a balance is what we're looking at.

13 MR. ROEHRICH: Mr. Chairman, the state engineer's  
14 circling like a hawk out there.

15 MS. BEAVER: Tell him (inaudible).

16 MR. ROEHRICH: I know he's just desperate to get  
17 in (inaudible).

18 MR. HAMMIT: I guess I'd like to add because we  
19 didn't ever get there, it's just like maintenance on your car.  
20 If you put it off, those needs didn't go away. We've asked --  
21 or came up almost seven years ago, we need 260. This program  
22 doesn't get us to 260. So all those things were unfunded for  
23 all those years have been adding up. If we don't -- now we feel  
24 to start today we need 320. If we don't get 320, we have  
25 unfunded maintenance needs that will continue to build up. They

1 don't go away before there. So if we would have funded at 260,  
2 at that point, we felt we would remain constant, but since we  
3 didn't get there, we lost ground. So to make up for that  
4 ground, that's why the need is 320.

5 MR. ROEHRICH: And Mr. Chair, I guess the other  
6 comment I would point, we put that in as funds for today. This  
7 is trying to start to also accommodate the increase in  
8 inflation, increase in our construction costs. It's not the  
9 same cost to do projects five or seven or eight or ten years ago  
10 as it is today. So we're naturally going to see an escalation  
11 in those costs. Even if we would have maintained 260 million,  
12 inflation would have driven that amount up, plus the need to get  
13 caught up again on --

14 MR. HALIKOWSKI: Unfortunately, the gas tax,  
15 which is our big economic driver, is not subject to inflation.  
16 So the last estimate I heard is that that dollar gas tax passed  
17 in '91 is worth around 40 cents now, and so we lose money or  
18 lose ground every year.

19 Now, Dallas, the Governor's budget asks for  
20 another 25 million in maintenance and preservation, and I know  
21 that the -- we're trying to go at about 4 or 5 percent of the  
22 miles needed every year. Can you talk about that a little bit?

23 MR. HAMMIT: With what the Governor has requested  
24 and the Department, this will help close that gap, because this  
25 will give us some preventative maintenance. I don't know if

1 Greg's going to show it, but the Board has seen his slide that  
2 shows if we spend money on preservation early enough, we save  
3 reconstruction dollars in the future.

4 What the 25 million will do is go out and touch  
5 -- I think we figured about 3,000 lane miles each year that now  
6 we can extend the life of the pavement. So that will help us  
7 and maybe defer our -- defer the need to increase preservation  
8 dollars in the future. Reconstruction dollars.

9 And that's one thing that the Board -- we as  
10 staff need to do a better job. We use preservation very  
11 broadly, from a -- just a seal coat to a mill and fill five  
12 inches. Really, there's preservation, reconstruction and some  
13 things in between.

14 MR. HALIKOWSKI: But that is not new money in the  
15 program. That 25 million's coming from the capital side,  
16 correct?

17 MR. HAMMIT: Mr. Chairman, Director, it comes out  
18 of the capital and operating. That is correct.

19 MR. HALIKOWSKI: So it's still within the total  
20 dollars of transportation funding that we get from gas and VLT.  
21 It's not general fund money coming in. It's still within our  
22 own pot. It's just being shifted over.

23 CHAIRMAN CUTHBERTSON: Board Member Elters.

24 MR. ELTERS: Dallas, reflecting back, previous  
25 board members faced some of our dilemmas, and I think there was

1 a concern that we would get to this point someday. But it's  
2 always been a balance between preservation, expansion and  
3 modernization.

4 It's -- it's a concern or disheartening to me on  
5 my first session to see that expansion is zero, at least from a  
6 policy perspective. And while I understand the value of  
7 preservation, and it's necessary, and you need only to get out  
8 and drive the state highway system and the freeways to recognize  
9 that, I think not expanding the system where it's needed and has  
10 been identified over the years, and expansion has been partial  
11 but not complete, is truly a concern that I think we need to not  
12 lose sight of.

13 And to that end, I would just say the reality is  
14 what it is. This is a policy and a strategy and a plan, but I  
15 think we need to figure out how we can get some money into the  
16 system so we can provide for an expansion project. There are  
17 many corridors around the state where we started much needed  
18 expansion due to safety or otherwise that are not complete and  
19 do need to be completed.

20 So I fully understand. I'm with you as far as  
21 preservation is concerned, but I just don't think we can go on  
22 accepting this, that this is -- you know, it is what it is, it's  
23 what we have, and accept the fact that expansion is just going  
24 to not be funded, because just like preservation, we will get to  
25 a point where we'll have to figure it out and fund it. With the

1 growth and the added lane miles traveled, we -- expansion is  
2 going to become as much of a necessity as preservation.

3 CHAIRMAN CUTHBERTSON: Board Member Sellers, did  
4 you have comments?

5 MR. SELLERS: Yeah. Just a comment.

6 It seems to me that with the discussions going on  
7 at the federal level right now about infrastructure that we're  
8 going to -- we need to be prepared to be more flexible than  
9 usual to address whatever plan comes out of the federal  
10 government and be ready to ensure that we get our share of  
11 whatever that program ends up being.

12 MR. HALIKOWSKI: So Mr. Chairman, Board Member  
13 Sellers, to that point, we're doing an analysis on the so-called  
14 "leaked plan" that we've seen come out of the Oval Office, and  
15 we're keeping up with these changes on a daily basis on how they  
16 will affect Arizona.

17 Unfortunately, from what we've seen so far is  
18 that most of these federal funds will require some kind of  
19 management from the state, and as Mr. Chairman asked me last  
20 month or two weeks -- the last (inaudible) at the board meeting  
21 -- time flies -- whether or not we'll be able to participate.  
22 And again, not knowing what the rules are as of yet, but if  
23 there's going to be significant new match money required, we're  
24 going to have a very hard time bringing that money home to  
25 Arizona.

1 MR. SELLERS: Well, and that's part of why I'm  
2 suggesting we need to be prepared to be flexible.

3 MR. HALIKOWSKI: I agree. But again, back to  
4 your comments and Board Member Elters' comments, we don't  
5 exactly have taxpayers running in asking to be taxed more for  
6 the roadways. And through our Key Commerce Corridors  
7 initiative, over the past four years we have really tried to  
8 educate the businesses and the public on the needs for a vibrant  
9 transportation system for economic growth. We just still  
10 haven't gotten that wave to roll yet.

11 And so as I explained to Board Member Elters this  
12 morning, I think we also have to look beyond regionalism in this  
13 flexibility, because the rural areas cannot carry some of  
14 expansion needs alone, and I'll use I-10 between Phoenix and  
15 Tucson as a prime example. That 22 miles through the Gila River  
16 corridor. We're going to need entities that benefit from that  
17 interstate to participate in the funding of expansion in the  
18 future. So we're going to need to look beyond just regions as  
19 we start looking out into the future, I believe.

20 CHAIRMAN CUTHBERTSON: Board Member Hammond.

21 MR. HAMMOND: Yeah. This is maybe a little  
22 different take. First of all, I'm sure there's a pain index out  
23 there that when we hit it as a state, we'll probably do  
24 something (inaudible) Legislature right now as far as the  
25 (inaudible) on alt fuels and that sort of thing. We'll see if



1 there's enough pain for it to be passed this year. Maybe not.

2 But what's interesting, and these slides, we get  
3 them, and we've seen this coming -- we've seen these same slides  
4 for, at least I have, for three years, and this clearly shows  
5 that unless you're forming a local taxing district, there is no  
6 expansion going on. It's all Pima County and Maricopa County  
7 doing the expansion right now.

8 But I don't know how -- we all get these emails  
9 from these folks complaining about we're spending all this money  
10 expanding our state system when all these changes are coming  
11 down the pike. Maybe one of the silver linings, that we haven't  
12 got money to go expand the state system. So if any good  
13 technology comes down, you know, there's -- that technology  
14 wildcard is still out there that could change the game. And you  
15 know, maybe we'll find with autonomous vehicles and some of  
16 these things that we do get more capacity. But the message that  
17 we're not spending money on expanding our state system because  
18 we don't have it doesn't seem to be getting out there.

19 UNIDENTIFIED SPEAKER: Right.

20 MR. HAMMOND: Maybe it should. So I'm just -- I  
21 do my part here to (inaudible) for a nickel a gallon on the  
22 sales -- on the gas tax. But you know -- you know, no, I think  
23 as a board member I (inaudible) this one time. I can do that.  
24 I know staff can't.

25 But I'm just saying we need to get this -- these

1 facts out there and let the public make informed decisions,  
2 because there's a lot of misinformation on how we spend the  
3 money at the state level. You know, the rural areas don't --  
4 there's no money outside MAG and PAG and other -- Pinal County  
5 now has a taxing district to expand.

6 MR. SELLERS: Well, and to your point,  
7 Mr. Chairman, I'll just reiterate what I said at our last  
8 transportation board meeting, and that is that even with the  
9 technology improvements that we're going to see, the state  
10 Congress depends on infrastructure. And we are getting way  
11 behind on a statewide basis on providing that kind of  
12 infrastructure for our economic future.

13 MR. ROEHRICH: (Inaudible.)

14 CHAIRMAN CUTHBERTSON: Any other questions?  
15 Mr. Byres, as you -- are you still --

16 MR. BYRES: If there's no other questions, I'm  
17 done with my presentation.

18 CHAIRMAN CUTHBERTSON: Okay. Okay.

19 MR. ROEHRICH: He's ready to get out of here.

20 CHAIRMAN CUTHBERTSON: Okay.

21 MR. BYRES: I have another one.

22 MR. ROEHRICH: He'll be back (inaudible).

23 CHAIRMAN CUTHBERTSON: So let me make sure. So  
24 at some point, the Board's -- this will be presented to the  
25 Board to adopt this 20-year program or -- is it 20? Yeah.

1 MR. HALIKOWSKI: Right.

2 CHAIRMAN CUTHBERTSON: This program.

3 UNIDENTIFIED SPEAKER: Yeah.

4 CHAIRMAN CUTHBERTSON: And so, I mean, we're not  
5 there yet. I guess at some point when we feel ready, we would  
6 do it and we would need -- obviously, there's -- it's not the  
7 ideal situation, and we would like to see things different, but  
8 I do understand the importance of maintenance.

9 I think just from my own personal perspective  
10 that the general public, they respond more to projects that they  
11 can see and think of rather than maintenance on highways. By  
12 the time they respond to maintenance, it's past the point of  
13 taking care of it in a timely manner so you don't spend a lot of  
14 money. So, I mean, as board members, I think we have to  
15 recognize that. If we don't spend that money, even though --  
16 although, you know, from your presentation, it sounds like a lot  
17 of the feedback you got from folks that were involved with this  
18 recognized the need for maintenance and improved maintenance,  
19 which is good.

20 But anyway, so I guess the process is what --  
21 when --

22 MR. ROEHRICH: Chairman.

23 MR. CUTHBERTSON: -- would we go forward with  
24 this and look at it, trying to adopt it, or do we need to  
25 discuss it more? I don't...

1 MR. ROEHRICH: Well, Mr. Chair, we'll discuss it  
2 as long as the Board wants to. The staff is ready to bring it  
3 to the February board meeting for adoption. So we can submit it  
4 to the Governor and to the Legislature, and I think this is an  
5 opportune time to at least push for the narrative of the need  
6 for the funding, with the shortfall at -- across the whole  
7 system, not just the rural area, but it's the shortfall across  
8 the system.

9 UNIDENTIFIED SPEAKER: Right.

10 MR. ROEHRICH: And with the Legislature --  
11 legislators in session now, I think that the sooner we can get  
12 this to them in its final format, it at least gives -- opens the  
13 door hopefully to more discussion about some of the topics that  
14 are being discussed now, but then as well, where's our plan and  
15 where's our elected leaders' plan in order to address this  
16 shortfall moving forward. Realizing that ADOT doesn't generate  
17 funds. We collect funds. So if there's no -- if there's no way  
18 to increase those funds, there's no way for us to collect it and  
19 then come back to you with the way -- as a board, way -- how to  
20 implement those funds through expanding the program.

21 So I think that the best thing for us and the  
22 staff's recommendation is we bring this back in February. You  
23 adopt it. We push it up to the Governor, the Legislature. Then  
24 we continue to start the dialogue, which again, the Board  
25 members can do as well with the elected leaders, but that will

1 (inaudible) on the revenue situation.

2 MR. HALIKOWSKI: So Mr. Chairman, this is a  
3 timely thing in the sense that, as you pointed out, or someone  
4 did, there's a number of bills going through the Legislature  
5 right now dealing with either VLT on vehicles that get a  
6 significant discount because of the propulsion systems, dealing  
7 with whether or not the director of ADOT would be able to set  
8 some sort of public safety fee on vehicle registrations.

9 So there's a lot of things happening. I don't  
10 know ultimately in the wash what's going to come out, because,  
11 you know, it is a big education year this year. That's what  
12 most of the electorate seems to be energized about. But what's  
13 being done is in talking with members and Chairman, we're also  
14 setting up for the next session. And so you're in an election  
15 year, let's face it, and so people are -- I think are being very  
16 careful about new taxes and fees. And so I think this is a good  
17 preparation year.

18 This document really begins to underscore rural  
19 Arizona. And where the Board can be helpful is in talking to  
20 their legislators or one on one, especially in rural Arizona,  
21 because they get it. I mean, we've been communicating with them  
22 a lot about the directions these things are heading in and what  
23 the needs are. And I hear numbers like 5 cents or 10 cents on  
24 the gas tax, but remember, too, although helpful, there's a big  
25 gap there, and we have to be realistic that gasoline tax alone

1 is not going to get us out of this.

2 We also have to look at all of the other  
3 propulsion systems that are being proposed out there. We have  
4 to look at a number of different things to decide what's a good  
5 balance to fund transportation that is acceptable to the  
6 electorate, because these things normally don't get passed by a  
7 legislative body. Normally they go to a (inaudible). So  
8 there's some work that needs to be done this year, and this is a  
9 good document to launch that discussion.

10 CHAIRMAN CUTHBERTSON: Okay. Do we -- Deanna, do  
11 you have a comment?

12 MS. BEAVER: Yes, Chairman.

13 I guess what my question is, though, based on  
14 this document, if in February the Board was to approve this  
15 document, how does -- how could we make sure that based on the  
16 content of this document that the legislators, other than going  
17 one on one and talking to our legislators, are aware of our  
18 concern as a board if we adopt it that there are no expansion  
19 dollars for Greater Arizona? I think it's a concern of ours,  
20 and our voice is not reflected in terms of that issue in here.  
21 How can we incorporate that into this? I guess that's what my  
22 question would be.

23 MR. BYRES: Mr. Chairman, Board Member Beaver,  
24 one of the things that will go along with this is there will be  
25 two appendices that will go with it. One will be the comments

1 that we have received, which are 120 comments that we've  
2 received on this. The other will be this board's comments. So  
3 that will be part of this plan. It will be in an appendix to  
4 the plan. So your comments that we've generated at previous  
5 board meetings as well as this board meeting will be in that  
6 document.

7 MR. HALIKOWSKI: So excuse me, Mr. Chair, Greg.  
8 Is there a way the Board could do a cover letter laying out  
9 their concerns of this study? And that would be the first  
10 (inaudible) that you would open up to.

11 MR. BYRES: That would be an excellent way that  
12 we could help do that as well.

13 CHAIRMAN CUTHBERTSON: Yeah. I think we  
14 certainly could do that as a board.

15 Board Member Stratton.

16 MR. STRATTON: That was my -- thank you,  
17 Director. Appreciate it. You're reading my mind here. I was  
18 going to say how many legislators are actually going to  
19 legislate (inaudible) going to go through and read all of these  
20 comments and these documents. It's not going to happen.  
21 They'll look at an executive summary maybe, so the letter  
22 adopted by the Board, I would ask that be put on the agenda in  
23 February.

24 I have no problem passing this document as it  
25 exists with the understanding that in the future we have to make

1 tough decisions. I agree with Mr. Elters that we are going to  
2 have to do some things in the future, and we may have to move  
3 money from preservation or modernization into expansion. That's  
4 a decision that the Board would have to make at that time. So  
5 as long as that understanding is there, that the Board has the  
6 ability to move those moneys as necessary, I have no problem  
7 with this document proceeding to (inaudible).

8 UNIDENTIFIED SPEAKER: Who writes the letter?  
9 Staff?

10 UNIDENTIFIED SPEAKER: Yeah. Good question.  
11 Good question.

12 MR. ROEHRICH: Let's see.

13 MS. BEAVER: Is that a delegated responsibility?

14 MR. ROEHRICH: Mr. Chair and Board members, staff  
15 will write a draft letter summarizing basically all the comments  
16 that we've -- you've previously provided, plus all the comments  
17 presented here, again, capturing the essence of the revenue  
18 shortfall and the significance of, again, the funded strategy  
19 moving forward without -- not getting in specifics of individual  
20 project needs, because that -- you deal with that at the five-  
21 year program level. So it would be that higher level document,  
22 but it would stress the significance of the shortfalls that have  
23 been identified through your comments. And we'll draft it up at  
24 staff level, and you can tweak it and finalize it. But once you  
25 adopt it, then we can go through the process, get signatures on

1 the letter, add it to the document and get it submitted.

2 CHAIRMAN CUTHBERTSON: Okay. Board Member  
3 Stratton.

4 MR. STRATTON: Because the sensitivity of timing  
5 of this, would it be possible to get that letter out to the  
6 Board in email form within a week or so, so we could get  
7 comments back to you so we could have a final draft on the  
8 February meeting agenda?

9 MR. ROEHRICH: Mr. Chair, Mr. Stratton, I'm not  
10 going to commit to within a week, but we'll get it to you as  
11 soon as we can. Our goal would be to get it to you before the  
12 board meeting so you can have a chance to review it and either  
13 bring comments at the board meeting, submit them to us so we can  
14 edit it. But we will get it out to you before the board  
15 meeting.

16 CHAIRMAN CUTHBERTSON: Okay.

17 MR. STRATTON: Thank you.

18 CHAIRMAN CUTHBERTSON: So --

19 MR. ROEHRICH: Thursday night before the board  
20 meeting, just so you know.

21 CHAIRMAN CUTHBERTSON: So --

22 MR. ROEHRICH: Right, Greg?

23 MR. BYRES: Yes.

24 CHAIRMAN CUTHBERTSON: Does the Board think they  
25 have enough information and have made enough comments that we

1 would be ready to consider the adoption of the plan as well as  
2 the letter on the February board meeting? I guess that's the  
3 question. Okay. All right.

4 MS. BEAVER: I think with the letter included,  
5 yes.

6 CHAIRMAN CUTHBERTSON: Okay. Yeah. Okay. All  
7 right. That's a good deal.

8 MR. HALIKOWSKI: So, Mr. Chairman, if I could  
9 just also give you a little bit, I guess, of comfort here, too,  
10 is that it's very early -- well, not very early -- but it's  
11 still early in the legislative session. They haven't swapped  
12 bills with houses yet. And so during that swap period, you're  
13 going to see some of these ideas rise and some of them fall.  
14 And so you still have time after bills are swapped to address  
15 both transportation committees on this plan roughly around  
16 March. So they'll be hearing each other's bills at that point.  
17 We'll have a better idea of what's moving forward and what seems  
18 to be stalled at that point. So it doesn't necessarily have to  
19 be February, but certainly no later than March.

20 CHAIRMAN CUTHBERTSON: Okay.

21 MR. ROEHRICH: Mr. Chair, it has to be February.

22 MR. HALIKOWSKI: Okay.

23 CHAIRMAN CUTHBERTSON: It sounds like we're ready  
24 for February --

25 MR. HALIKOWSKI: Yeah. I agree.

1 CHAIRMAN CUTHBERTSON: -- with the letter. I  
2 mean, we're ready to consider it for February.

3 MR. HALIKOWSKI: Do you stay awake all Thursday  
4 night (inaudible)?

5 CHAIRMAN CUTHBERTSON: Okay. Any -- Board Member  
6 Thompson, do you have a comment? Sorry.

7 MR. THOMPSON: Chairman, many of you, I think all  
8 the board members know that -- of the conditions of  
9 transportation in the rural and remote areas, particularly on  
10 the Native American reservation, and you've seen that report  
11 that was put together by the general -- by -- GAO --

12 MR. ROEHRICH: General Accounting Organization,  
13 GAO.

14 MR. THOMPSON: General Accounting, so you've seen  
15 that. And you're also aware that coming to ADOT and qualifying  
16 for certain dollars, a lot of -- it's just hard to do because of  
17 the policies in place. So I do support the Director's comment  
18 that we need to be aware of the funding legislations that are  
19 being proposed to the Legislature.

20 Last couple years back, in order to address some  
21 school bus routes, we had to go to our legislators, and they  
22 were kind enough to give us 1.5. And we are going through that  
23 again, and anything that we can do to support one another,  
24 that's going to be a real big step towards getting our kids to  
25 school, and average, they're missing 15 days of school per year

1 because of bad road, and that does impact their academic  
2 performance. So that is one of the highest priority among the  
3 rural and remote areas. Again, like I said, Native American  
4 reservation, Navajo, Hopi reservations, and we are going -- I'll  
5 be giving a presentation to the transportation committee, and  
6 there's other -- another committee on -- I think tentatively on  
7 March 5th. So again, any way that we can support one another to  
8 tell the story to -- even to the Governor. I think we had that  
9 communication with the Governor's office (inaudible). So again,  
10 thank you, Chairman.

11 CHAIRMAN CUTHBERTSON: Yeah. Yeah. Thank you.

12 Any other comments? Mr. Byres, thank you.

13 MR. BYRES: Uh-huh.

14 CHAIRMAN CUTHBERTSON: I guess you're -- we're  
15 moving on to the third item on the agenda, which is the  
16 2019-2023 Tentative Five-Year Transportation Facilities  
17 Construction Program review. So Greg and Kristine, I guess, are  
18 up.

19 MR. BYRES: Do you want to go first?

20 MS. WARD: Yeah. Thank you. (Inaudible) the  
21 money and you tell what you're going to spend it on.

22 Excuse me. A little business process  
23 re-engineering up here for a second.

24 All right. Thank you, Lynn.

25 So what we're going to do is basically the agenda

1 for the presentation is I'm going to take you through the final  
 2 HURF numbers for 2017, and the HURF, Highway User Revenue Fund,  
 3 as well as the Regional Area Road Fund numbers, what we achieved  
 4 finally in 2017, touch on the federal funds that will roll in to  
 5 fund the program, are available for the program, and what  
 6 bonding we'll be doing.

7 In compilation, we take all of those fund sources  
 8 and we say, "This is what's available." FMS passes that over to  
 9 Greg's team in Multimodal Planning and says, "These are the  
 10 dollars that are available for the program."

11 Starting off with HURF. So what you see here is  
 12 a historical representation of HURF revenues. I am somewhat  
 13 happy to say that we have finally in 2017 ended the year and  
 14 eclipsed 2007's revenue figures. It only took us ten years to  
 15 get back to 2007. Historically, I think I've mentioned this  
 16 before. In 2017, we experienced 3.6 percent growth in our HURF  
 17 revenues. Historically, if you were to go back to the good old  
 18 days, pre-Great Recession, the growth rates that we typically  
 19 experienced ran between 4 and a half to 6 and a half plus growth  
 20 rate per year. We are not experiencing that, and we are not  
 21 forecasted, as I will show you later, to experience that.

22 In terms of the primary sources of funds that  
 23 roll into HURF, 50 percent of the sources that fund -- sources  
 24 to HURF are coming in -- those revenues are coming in from fuel  
 25 taxes, our gas taxes and our diesel taxes. And then another 30

1 percent rounds out with vehicle license tax, VLT.

2 Now, what this shows you is the gasoline -- the  
 3 gas gallons sold and the price per gallon. In 2017, from 2016  
 4 to 2017, you'll see that red line depicts the price per gallon.  
 5 We experienced very little change in our price per gallon.

6 Now, I -- on this slide I kind of wish I had --  
 7 in listening to your conversations earlier, I wish I had  
 8 incorporated another slide in here, and it was some information  
 9 that we got here in the last couple of weeks. We found this  
 10 report that talked about fuel efficiency. If you'll recall, a  
 11 couple of years ago, we were at a fuel efficiency of about --  
 12 the U.S. fleet was at a fuel efficiency of about 23 miles per  
 13 gallon. Currently, our most recent data is we've crept up to  
 14 about 24.5, 24.9 miles per gallon. What that means in terms of  
 15 actual money to us, is had we not lost that, not had that  
 16 erosion from fuel efficiency, we would have seen another \$75  
 17 million rolling into HURF in 2017.

18 I don't want to depress you too much, but if you  
 19 look at what -- keep in mind that's our current fleet. What  
 20 manufacturers are currently generating in terms of their new  
 21 models are running at 30 miles per gallon plus. The average  
 22 mile per gallon that is coming off of the manufacturers'  
 23 assembly lines right now is averaging 30 miles per gallon plus.  
 24 So what we're going to see in terms of HURF revenues, that's  
 25 some of the considerations that are rolling into the forecasts



1 and so forth as we go forward.

2 MR. HALIKOWSKI: Kristine.

3 MS. WARD: Yes, sir. Mr. Chair. Yes, sir.

4 MR. HALIKOWSKI: I'm sorry, Mr. Chair.

5 How do we factor in, and is it significant yet,  
6 all the cars using some other propulsion besides motor fuel,  
7 number one? And then number two, on the VLT side, are we  
8 factoring in or is it becoming significant enough alternate fuel  
9 vehicles that are only paying 5 percent of the VLT you and I  
10 pay? Obviously as electric cars and other alternative fuels  
11 become more popular, as it seems, we're going to see a VLT  
12 erosion, I'm assuming, at some point.

13 MS. WARD: Mr. Chair, Mr. Director, yes. It is  
14 not factored in as a -- it's factored in indirectly, in that we  
15 are looking at historical numbers. We are looking at trends to  
16 that point. Price per gallon, we look -- that's incorporated  
17 into our financial model, but a specific -- at this point,  
18 alternative fuel vehicles, those that are using a completely  
19 different propulsion system, are so -- are de minimis.

20 MR. HALIKOWSKI: Okay.

21 MS. WARD: But the numbers are growing with their  
22 release, and greater concern is we've now moved on to diesel  
23 fuel is -- you know, when I got this neat little update in Gmail  
24 of Tesla's now put out an electric 18-wheeler, which, you know,  
25 that doesn't make a transportation CFO happy.

1 MR. HALIKOWSKI: Well, and along to that point,  
2 Mr. Chair, the major trucking companies, whether it be Swift,  
3 Yellow Freight, Knight, all of them are building a CNG highway  
4 across the country. We don't tax CNG as a propulsion fuel. So  
5 again, there needs to be legislative work here that's done so  
6 that we're using some kind of formula to capture all of these  
7 different modes of propulsion. Thank you.

8 MS. BEAVER: I have -- I would like to just ask a  
9 question of the Director.

10 If, as we move forward, we see that there is more  
11 of that interest with regard to the electric car and other  
12 propulsion, where does that fall? Does that fall under the  
13 Arizona Corporation Commission is who would have jurisdiction  
14 over it, because of the fact these are units that are electric  
15 generated, or --

16 MR. HALIKOWSKI: So Mr. Chairman, Board Member  
17 Beaver, it's an interesting question on two points. If we're  
18 going to set some sort of rate on the vehicle's use of the  
19 roadway, that would fall under the Legislature. But what's  
20 interesting is as we've talked about, how do you set a rate for  
21 an electric vehicle? Is that a per miles thing, or are you  
22 going to do some sort of tax on the amount of electricity used?

23 And at that point, we might very well involve the  
24 Corporation Commission, because how does the Department of  
25 Transportation recapture that revenue? Because we don't have

1 any access into that revenue stream. So it's something Kristine  
2 and I have been talking about. For these various types of  
3 propulsion, we're going to have to figure out what's the  
4 statutory capture scheme, if you will, and what entities are  
5 involved in that.

6 MS. WARD: May I proceed?

7 UNIDENTIFIED SPEAKER: (Inaudible.)

8 MS. WARD: In terms of diesel fuel, also known as  
9 use fuel, we -- in 2017, we experienced about 4.5 percent  
10 growth. You can see there on the chart what's -- what went on  
11 with the -- with the per-gallon price. \$2.77 in '17, up from  
12 \$2.58 in -- up from '16 to '17. Excuse me.

13 VLT is kind of one of our bright spots, because  
14 it's one of the few parts of our primary funding sources that  
15 considers inflation. You'll recall that the gas tax and the use  
16 tax diesel are not indexed for inflation. And the Director's  
17 comments with regards to -- you nailed your numbers, Director --  
18 in terms of the dollar, we are operating on a 1990, 1992 dollar  
19 that is only worth about 45 cents. We would need an increase to  
20 the gas tax to recapture that and bring us up to what inflation  
21 has eroded. We would need a gas tax at about 33 cents per  
22 gallon.

23 The difficulty, though, is again, back to the  
24 fuel efficiency factor. It's eroding the underlying funding  
25 streams of fuel tax. So VLT, we experienced about 6.6 percent

1 growth over -- over our '16 revenues in '17.

2 So where does this all lead us in terms of our  
3 projections? You'll recall that I mentioned to you that our  
4 historical growth rates in HURF ran anywhere -- again, pre-Great  
5 Recession -- I have never gotten the joy of experiencing those  
6 growth rates -- but pre-Great Recession, we experienced 4 and a  
7 half to 6 and a half plus percent. What you see in these  
8 forecasts, what's depicted there is a compound annual growth  
9 rate of about 3.5 percent. And so that's what you'll see.  
10 Those -- it's those revenue figures that are utilized to  
11 construct the statewide program and the dollars that are  
12 available for the construction program.

13 Remember, these represent HURF dollars. So when  
14 you see in 2018 a projection of 1 billion 463 million, remember  
15 that that -- those are HURF dollars. State Highway Fund, which  
16 funds the five-year program, is a subset of those dollars. So  
17 I'm not -- when you see numbers later on, I don't want you to  
18 think you were supposed to see 1.4 billion.

19 Mr. Chair, Mr. Director.

20 MR. HALIKOWSKI: Mr. Chair.

21 CHAIRMAN CUTHBERTSON: Yes.

22 MR. HALIKOWSKI: Kristine, so it's really  
23 imperative that we're seeing this increase, but one of the  
24 things Dallas mentioned was this gap, where we lost ground in  
25 preservation. And as I recall one slide in 2006, based on the

1 projections, our revenues were going in this straight line, and  
 2 if you look at actuals, there was about a \$17 million gap there.  
 3 So even though -- I want to point out we're getting back up to  
 4 where we were pre-recession levels, I'm safe to assume there was  
 5 a lot of ground because (inaudible).

6 UNIDENTIFIED SPEAKER: Right there. Look at the  
 7 difference between --

8 MR. HALIKOWSKI: Right.

9 UNIDENTIFIED SPEAKER: -- the blue to the green.  
 10 Look at the (inaudible.)

11 MR. HALIKOWSKI: And so is that partially why we  
 12 have this gap that's been created?

13 MS. WARD: So Mr. Chairman and Director  
 14 Halikowski, the gap you're referring to is actually reflective  
 15 of the -- our -- this entire process that we're partaking in  
 16 right now. Every year we go through and we forecast revenues,  
 17 and we say this is what we anticipate, and this is what -- the  
 18 dollars available for the program. And we have a very thorough  
 19 and arduous process for these -- doing these estimations.

20 Between the time we -- those estimations have  
 21 steadily -- those forecasts are steadily eroded over the years.  
 22 Had we had the money that we had forecasted back in 2006, to  
 23 your point, we would have seen 17-plus more -- billion --  
 24 17-plus billion more flowing into the transportation system.  
 25 But with the Great Recession having come along, that took us

1 back -- we lost a decade, perhaps more as I think about it. And  
 2 then you compound that with fuel efficiency. You compound that  
 3 with the erosion of inflation, and you just have a -- you have a  
 4 recipe for where we are now, which is the \$30 billion gap.

5 MR. HALIKOWSKI: Thank you.

6 MS. WARD: So what you see before you is the  
 7 result of what we call the risk analysis process. What that is  
 8 is that's our forecasting process. We gather economists and  
 9 transportation officials from throughout the state. We bring  
 10 that group together. Excuse me. We bring that group together,  
 11 and they provide to us their forecasts on a series of factors,  
 12 job -- like job growth, population growth, price per gallon.  
 13 Those are some of the factors that fold in here.

14 They provide us those estimates. We hand those  
 15 -- those estimates are handed over to HDR, our consultant, and  
 16 they come up -- they run a series of simulations. And -- a  
 17 Monte Carlo simulation. And from there, they provide us  
 18 estimates on a series of probabilities. It is 50 percent  
 19 probable that this will occur in our growth rates. We take  
 20 those probabilities, and we have selected in this forecast the  
 21 50 percent probability level, and that's what you see before  
 22 you. It is not a Magic 8 Ball owned by or sitting on my desk  
 23 that results in these numbers. This is a very collaborative and  
 24 has proven to be a very accurate and well appreciated by our  
 25 rates agencies process.

One thing that I should mention about these, these forecasts, one thing that is concerning is that it has been a number of years since our last recession, and if you look at overall recessionary timing and the cycles of recessions, they tend to run on a -- about a six-year interval. If you were to go over the last 11 recessions, they tend to cycle on about a six-year interval. If you go to the longest period of time, if you look at the longest period of time between recessions, that period would be about 11 years. If we went 11 years from our last recession, it would -- we would experience our next recession in 2020. These numbers hopefully are tempered well enough, and I understand hope is not a strategy. We have -- we have layered in to considered -- consider conservative growth rates, appropriate growth rates. But we do have to consider that as we face this five-year program and as we go forward and monitor our revenues, this is something we're watching out for.

So what does this mean in terms of the overall revenue forecast for the program from HURF? When I presented to you last year, last January, I presented you revenues that you see from that September 16th official forecast. What you see on the September 17th official forecast is what I'm presenting to you here today. And the result is that it reduces the amount -- the estimates reduce the amount of available revenues by about \$150 million for the program. And let me be more specific. \$150 million in HURF revenues. The rough impact to the program

would be to the tune of half of that. About 75.

That -- the reason for that is because the original estimates that we based the last program, we didn't meet our original estimates. So because the base was lower, we were growing off of that lower base of revenues.

Make sense? Did anybody -- did I lose -- did anybody fall asleep on me?

Okay. Continuing on with the cheery news. The Regional Area Road Fund. This is a little -- this one's a little happier. Not entirely, but... Turn the page here.

We experienced 4.3 percent growth in the Regional Area Road Fund. Had decent growth in our restaurant and bar. Thank you very much. Everybody go out. 7.3 percent on that. And then contracting at 6.3 percent, but that's -- contracting runs off of a fairly low base. So we ended up with about 411 -- 411 million in -- 414 in actual revenues. Excuse me.

What we see in terms of our forecast is, again, based on that 50 percent confidence interval. We run the Regional Area Road Fund through the same process as we do for our HURF forecasts, and we are seeing a compound growth rate -- estimating a compound growth rate for the balance of the program that runs through December of 2025. We're estimating 4.8 percent growth.

So what do those estimates actually mean to the program? It means that we're actually -- because, again, we are

1 growing off of a lower base, '17 came in a little lower -- we  
 2 are needing to take about \$75 million dollars out of the  
 3 program, 74.7. Okay? And that's in the five year -- that's in  
 4 the first -- it's 34 million in the first five years of the  
 5 program, but 75 over the life of the remaining regional  
 6 transportation plan for Maricopa County.

7 Moving on to federal funding. This will be brief  
 8 because we don't have a lot -- I don't have a lot to provide you  
 9 here. What we have assumed in our estimates is flatline growth  
 10 off of what we got through the FAST Act. So what you see here  
 11 is our '18 -- our '18 actuals in terms of apportionments and  
 12 obligation authority, and you'll see when we hit '20, FY '20 --  
 13 FFY '20, we have -- you'll see that the numbers remain the same.  
 14 It's because we just take that last -- that last figure, because  
 15 I don't know about you, but I have not been entirely successful  
 16 at predicting Congressional activity.

17 So in terms of financing mechanisms, what are we  
 18 doing in terms of our bonding program for this upcoming program?  
 19 It is not tremendously different. We're not doing a tremendous  
 20 amount more bonding than we were in our previous five-year  
 21 program, our '18 to '22 program. We anticipate about 1 -- close  
 22 to \$1.2 billion worth of bonding amongst all of our credits, and  
 23 that's what you see reflected there.

24 MR. HALIKOWSKI: So Mr. Chairman, Kristine, if  
 25 the federal government -- I'm sorry -- Congress instituted some

1 kind of borrowing program where we could, you know, go against  
 2 the private activity bonds or some other financial instrument,  
 3 we're pretty much at our limit right now with the pledged  
 4 revenues, or do we have any excess to bond further?

5 MS. WARD: Mr. Chairman, Director Halikowski, you  
 6 -- what -- we do not. We are -- we are --

7 MR. HALIKOWSKI: We're tapped out.

8 MS. WARD: The underlying problem here is  
 9 revenues. It's not -- we don't -- we don't need additional  
 10 borrowing techniques. I need cash. That's the difficulty. If  
 11 we don't address the revenues, we're in a difficult situation.

12 CHAIRMAN CUTHBERTSON: Yeah. Board Member  
 13 Stratton, do you have a question? Sorry.

14 MR. STRATTON: Mr. Chairman, Kristine, earlier  
 15 last year, you did some bonding at a lower rate which saved us  
 16 some significant money --

17 MS. WARD: Uh-huh.

18 MR. STRATTON: -- by paying off basic  
 19 refinancing, small bonds. How much -- and then, of course,  
 20 those savings are based over a long period of time. How many  
 21 millions of dollars go into this year's budget by that refinance  
 22 that you did last year?

23 MS. WARD: Let's see. Mr. Chair, Mr. Stratton,  
 24 it probably runs about 4 and 7 million dollars that landed in  
 25 this program. If I'm remembering that particular -- that

1 particular refunding, of which we've done quite a few over the  
 2 last few years, that was a GAN refunding, and -- and it was a  
 3 total of about 33 million, approximately, that spanned over a  
 4 significant term. So -- but I can get that figure for you.

5 MR. STRATTON: That's close enough. I was just  
 6 needing an estimate. Thank you.

7 CHAIRMAN CUTHBERTSON: Yeah. Board Member  
 8 Elters.

9 MR. ELTERS: So just to translate what Director  
 10 Halikowski said, we're bonded to the limit now or near the  
 11 limit?

12 MS. WARD: Mr. Chair, Mr. Elters, yes. So we  
 13 have -- the Department has bonding policy. So how close do we  
 14 want to come to our total bonding capacity? And what we're  
 15 doing is the reason -- is bringing ourselves -- actually, we're  
 16 building some bonding capacity back up, because we're not where  
 17 we should be. So the reason you see -- and it's depicted here  
 18 particularly on the blue bars. The reason you see HURF bonds in  
 19 the out years and GANs in the near term is because we have more  
 20 capacity on our GAN side, which are leveraging our federal  
 21 revenues, future federal revenues. But the problem is, is when  
 22 we hit the Great Recession, we actually went to where we had no  
 23 bonding capacity whatsoever. We were using our debt. We were  
 24 issuing debt in order to make our state match. That's why the  
 25 HURF program -- HURF Exchange program had to end.

1 MR. HALIKOWSKI: Well, we were issuing debt to  
 2 make the state match to bring federal dollars down, because the  
 3 instruction at that point to Kristine and her team was leave no  
 4 federal dollars on the table. Bring everything home we  
 5 absolutely can. But to be perfectly transparent, I want to say  
 6 that we have AAA ratings, but it's based on our coverage, our  
 7 ratios --

8 MS. WARD: Uh-huh.

9 MR. HALIKOWSKI: -- of cash for the bonding.

10 MS. WARD: Uh-huh.

11 MR. HALIKOWSKI: And so you could theoretically  
 12 lower those, but then you're going to lose ratings and --

13 UNIDENTIFIED SPEAKER: You'll pay more for the --

14 MR. HALIKOWSKI: -- you'll pay more premium on  
 15 the --

16 (Speaking simultaneously.)

17 MS. WARD: Mr. Chair, Director Halikowski, that  
 18 is not actually the case with regards to -- we could -- we could  
 19 sacrifice our ratings. But when I say we're already -- we're  
 20 already nearing our coverage levels. Those coverage levels are  
 21 built into our bond resolutions.

22 MR. HALIKOWSKI: Right.

23 MS. WARD: So --

24 MR. HALIKOWSKI: So we just can't change them, as  
 25 some states have done, which they now suffer from lower ratings



1 and pay more premiums for their dollars.

2 MS. WARD: Correct.

3 MS. BEAVER: Chairman, I would like to say with  
4 regard to that, I don't think we would want to do anything where  
5 we would lose our rating, because then you have the other thing  
6 where you've got a constituency that says, "You don't know what  
7 you're doing with our money," and so then you lose that  
8 credibility. So I think we want to continue to do everything we  
9 can to keep our rating.

10 MS. WARD: Uh-huh.

11 MS. BEAVER: That AAA rating.

12 MS. WARD: Uh-huh.

13 MR. HALIKOWSKI: I agree.

14 CHAIRMAN CUTHBERTSON: Okay. Board Member  
15 Elters.

16 MR. ELTERS: Just to follow up since I brought up  
17 the question. I guess I should have asked it in a way that  
18 would say I understand there's a policy in place related to  
19 bonding, one that would enable the Department to preserve its  
20 rating, which has been remarkable over the years, and many  
21 people worked very hard, and many boards --

22 MR. HALIKOWSKI: Yes.

23 MR. ELTERS: -- worked really hard to attain it  
24 and preserve it. Where are we at in relation -- you've answered  
25 it already, I understand, but I was not trying to imply that we

1 should push the limit and impact our rating in a way that would  
2 -- that would impact us negatively in the process.

3 MS. BEAVER: Mr. Chairman, Mr. Elters, I didn't  
4 take it that way. I didn't take it that way. I took it you  
5 were actually inquiring to see how close we were getting out of  
6 concern as opposed to trying to encourage it.

7 MR. HALIKOWSKI: And Mr. Chair, I'm just trying  
8 to be transparent. We have these discussions in the Department  
9 of how can you generate more revenue, but they're always  
10 relative to what risk do we encounter to do that? I just didn't  
11 want the Board to think that certainly we were closing off any  
12 potential avenues.

13 MS. WARD: Huh-uh. Huh-uh.

14 MR. HALIKOWSKI: But the risks become too high in  
15 order to gain (inaudible).

16 MR. ELTERS: Okay. No. Appreciate it. It's  
17 good learning for us. For me.

18 MS. WARD: So moving on to the program itself,  
19 for those of you who are not familiar with the Casa Grande  
20 Accords, I'm basically going to give you just a very quick  
21 briefing on what we do in terms of allocating our programming  
22 across the state.

23 So once we identify that funds are available, the  
24 Department begins the process of identifying the amount of funds  
25 that will be programmed in each region. Now, back in 1999,

1 stakeholders from across the state got together at Casa Grande  
2 and agreed on a percentage of those resources that would be  
3 allocated to each planning region, and they divided it according  
4 to the MAG region, the PAG region, and then the rest of Greater  
5 Arizona was how it was broken up.

6           It was also agreed to that there would be certain  
7 costs that would come right off of the top of those -- those  
8 revenues that were available, and those were things -- for  
9 things like facilities that were of value to the entire state:  
10 Ports of entry, rest areas, those types of things. And then --  
11 and of course, this agreement is known -- has become known as  
12 the Casa Grande Accord.

13           The MAG region, it was determined that the MAG  
14 region would receive -- would be programmed at 37 percent of the  
15 funds available would be programmed in the MAG region. 13  
16 percent of the funds available would be programmed in the PAG  
17 region, and 50 percent would be programmed in Greater Arizona.

18           So once -- what happens in our process is we  
19 determine the available funding. FMS determines the available  
20 funding and then provides those figures to the Multimodal  
21 Planning Division, Greg's division, and from there, he applies  
22 that RAAC form- -- what we call the RAAC formula, the 50/13/37.

23           ITT -- ITD -- well, which this slide should be  
24 changed to IDO. I'm sorry. Dallas' team provides estimates on  
25 how much sub-program costs will be in terms of pavement

1 preservation, bridge preservation and so forth. And then  
2 provides those to MPD, and then MPD takes and runs the complete  
3 RAAC. That which is not used for sub-programs is provided in  
4 terms of those are the dollars that are available for major  
5 projects.

6           CHAIRMAN CUTHBERTSON: Board Member Stratton.

7           MR. STRATTON: Kristine, since the Casa Grande  
8 Accord came about, there's been several modifications to rest  
9 areas in particular, being that we've entered into agreements  
10 with private companies, and we've closed some over the years.  
11 Has that percentage that comes off the top changed due to those  
12 factors?

13           MS. WARD: Mr. Chair, Mr. Stratton, I can't -- I  
14 can't speak specifically to rest areas, but I can tell you that  
15 the off-the-top figures have changed over the years. The rest  
16 area component that I -- I'm trying to recall the exact number,  
17 but it's very -- it's very small. One of the larger components  
18 of those dollars that come off the top is planning and research  
19 dollars that are actually then distributed and passed through to  
20 the COGs and MPOs. That's a large increment that comes off the  
21 top.

22           Another increment that comes off of the top that  
23 is a fairly significant number is our -- freight funds that are  
24 for the nationally significant freight and highway plans that  
25 are pertinent -- excuse me.

1 MR. ROEHRICH: Mr. Chair, Mr. Stratton, I want to  
2 go back to rest areas real quick. Kristine, I know you expand  
3 beyond that.

4 The thing about the rest area is that the  
5 contract we have with the providers is only for the maintenance,  
6 and that's operating costs. So it's not even in the program.  
7 Those funds don't come out of the program.

8 What is programmed and does come off the top is  
9 the rest area rehabilitation subprogram. And that has been  
10 based upon our review and analysis of, you know, a longer  
11 strategy of updates to the rest areas (inaudible) maybe full  
12 reconstruction. Because of the cost of those, and with the  
13 downsliding revenue, we have held off on rehabilitating and  
14 reconstructing the rest areas. Some of them have degraded to  
15 the point where we had to close them, as you identified, because  
16 they're -- they're too expensive to keep open. As we have  
17 looked at the reduction in revenues, we have determined that  
18 some of those will stay closed a lot longer, or our program to  
19 rehabilitate them will be stretched out a little longer as we  
20 start looking at that.

21 So the funds taken off every year match what we  
22 have put in the capital program for either rehabilitation or  
23 reconstruction. So it's not like a set percentage. But that  
24 program is being managed in a way that we think will allow us to  
25 use what revenue's available without sacrificing other parts of

1 the system.

2 MS. BEAVER: For -- Chairman, it brought up  
3 another question, just what you were saying about with regard to  
4 these closed rest areas. The one that comes to mind is the one  
5 up on I-17 in the Munds Park area. How often do we look at if  
6 we were going to just totally shut one down and, you know, kind  
7 of totally dispose of it as opposed to having it? Because  
8 that's real close to Munds Park where there's gas stations and  
9 all kinds of other things. I don't know if that was the  
10 reasoning at the time that one was closed. But how often do we  
11 look at that?

12 MR. HALIKOWSKI: So Mr. Chairman, Board Member  
13 Beaver, if I could give you a little history lesson, back in  
14 '09-10, we were in this Great Recession, and as you know, the  
15 bottom pretty much fell out of our funding. We had choices to  
16 make back then of keeping rest areas open or keeping the  
17 highways free of snow and doing our plowing that winter. We  
18 chose that year to close some rest areas, and it saved us almost  
19 -- I think \$3 and a half million, which gave us some additional  
20 operating funds.

21 Over the years, as finances have improved, we've  
22 reopened some, but some of these are 40 to 50 years old, and so  
23 when we take into consideration is the fact that it's not just a  
24 parking lot with a bathroom. You have to have electric. You  
25 have to have wells. You have to have sewage. All of these

1 things are very expensive. And if there are rest areas that are  
 2 closed now, as population in our cities expand, it may be  
 3 better, you know, in the long run that we keep that closed.  
 4 There are others that we would like to maybe reopen, but when  
 5 you look at replacing one, they're about \$15 million  
 6 (inaudible). So they're not cheap to replace because of all of  
 7 the things that have to go into them.

8 So at this point, you know, we've kind of hit  
 9 this balance with what's open, and as Floyd said, we keep the  
 10 rest areas rehabilitated to the best that we can, but I don't  
 11 know that we have (inaudible). But where we are close to  
 12 population areas, that's where we kind of say to folks, well,  
 13 there are other alternatives. Because I do hear from citizens  
 14 who say, "I don't want to take my kids to the McDonalds" or  
 15 whatever. "Where's my dog going to go?" All of these different  
 16 factors. People have come to really expect this as a state  
 17 responsibility to have rest areas open, and so it's a balance  
 18 trying to decide.

19 We've looked into actually trying to P3 rest  
 20 areas. The Governor recently sent a letter to Secretary Chao  
 21 asking if they could do this under the federal government's  
 22 experimental program. But the secretary can't do this, because  
 23 federal law's been clear since the Highway Act in the 50s that  
 24 you can't privatize rest areas. Some are grandfathered in back  
 25 east before 1956, but out here in the West, ever since the

1 Federal Highway Act took place, we're not allowed to do it. We  
 2 have tried. We lobbied (inaudible) pretty heavily when he was  
 3 the chair of the Transportation Committee in D.C., but you have  
 4 a very strong lobby, the National Association of Truck Stop  
 5 Operators, that do not want the states in the rest area  
 6 business. They feel it's a threat to their industry. So that's  
 7 my history lesson.

8 MS. BEAVER: Thank you.

9 MR. HALIKOWSKI: Thank you.

10 CHAIRMAN CUTHBERTSON: I have -- before we move  
 11 on, I guess I have one other maybe comment or question.

12 We talked about the Casa Grande resolves. I know  
 13 how much work went into developing it. It wasn't something we  
 14 just did off the cuff. It was a lot of work, and it was -- it  
 15 served us well. It's -- I guess we're coming up on the 20-year  
 16 anniversary of that. A lot as changed in the state in those 20  
 17 years. I guess -- and we -- you know, we've just seen the  
 18 long-term highway plan and what that -- what that means for  
 19 Greater Arizona. I know the real issue is just a lack of total  
 20 dollars, but in staff's opinion, is there -- would there come a  
 21 time in the future where we would revisit that allocation? Does  
 22 that allocation still seem -- still seem like it makes sense, or  
 23 would that be something at some point this board would look at  
 24 again? And not just this board. I understand it was a big  
 25 undertaking of all stakeholders, and it's not something you

1 would get into lightly, but do you think it is still the right  
2 balance? Do you think it's still the right percentage?

3 MR. ROEHRICH: Mr. Chair, I think that's really a  
4 question that if you pull back all the stakeholders and debate  
5 it, I think it's going to really be looked at as a sign of the  
6 time. Remember, this was '99. Now it's different. And I think  
7 opening up the Casa Grande Accord does open up all the  
8 discussion topics you said, but I think it's going to bring in  
9 even more topics than what's covered by in '99. And my concern  
10 would be bringing in which projects have the greatest economic  
11 benefit or return on investment.

12 The significant growth areas are in the major  
13 urban areas, and that's where the significance of the jobs are  
14 being created, where the economy is being created. So if now  
15 the discussion, especially even at the federal level, start to  
16 go into what can you do for our economic benefit? What are you  
17 going to make the area more competitive -- to make America more  
18 competitive, then regionally, what are you doing to make each  
19 region more competitive, I think you bring in a big argument  
20 where should that investment be for the greatest bang for the  
21 buck, for the greatest return on investment. And I think it's  
22 going to point to that the rural areas are good projects, and  
23 they're needed for those areas, but are you expanding in the  
24 urban areas? Are you really creating the jobs and you have  
25 economic benefit to the state, the urban areas?

1 So I think the caution about opening the Casa  
2 Grande Accords is, is it the right mix? It's going to depend  
3 upon the discussion points at the time that discussion is going  
4 on. And it is 20 -- like you said, 20 years later. Will the  
5 same feelings be around the percentage mix and how they  
6 distribute those mix now? I think it really depends on when you  
7 get everybody in the room and start hashing it out, but I see a  
8 much -- I see probably a -- different arguments made on  
9 distribution now than 20 years ago.

10 CHAIRMAN CUTHBERTSON: Yeah. Understood. I  
11 guess the thing that I see is, like, you know, these -- this  
12 plan to 2040 and the fact we're looking at these key commerce  
13 corridors, and big portions of those are in statewide roadway  
14 system that aren't going to be able to afford them, and under  
15 the plan we won't fund them.

16 MR. HALIKOWSKI: Right.

17 CHAIRMAN CUTHBERTSON: So -- but I get what  
18 you're saying about the -- about the smaller areas, you know,  
19 the smaller cities and counties, you know, maybe that wouldn't  
20 be as favorable for them. But really where does it make sense  
21 to spend that expansion dollar? Maybe it does in places where  
22 you've got more people, you know. But I just wondered. And I'm  
23 not suggesting we do that. I'm just trying to get some  
24 feedback, because that's always a --

25 MR. HALIKOWSKI: Yeah. It's been brought up

1 before, Mr. Chair, as to whether or not we open this box again  
 2 and, you know, guaranteed if you redraw the lines, there will be  
 3 folks unhappy on either side of those lines.

4 It depends on what lens you're going into this  
 5 with. If it's an economic development lens, as pointed out, 80  
 6 percent of your population lives in the Sun Corridor, but you've  
 7 got to have connectivity in the rural regions. So which is more  
 8 important? Is it the economic growth or as they did in 1956  
 9 with the Interstate Act getting the farmers out of the mud? Not  
 10 to suggest our farmers are in the mud, but the whole point was  
 11 connectivity.

12 And as you look forward, it really says can we  
 13 boost the economy and manufacturing in this state to sell things  
 14 elsewhere and bring the dollars back here, and thereby put more  
 15 dollars into the system. So I don't know if the percentages are  
 16 necessarily wrong, but it comes back to not enough revenue in  
 17 the system.

18 MS. BEAVER: Chairman, I would just speak to the  
 19 point that in prior conversations about -- I thought, okay, I'm  
 20 going to do some research. So I went back through old  
 21 newspapers. It's easy to do online now. And it is a Pandora's  
 22 box, I'm afraid. When it gets opened, it would have to be done  
 23 in a very respectful, thoughtful process, because at the time  
 24 that that was adopted, it seemed like that -- according to these  
 25 newspaper articles -- was where a lot of the developing was

1 happening, was down in the Casa Grande area. And I even found  
 2 that there was some dissension, because up in the northern area  
 3 of the Phoenix -- above Scottsdale and that, there was some  
 4 belief that there needed to be some more attention paid to that.  
 5 So there was this tug of war at that time.

6 I think my concern coming, though, from a rural  
 7 area, and I know -- I've talked with the Director previously,  
 8 but you know, I think the staff doesn't like to pit rural  
 9 against MAG and PAG, and you know, because that's the way the  
 10 allocation is is basically it's the rural area and MAG and PAG.  
 11 And so it's just -- I think if it again is addressed, which it  
 12 needs to be done in a very thoughtful approach. It's just based  
 13 off what I saw. So I just -- kind of that food for thought. I  
 14 think there is the mechanism, but I think it needs to be done,  
 15 if it is ever considered, very thoughtfully and slowly, because  
 16 I don't think it would be greeted by areas that might -- would  
 17 lose benefit from the amount that they're allocated now. I  
 18 don't think it would go over real well.

19 MR. HAMMIT: Yes. Yes.

20 MR. HAMMOND: Really the first question is, is  
 21 this broken? And you know, when it comes up in -- you know,  
 22 with my constituency, it's kind of like everybody's afraid,  
 23 because there's acceptance with what's out there right now. And  
 24 when you go into a renegotiation, you never quite know how  
 25 you're going to come out. If I were in rural Arizona, I'd

1 probably be a little concerned, because, you know, I know in  
 2 Pima County we're concerned about Maricopa, and I'm sure in  
 3 rural areas, you're concerned about Pima and Maricopa. So I  
 4 haven't heard that it's broken, but I think that's the question  
 5 we should always bring up, and if we think it's broken, we go  
 6 there, but...

7 CHAIRMAN CUTHBERTSON: Yeah. Okay. Okay.

8 MR. HALIKOWSKI: I just think Board Member Beaver  
 9 had an important point. We don't want to pit people against  
 10 each other.

11 CHAIRMAN CUTHBERTSON: Right.

12 MR. HALIKOWSKI: If you look at the Sun Corridor,  
 13 how does the Sun Corridor invest in Arizona and with the  
 14 population as well to bring everyone else up, also. And so  
 15 really we need to be working together, urban and rural, and this  
 16 idea of pitting people together, making winners and losers isn't  
 17 really the best way to build a transportation system for the  
 18 future.

19 CHAIRMAN CUTHBERTSON: Okay. Well, good  
 20 discussion. I didn't mean to derail the presentation. Sorry.

21 MS. BEAVER: Chairman, I would just like to add  
 22 that at our last study session, I actually had an individual  
 23 come up to me afterwards, and I don't know that they were  
 24 scolding me as the board chair at that time, but they said, "You  
 25 know, study sessions are meant for discussion." And they said,

1 "We would appreciate something a little more rather than us just  
 2 passing something over going, 'Okay. That's good. Let's go'."  
 3 So at least from past public that has attended these meetings,  
 4 they do appreciate this discussion. Thank you.

5 MS. WARD: So I understand this is a less  
 6 appealing slide maybe, but let's just go to the big green arrow  
 7 at the bottom. And what you see there is by year the funding --  
 8 the fund sources that are available in each year that are  
 9 provided to MPD as available. You'll notice on those red  
 10 arrows, what those show you are the HURF swap, that the HURF  
 11 swap has been built in -- HURF Exchange program has been built  
 12 into each year of the program. You'll also see some operating  
 13 cash requirements as we -- our cash balances have dipped. So we  
 14 are over time trying to get those back up.

15 And so what that means for the actual program,  
 16 there are no changes to the program, the current program in the  
 17 years '19 through '22. And because of the revenue declines that  
 18 you saw, those revenue forecasts being less than the previous  
 19 forecast, combined with -- I need to let you know about some  
 20 special distributions to cities and counties that were made  
 21 permanent. The combination of those two items have left us with  
 22 a \$750 million fifth-year program. That is down slightly from  
 23 what our previous fifth-year program figure was. I believe  
 24 about \$25 million.

25 So that \$750 million is what -- figure is what we

1 then provided to MPD to do their programming.

2           Lastly, I always have to tell you that this is  
3 all based on assumptions, and it has risks. If there are  
4 legislative actions, budgetary shortfalls or so forth, we run a  
5 risk. We have experienced transfers and sweeps before. The  
6 current executive budget holds HURF and State Highway Fund  
7 fairly harmless. We don't know, the Legislature didn't come out  
8 with a recommendation, per se, like the executive, but we have  
9 risks of fund transfers and diversions. That special  
10 distributions -- special distribution that was made permanent  
11 cost us some dollars. If there are additional of those, then  
12 it's a risk to the current forecasts.

13           We still have to deal -- you know, we've got the  
14 FAST Act expiring in 2020, and we have to hope that our  
15 assumptions are correct there. And then any -- again, the  
16 recessionary cycle that I had mentioned to you earlier is a  
17 concern.

18           With that, that concludes my presentation. I'd  
19 be happy to take any additional questions.

20           MS. BEAVER: Chairman, I would like to bring up  
21 that point about the sweeps that the state Legislature does have  
22 the capacity to do, and I'm wondering, like, if we get into  
23 these HURF Exchange -- I just remember a number of years ago one  
24 particular municipality, they had already gone through the  
25 process -- it had to do -- wasn't something with transportation.

1 It had to do with another project, another funding that the  
2 State had available. And that money was swept, and they'd  
3 already started the process. It had to do, you know, with a  
4 swimming pool in the community, and they'd already started the  
5 process. And when the sweep happened, you know, it just -- it  
6 cuts off that funding right then and there. And so I'm thinking  
7 with regard to the HURF Exchange, it's like when you get partway  
8 into the process, and then all of a sudden, you know, the rug's  
9 pulled out from under you, it's like, I don't know, that's a  
10 concern on my part. Is there a way that those type of funds can  
11 be shouldered from the Legislature, I guess, where if they've  
12 already been committed for a project that's already in the  
13 process that they can't be swept?

14           MR. HALIKOWSKI: Thank you, Mr. Chair, Board  
15 Member Beaver. The answer is, like any good answer, yes and no.  
16 When it comes to HURF, remember we're looking at two components.  
17 You're looking at gasoline tax and the vehicle license tax that  
18 are the main drivers. The gasoline tax is protected by the  
19 Constitution. It can be used for two things: Transportation  
20 and public safety. The vehicle license tax is actually under  
21 another article of the Constitution. It's a general fund tax.  
22 It's in lieu of personal property. And so that doesn't have the  
23 same protections through transportation as the gasoline tax  
24 does.

25           So over the years, what we've seen the



1 Legislature do is in lean times, very often they'll dip into  
2 that VLT portion before it gets deposited into the HURF tank.  
3 They'll take it off the top, so to speak, to fund a general fund  
4 issue.

5           With the gasoline tax, what we see happening is  
6 that although it's Constitutionally protected, I believe the  
7 sweeps you're referring to is when the Legislature diverts a  
8 portion over to the Department of Public Safety, and that could  
9 be anywhere -- we've seen it in years from 30 million up to 120  
10 million that they'll take. I don't know if -- have we held  
11 counties and cities harmless in those or have they been affected  
12 in those in the past?

13           MS. WARD: They have.

14           MR. HALIKOWSKI: But so that's the portion we're  
15 talking about is that they usually do a combination of vehicle  
16 license tax and gasoline.

17           In answer to your question as to whether the  
18 gasoline taxes could be sheltered from the Legislature diverting  
19 a part to DPS, you'd need to do a Constitutional change and say  
20 that they're not eligible for health and safety purposes. But  
21 as I talked to the Board before, Mr. Chairman, any good,  
22 efficient highway system has to have at least three legs of the  
23 stool. One's engineering, one's education, and that third one  
24 really is enforcement to make sure that people behave.

25           And so if the Legislature is choosing to fund DPS

1 out of HURF, the only other alternative would be general fund,  
2 and that would impact, of course, other areas of the budget. I  
3 know it's a big part of their discussion over there, and you  
4 know, they're pretty reluctant to sweep money out for DPS. But  
5 at some point they have to come to a conclusion of how you fund  
6 public safety on the state highway system. That's why there's a  
7 bill over there this year to give me authority -- not that I'm  
8 asking for it or proposing that the bill pass in any way -- but  
9 to assess registration fees to cover public safety. Will it  
10 cover the entire amount? I don't know. But you're looking at  
11 about 120 to 140 million a year to fund highway patrol  
12 (inaudible).

13           So Constitutionally, you're protected for  
14 transportation and public safety, but as long as the Legislature  
15 has that authority, they can pretty much hack into the HURF for  
16 the amount they need for public safety. There's no cap on it.

17           CHAIRMAN CUTHBERTSON: Board Member Thompson.

18           MR. THOMPSON: Director, John, do we have a bill  
19 number for that VLT bill that has been (inaudible)?

20           MR. HALIKOWSKI: I can get you a run down of that  
21 bill. I don't have it with me right now.

22           MR. THOMPSON: That's already going to process  
23 though? Is that already being --

24           MR. HALIKOWSKI: Pardon me. I'm sorry,  
25 Mr. Chairman.

1 MR. THOMPSON: Is that particular bill already  
2 being heard through the committee?

3 MR. HALIKOWSKI: I don't know if it's had its  
4 first hearing yet or not.

5 MR. THOMPSON: Okay.

6 MR. HALIKOWSKI: And I don't know if it will get  
7 one, but I can send you a short list of bills --

8 MR. THOMPSON: Okay.

9 MR. HALIKOWSKI: -- that affect either HURF or  
10 vehicle license tax distributions. Then that way you can look  
11 at them online and see what their progress is, and you know, as  
12 I said, the Board's always welcome to discuss with legislators  
13 bills (inaudible).

14 MR. THOMPSON: Thank you, Chair.

15 CHAIRMAN CUTHBERTSON: Thank you.

16 MS. WARD: Thank you very much.

17 MR. BYRES: Mr. Chairman, Board members, I'll go  
18 ahead and start going through -- this is a fairly lengthy  
19 presentation, but I'll try and go through as quick as I can.

20 So what I've got that I'm presenting is we've got  
21 some background, an overview of the asset conditions, our P2P  
22 process, which we were asked to kind of present and show you how  
23 that works, the tentative five-year highway delivery program,  
24 MAG and PAG's program, as well as the airport, and then our next  
25 steps.

1 So as far as the background goes, we're -- we've  
2 developed collaboratively with this board IDO, TSMO, FMS, and  
3 all the regional partners. That's how we developed this plan  
4 that we're presenting today. It demonstrates how the federal  
5 and state dollars are being spent. Approval of this is on an  
6 annual basis, even though it's a five-year plan. Fiscal year  
7 starts on July 1st, and it must be fiscally constrained for the  
8 plan -- or the program itself.

9 So -- oops. Let's see here. Went one too many.

10 So we've got an overview of the asset conditions.  
11 Right now the system is worth \$21.5 billion in today's dollars.  
12 So -- however, if it was to be replaced, we're talking in excess  
13 of \$200 billion. So that's what we're kind of looking at for  
14 the size of our program -- or the size of the system in place.

15 As far as the condition goes, this kind of gives  
16 you an idea of where we're at with our bridge conditions. We're  
17 actually in very good condition or fair -- I should say good  
18 condition. One of the good things to look at in this particular  
19 case is the last two years that we're looking at our conditions,  
20 the good condition has actually stayed relatively consistent.  
21 It's actually gone up a little bit from '15, and the reason for  
22 that is the funding that was projected into the bridge program  
23 back in '13 and '14. So it's been able to stabilize the bridge  
24 and actually start -- we're starting to see those results coming  
25 forward.

1 MR. HALIKOWSKI: So Greg, Mr. Chairman, question.  
2 The percent in poor condition, what kind of dollars are  
3 represented to bring those back up into a good or a fair  
4 condition?

5 MR. BYRES: I don't have that number right off  
6 the top of my head.

7 MR. HALIKOWSKI: I think it's something,  
8 Mr. Chair, we should get for you, because 2 percent looks like a  
9 small number, but it may represent hundreds of millions of  
10 dollars.

11 MR. BYRES: That's correct. And there's actually  
12 three parts to this. We've got the bridge deck itself, we have  
13 the superstructure, and we have the sub-structures.

14 MR. HALIKOWSKI: Right. Right.

15 MR. BYRES: And those are all rated differently,  
16 but all go into this one rating.

17 MR. HALIKOWSKI: So replacement of these can be  
18 very expensive, especially as you know, board member, in the  
19 I-15 corridor.

20 MR. BYRES: So as far as the pavement condition  
21 goes, this is -- this kind of shows our interstate highway  
22 system, where we're currently at with 67 percent in good  
23 condition and 32 percent in fair condition. We only have 1  
24 percent that's in poor condition at this point in time.

25 On the non-interstate highway system, we're

1 looking at 52 percent in the good condition, 46 percent in the  
2 fair condition, and 2 percent in the poor condition. So that  
3 kind of gives you an idea of where we're at as far as our assets  
4 go.

5 This is a broad look at our level of funding  
6 running through this five-year program. What I'd kind of like  
7 to do is go through and show -- we've got modernization shown  
8 through all five years of this program. The reason that you see  
9 that is because we've already started several modernization  
10 projects that have to be carried all the way through. So you're  
11 going to see that not only being carried through this five-year  
12 program, but also into our development years, because it takes  
13 several years to develop those projects, and they've already  
14 started in the process. So you're going to see that carrying  
15 through.

16 One of the other things to notice on this is our  
17 long range transportation plan has that \$320 million threshold  
18 that we're trying to maintain with preservation, and you can see  
19 the numbers and the blue arrows. That's the difference that  
20 we're looking at between that preservation and our target that  
21 we're looking at. So one of the things that Dallas had brought  
22 up is that we had a shortfall. We've never -- between the --  
23 trying to get to that 260. Well, in this particular case, this  
24 is showing that shortfall trying to get to that 320. So we're  
25 not quite there yet, but we have projects that are currently

1 ongoing that we can't just stop. It takes several years to get  
2 them through -- through the process and get them constructed and  
3 going.

4 MR. ROEHRICH: Mr. Chair, I guess going back to  
5 the last of couple slides. Greg, I know you went through these  
6 pretty quickly, but I think (inaudible) point is the  
7 significance you're seeing by that lack of maybe not meeting our  
8 goal on preservation, you see it when you look at the difference  
9 between the growth in yellow and the green lines how that  
10 changed. It's a trend model that is continuing to grow over  
11 time. That's why the significance of try to achieve that  
12 preservation level sooner than possible to reverse that trend.  
13 Without that, you know, it might seem like, oh, there's only 32  
14 percent, you know, in poor condition, and actually not that bad.

15 MR. HALIKOWSKI: 2 percent.

16 MR. ROEHRICH: Well, or in fair condition, and  
17 then 2 percent in poor. This shows that it's growing, and it's  
18 growing the wrong way. We're not --

19 MR. BYRES: Exactly.

20 MR. ROEHRICH: -- reversing that trend. So  
21 again, this is a snapshot in time. This is only going to get  
22 worse without further emphasis on that preservation of the  
23 program.

24 MR. BYRES: That's exactly correct. And not only  
25 that, but it becomes exponential as we get further -- further

1 and further behind.

2 MR. HALIKOWSKI: Greg, is there a bright line  
3 between preservation and modernization?

4 MR. BYRES: Well, the modernization is mostly  
5 safety projects -- or I'm sorry. For modernization? Yes, there  
6 is, in a sense, because in the modernization, the only problem  
7 that we have is we're also gaining additional lane miles and so  
8 forth. So now we've got additional preservation that goes with  
9 that modernization. So --

10 MR. HALIKOWSKI: So if I were to ask you to  
11 decrease the modernization and increase the preservation, how  
12 does that look? Is that something Decision Lens could  
13 (inaudible)?

14 MR. BYRES: Yes, it is. Because as a matter of  
15 fact, as we get to that point, I'm going to have Brent actually  
16 show that, and one of the things that we can do in Decision Lens  
17 is we actually have -- we can vary modernization, preservation  
18 and expansion in there so that we can see exactly what's --  
19 what's going on.

20 MR. HALIKOWSKI: So I just want to point that  
21 out, Mr. Chair. We might be looking at well, if you slow down  
22 on modernization and put more money into (inaudible). I don't  
23 know. But those are things Decision Lens will help us bring to  
24 you for consideration.

25 MR. BYRES: So like I said, one of the big things

1 I wanted to show with this particular slide was two things. One  
 2 was where we're at with our target for that 320 million per  
 3 year, and also showing that we do have expansion projects that  
 4 are continuing through this program. And like I said, it  
 5 actually continues on through -- into our development program as  
 6 well.

7 So now getting into our P2P process. This is  
 8 kind of a quick means of showing you how our P2P process starts.  
 9 So we start with a vision, which is all of -- we bring all of  
 10 our projects together. And I know these bubbles look funny, but  
 11 we've got -- we take and bring all of our projects together, and  
 12 those projects come from either the districts, come from our  
 13 corridor profile studies, from other studies. This is a  
 14 combination of every single project that we can bring in to the  
 15 process. So we take that, we take and -- take and categorize  
 16 them into our investment categories, which include  
 17 modernization, expansion, preservation. We also have the  
 18 non-highway modes, but that's a very small portion, but we still  
 19 have to kind of represent that.

20 Once we take that, then we actually go into the  
 21 heart of the P2P process, which takes and assigns the investment  
 22 categories and the rankings of each one of those projects, and  
 23 I'll go into that into a little more detail on the next slide.

24 Once we get that done, then it becomes a matter  
 25 of prioritization. So that also comes right out of our P2P

1 process and how those projects are put together based on the  
 2 different categories of investment.

3 So this kind of goes through exactly how the P2P  
 4 works. We take those projects that come into the system, we  
 5 take and evaluate them, put four sets of categories of  
 6 evaluation to them. We have the technical score, the policy  
 7 score, the safety score, and the district score that goes with  
 8 each one of these. These are evenly weighted in the way we  
 9 currently run our P2P process.

10 So the technical score comes from pavement,  
 11 bridge, safety, ITS. There's -- anything that we can take and  
 12 actually tie a true technical score to. Pavement's one of the  
 13 big things, is the (inaudible). We have rutting, cracking, so  
 14 forth so that it's tied to a true technical -- a hard number  
 15 that we can take and evaluate against. The policy score is a  
 16 little more open in that we're looking at both economic drivers  
 17 as well as mobility drivers and the criteria that we're  
 18 utilizing in that policy score.

19 What the roadways are utilized for. Is there an  
 20 economic driver that goes with them and so forth. So there's --  
 21 that's part of our policy score. And again, those can be scored  
 22 -- there's physical scores that we can attach to those.

23 The safety score, that comes right out of our  
 24 safety analyst tool that we've got, and it's a direct score.  
 25 Every single project goes through that safety analyst analysis.

1 It's a straight number that comes right out for every single  
2 project that we've got.

3           The district score, that's a little bit  
4 different. That score is where we take and there's -- each one  
5 of the districts takes and evaluates the projects within their  
6 district. And there's -- I'm going to say there's rationale  
7 that's utilized in trying to take and score each one of those  
8 projects. Normally, each district takes and knows which project  
9 they want first. So that's how they score it highest and so  
10 forth, and it goes down. And there's a lot that goes into it.  
11 There's a local preference. There's conditions and so forth.  
12 So that district score is not a true technical number. That is  
13 more of an open, rational score that goes into it.

14           So all of those are put together. Again, these  
15 are all weighted evenly to come up with a final score on the  
16 different projects. Once we have that, then we can take and --  
17 take and put those into the different categories, our  
18 preservation projects, our modernization projects, and our  
19 expansion projects. Utilizing the criteria that comes out of  
20 our policies like the long range transportation plan, we can  
21 take and prioritize those out and drop them into the long range  
22 transportation plan that we take and bring in front of this  
23 board.

24           That's kind of a synopsis of how our P2P process  
25 works. That is exactly what we utilized in this program that

1 we're bringing forth today. We used that P2P process. It's  
2 been in the works of trying to put it together, and we're  
3 perfecting it to a point where we can utilize it, and it's  
4 actually working very well for this program that we've put  
5 together today.

6           So with that, one of the things that I -- kind of  
7 comparing our previous to the program that we're -- our  
8 tentative program that we're presenting today, the 2018 to 2022,  
9 looking at the three different categories for preservation,  
10 expansion and modernization, you're basically only seeing a 1  
11 percent difference between preservation and expansion. Again,  
12 that's because of the projects that we already had in the  
13 current program that we're continuing all the way through this  
14 program.

15           In the Greater Arizona area, we're looking at 63  
16 percent preservation, 17 percent expansion, and 20 percent  
17 modernization.

18           So as we go through each one of the years,  
19 starting off in FY '19, what we're looking at is right at 89  
20 million for expansion, 21 million and change for both our  
21 planning costs and development costs, 99 million for  
22 modernization, and 294 million for preservation.

23           MR. HAMMOND: Can I ask you a question? I  
24 thought I saw a slide earlier in the day that said we didn't  
25 have any money for expansion in Greater Arizona, yet where's

1 this -- it looks like we do, basically. Is this just a  
2 different angle --

3 MR. BYRES: Let me back up just a little bit  
4 here. So you're talking about this one here?

5 MR. HAMMOND: No. No. I'm talking about --

6 MR. BYRES: Our first year.

7 MR. HAMMOND: -- the previous presentation.

8 UNIDENTIFIED SPEAKER: Yeah. Long range plan.

9 MR. BYRES: In the long range plan? The long  
10 range plan, again, is our policy. So for expansion in Greater  
11 Arizona, that -- that's our goal. That's what we're using  
12 starting in '19 in trying to put together our process. But we  
13 already have the current program that's in place, with existing  
14 expansion projects that we have to carry through.

15 MR. HAMMOND: Okay. Thank you.

16 MR. BYRES: So with this, this is pretty much  
17 what we're looking at for '19. I just -- we have a couple of  
18 projects that are up here that are the kind of premier projects.  
19 One is SR-189, with 69 million that we've got programmed in  
20 there. We have US-93. The design for US-93 is in the 2019  
21 period, as well as design for the I-17 Anthem to Sunset Point,  
22 and Anthem to New River. So those projects are in this 2019  
23 program. There's several other. It's just these are the  
24 highlights that I'm trying to put -- put through here.

25 MS. BEAVER: Chairman, can I --

1 CHAIRMAN CUTHBERTSON: Yes.

2 MS. BEAVER: Isn't it so that in order to get the  
3 federal dollars, there's some things that have to -- you have to  
4 have them somewhat shovel ready, by having the design and the  
5 environmental study, and so it's kind of darned if you do,  
6 darned if you don't, you know?

7 MR. BYRES: I think, Mr. Chair, Ms. Beaver,  
8 that's exactly correct, and that's why this program has those  
9 expansion projects and so forth going -- extending through.  
10 Just because we've already gone through that, we've gone through  
11 the environmental process or are currently in the process of  
12 going through that environmental process and the design and so  
13 forth. So normally that design is being carried out with  
14 construction being planned for two years down the road, because  
15 that way you've got all your development occurring rolling right  
16 into construction. So in most cases, that's exactly how we're  
17 doing it. So if we had something planned for '17 and '18, that  
18 construction's not occurring until '21, '22. So that's how  
19 you're seeing this plan playing out, as well as our development  
20 plan as we get a little bit further.

21 MS. BEAVER: Well, and I think that the point I  
22 was trying to make is if we don't do that, then we aren't even  
23 eligible for funds.

24 MR. BYRES: Correct.

25 MS. BEAVER: So...

1 MR. BYRES: So to go a little bit further. This  
 2 is looking at our 2020 year in the program. Again, the  
 3 highlighted projects that we have here is of the Fourth Street  
 4 project over I-40, which was mentioned earlier. This is shown,  
 5 again, with that 50/50 share that we're talking about with City  
 6 of Flagstaff. We're also -- got -- have the US-93/West Kingman  
 7 TI in there, as well as the 93, the gap project. Those are  
 8 highlighted projects that we're looking at in 2020.

9 In the '21 and '22 years, these ones -- again, we  
 10 still have some pretty substantial expansion. We're looking at  
 11 82 million in '21, and 65 million in '22. With the highlighted  
 12 projects, we've got SR-69, Prescott Lakes Parkway in there. We  
 13 also have the US-93/Cane Springs design project in there. Lion  
 14 Springs design project is in there. We also have the 128  
 15 million in there for the I-17 to Anthem, Sunset Point. That's  
 16 the construction portion of that project. As well as the 40  
 17 million from MAG that would be the widening from -- up I-17  
 18 north of Anthem that's within the MAG region.

19 MR. SELLERS: Mr. Chairman.

20 CHAIRMAN CUTHBERTSON: Yes.

21 MR. SELLERS: Yeah. A quick question back on the  
 22 Fourth Street Bridge in Flagstaff. The timing on that, I  
 23 assume, is set to match with when the other funding would become  
 24 available, the partnership funding?

25 MR. BYRES: That would be correct. The IGA

1 hasn't been completed yet, but it's forthcoming. That will lay  
 2 all that out.

3 MR. SELLERS: Okay. Thank you.

4 MR. BYRES: So this kind of gives you a little  
 5 bit -- a little better breakup of what's occurring on the I-17  
 6 project. This is the Anthem to Sunset portions, as well as the  
 7 MAG portion. I had mentioned the 40 million prior for the MAG  
 8 portion. That 40 million is in the construction, with an  
 9 additional 10 million in the design portion. So that total  
 10 project is about \$178 million is what we currently have  
 11 programmed.

12 If you look down below, there was a DCR that was  
 13 done for this project that has some higher costs associated with  
 14 it, but it's more of -- this is a complete buildout.

15 Now, one of the things that we have with this is  
 16 we also have submitted a INFRA grant for \$160 million, that if  
 17 the \$160 million, if it ever comes to fruition, that can go be  
 18 reflected -- that money would be reflected in not only the money  
 19 we currently have programmed, but it would be added to and we  
 20 would change the scope somewhat to match that of the DCR. So  
 21 that's just kind of showing you one of the things that we've got  
 22 coming up on the I-17 project.

23 On FY '23, expansion projects, we've got 35  
 24 million set up for Cane Springs, another 5 million for Big Jim  
 25 Wash design, with construction of 33 million occurring out in



1 '25. We also have SR-260/Lion Springs, \$45 million that's  
2 associated in there. Total expansion projects in FY '23 is \$85  
3 million is what we have currently programmed.

4 So this takes and carries us out into the  
5 development years of '24 through -- 2024 through 2028, kind of  
6 shows you how -- you can see how our expansion projects are  
7 diminishing out as we go into the outer years of the  
8 development, because those expansion projects become less and  
9 less as we go through. We can complete those projects all the  
10 way out.

11 So -- but you still see the construction portions  
12 of the design that we had mentioned earlier for the West Kingman  
13 TI, as well as Big Jim Wash occurring in '25, and then we also  
14 have Rico and Ruby Road down on 89, or I-19, that's occurring in  
15 '26. And then we also have set aside the 33.5 million for I-10  
16 on the -- going through the Gila River Indian districts. So...  
17 And then again in '28 with no expansion projects at that point.  
18 That's currently what we have.

19 So when we get to the MAG regions, again, MAG is  
20 -- does their own planning. They present it to us, and this  
21 lays out pretty much what they have planned. This was given to  
22 us a couple weeks ago, and it's been approved by MAG. So it  
23 just has -- this is a list of their larger projects that we have  
24 coming up: Several I-10 projects, I-17 projects, SR-24, SR-30,  
25 a couple US-60 projects, 85/Warner straight -- Street Bridge,

1 101 projects, 202 projects, and of course, the 303 are laid out.

2 MR. HALIKOWSKI: Excuse me, Mr. Chairman, Greg,  
3 what is MAG doing with SR-30 exactly?

4 MR. BYRES: The SR-30, that 300 -- we have 339  
5 laid out for that alignment, the proposed alignment they have  
6 coming through. That project is still in the environmental  
7 stages at this point.

8 MR. HALIKOWSKI: Will that 330 preserve the  
9 entire alignment, or is it just buying pieces of it?

10 MR. BYRES: This will be -- this -- the 339 is  
11 their total that they have projected within this time frame.

12 MR. HALIKOWSKI: 202 to the --

13 UNIDENTIFIED SPEAKER: 303.

14 MR. HALIKOWSKI: 303. Okay. Thank you.

15 MR. BYRES: As far as PAG region goes, again,  
16 this is their planning that they've come up with and approved  
17 through PAG. They have several I-10 projects, as well as an  
18 I-10 project, the Irvington TI. Also have SR-77, I-10 to River,  
19 as well as SR-77, River to Suffolk, and then also SR-86 and the  
20 SR-210 downtown. That's a downtown linked project.

21 So we also have the Aviation Capital Improvement  
22 program. So with it, we -- the current program that we have for  
23 fiscal year '18, we only have our FSL program, our federal,  
24 state, local program, which was worth \$3.5 million. That 3.5  
25 million as of this fiscal year has already been expended. So

1 those air -- we used as much as we could -- actually, all of it  
 2 -- on projects that came in as they were -- could be delivered  
 3 through each one of the sponsors. So we've already gone through  
 4 all of that.

5 Our SI program as well as our APMS programs were  
 6 shut down due to the previous lack of funding. One of the good  
 7 things that we have is all of our past debt that we have, we're  
 8 making very good progress. FMS has been great in trying to pay  
 9 down that debt. We're still looking at June of next year to get  
 10 that completely paid off. Even less --

11 MS. WARD: Deferred payments.

12 MR. BYRES: Yeah. Deferred payments. Yeah.  
 13 These are all deferred payments, so...

14 So coming up for this program, what we're looking  
 15 at is, again, for the FLS, that's getting bumped up from 3.5  
 16 million to 5 million. Our SI program, which is the state,  
 17 local, that will still -- we will not be continuing that program  
 18 out through '19, but we will be bringing back the APMS program  
 19 at -- with being funded at \$5 million. And then, of course, the  
 20 Grand Canyon Airport's being funded at 785, and then our  
 21 Aeronautics Division is being funded at 800,000.

22 The next steps on this program, again, we're --  
 23 for the February board meeting, we will be presenting basically  
 24 a book to this board so that we can take it for public review.  
 25 We have public hearings that are scheduled for March 16th in

1 Sahuarita, April 20th in Flagstaff, May 18th in Phoenix, as well  
 2 as another study session coming back to -- with a cumulative of  
 3 all the information we've gathered for June 5th here in Phoenix.  
 4 We'll present the final program to the Board June 15th at the  
 5 Globe meeting. And then the program must be delivered to the  
 6 Governor by June 30th, and the fiscal year begins, of course,  
 7 July 1st, 2018.

8 So with that, I'll have -- take any questions you  
 9 may have.

10 MS. BEAVER: I do have a question (inaudible).

11 CHAIRMAN CUTHBERTSON: Yes.

12 MS. BEAVER: Back on -- where it said the MAG  
 13 regional -- that page, I-17, Black Canyon and 271 million, and  
 14 then on -- there were also -- oh, on page 18, it was 50 million,  
 15 I-17 widening north of Anthem in the MAG. Is that 50 million  
 16 incorporated into that, or are they two separate --

17 MR. BYRES: Yeah. The 50 million was in the  
 18 current program, and so what they're looking at here is that 271  
 19 million, that -- it's two different projects to start with, but  
 20 it's on the same corridor. So it's -- but that's what we're  
 21 looking at here. So it's kind of apples and oranges. It's not  
 22 the same project.

23 MR. ROEHRICH: Mr. Chair, Mrs. Beaver, what it  
 24 really is is MAG programs a certain amount of funds, and that's  
 25 the 271 million. The 50 million comes out of funds that are

1 programmed through us.

2 MR. BYRES: Right.

3 MR. ROEHRICH: So they're -- those are in the  
4 five-year program. Now, when MAG adopts their TIP, it rolls  
5 into the statewide stip. Both in the five-year program. We're  
6 only putting in the 50 million in the MAG region that the Board  
7 would see it in the program. So that 271 is in addition to  
8 that, because those are funded through the MAG TIP. And it is  
9 two different programs along I-17 corridor. They're not the  
10 same project.

11 CHAIRMAN CUTHBERTSON: Other questions? Board  
12 Member Stratton.

13 MR. STRATTON: Thank you, Mr. Chairman.

14 I'd like to thank staff for putting in the  
15 projects the Board asked for on the Flagstaff and Prescott  
16 (inaudible). I also -- in previous years I've talked about  
17 trying to finish projects that we started, and that kind of  
18 echoes what Board Member Elters was talking about earlier. With  
19 the 93 projects and the 260 project, that will substantially do  
20 that and help us in that fact.

21 But go back to what the Chairman was talking  
22 about, the Casa Grande Accords. I don't think we should go back  
23 and open them up, but the biggest culprit to Greater Arizona for  
24 our funds are freeways, and as always, I'll bring up I-15 as  
25 usual. I'm going to preface my comment so my good friend Karla

1 Petty won't want to kick me again, but I understand we have to  
2 fund I-15, but I do believe there's other alternatives, too.

3 I am glad to see we're doing something with I-17.  
4 We lose way too many lives on that road every week, and it is a  
5 concern. Hopefully we can get a grant for that, or a portion of  
6 it, and relieve some of that funding for other areas in Greater  
7 Arizona.

8 Mostly I just wanted to thank staff for the job  
9 they do, where you're coming from. But again, I think we need  
10 to have the conversation, as I see, and we're going to later on  
11 I-15, so that's the end of my comments for now.

12 CHAIRMAN CUTHBERTSON: Thanks.

13 MS. BEAVER: And I think the only additional  
14 comment, Chairman, that I would like to make with regard to the  
15 I-17, I have absolutely heard zero negative about anything that  
16 we do on I-17 in the state. Everyone in the state is very  
17 supportive of, you know -- it's something everybody knows is a  
18 problem. So it seems like there's good public support for  
19 anything that we do to improve that stretch.

20 MR. BYRES: And Mr. Chair, if I can.

21 CHAIRMAN CUTHBERTSON: Yes.

22 MR. BYRES: I'd like to see -- have Brent take  
23 and kind of do a real quick synopsis of some of the abilities  
24 that we have in our Decision Lens tool. It kind of gives you an  
25 idea, as there's been a couple of questions brought up about

1 what we can and cannot do with it, and this kind of gives --  
 2 once he gets it up, it kind of gives you a quick idea of what we  
 3 can do specifically when it comes to prioritizing projects,  
 4 taking in, manipulating different budgets, different means of  
 5 prioritizing and categorizing projects.

6 It's an amazing tool. It takes a huge amount of  
 7 time and a huge amount of data to get it all put together, but  
 8 once it's in there, it's well worth it.

9 What we have in here right now is basically our  
 10 entire list of projects that were utilized in the P2P process.  
 11 We took and transferred those into the Decision Lens. So when  
 12 there's comparisons made, it's only made to within that list of  
 13 projects that we had in that P2P.

14 What our goal is now is to take and enter all the  
 15 data in for our entire system so that when we're looking at  
 16 system performance, we're measuring it against the entire  
 17 system. It's going to be a whole lot more data that we have to  
 18 put into it, but it's well worth it, because it gives us a true  
 19 representation of how we're doing in each one of those metrics  
 20 that we have to report to federal highway. So this gives a  
 21 really good idea. Not only that, but it also gives us how we're  
 22 performing against each one of those measures with different  
 23 projects. So once he can get it up, he'll start this off.

24 No pressure there, Brent.

25 MR. CAIN: Yeah. So you talked about -- a couple

1 of things there. So you look at the weights, the weights that  
 2 we have here. We've tried to limit the -- so... (Inaudible.)  
 3 the battery's dead on that. So we tried to limit what the long  
 4 range plan did. So you -- the long range plan had (inaudible)  
 5 at 78 and 22. So we have the preservation at 77 and 20, and if  
 6 it loads the projects here, there are -- I promise there are  
 7 projects that should be in there, but it's just not -- they're  
 8 not coming up for some reason or another. I had them up here  
 9 earlier, so I'm not exactly sure why they're not showing up.

10 But the ideal situation you talked about,  
 11 Director Halikowski, is being able to see the difference of what  
 12 the modernization projects do and how they come to play. What  
 13 this tool --

14 MR. HALIKOWSKI: Can you get the old equipment  
 15 out, the Magic 8 Ball?

16 MR. CAIN: Shake the 8 Ball? Yeah.

17 MR. HALIKOWSKI: This isn't working. You need to  
 18 go back to the old equipment.

19 MR. CAIN: Well, let's take a look and see if  
 20 some of this other stuff's going to come up for me. It's -- you  
 21 always love the technology that comes together.

22 Okay. So what we have here is -- now again, this  
 23 is like you get a brand-new car, and you don't know how all the  
 24 buttons work or how to program the radio dial and that kind of  
 25 stuff. So I want to preface that. I'm still learning a lot of

1 the dials and the switches, and this thing does a lot of  
2 incredible things.

3           So what we have here is a list of possible  
4 projects that we could do with the allotted money that I've  
5 programmed for there. So this is, again, over five years. Each  
6 five years we have roughly about \$2.3 billion worth of work just  
7 in the Greater Arizona area. So this list of projects is  
8 potential projects that we could do with the funding scenario  
9 that I have created for this. And again, this is considering  
10 all projects that came into our P2P process.

11           So we could do 23 expansion projects if that was  
12 what we chose to do. Let me expand -- and we could do 277  
13 modernization projects if -- that we're considering those  
14 projects. We're looking at the values that are there, and the  
15 values that Decision Lens uses is there's some metrics that go  
16 in with this. And Greg talked about some of those in the  
17 preservation, or the IRI, the tracking, the rutting, the  
18 faulting, a lot of, I'll say, technical, geeky-type stuff that  
19 -- that everybody gets into and -- or the technical groups look  
20 at. So all our -- we ask all of our pavement group to provide  
21 us that information. Same thing with the bridge. The bridge  
22 uses the deck area, square footage of the deck area, and the  
23 superstructure, substructure and the scour. Those are some  
24 conditions that they took at.

25           And then the -- let me get to the preservation.

1 So the preservation category, we could do -- you know, don't pay  
2 attention to these dollars, because that's not the real budget  
3 that we have here. So this is, again, it's considering all of  
4 the projects that we received. Now we have to put the phases of  
5 work and what we can really do. This is a total cost that  
6 they're looking at for these. When we received these projects,  
7 this is what the budget that they provided for us.

8           So this was the -- in the preservation mode. And  
9 so we've got these broken out into these different categories.

10           Now I can start to mess around with all these  
11 things. I really wanted to kind of share -- see if this piece  
12 will work now that we have these projects here.

13           Well, in the interest of time, we'll keep going.

14           So the other cool thing that this can do is  
15 create in dashboards, and to kind of see where things are if you  
16 have a certain budget. Right now we've kind of set up about  
17 2.1. We were sitting around that \$2.3 billion. Now, if I start  
18 to slide -- so if I start to slide this budget down, if I move  
19 the budget down, notice how these -- these will start to slide  
20 down as well.

21           So right now, we're looking at -- with the budget  
22 that we have available, we can increase the square foot -- or  
23 yeah, increase -- I have to say this right, because it sounds  
24 wrong. If we -- we can decrease the amount of poor bridge deck  
25 area by 305,000 square feet with the certain amount of budget.

1           So now if I can start -- I can slide these  
2 around, and you start to say, okay, look, if I want to increase  
3 and get the max out, I'm going to need an additional -- well,  
4 still under this -- if I can bump these up now, if I max  
5 everything out, I'm going to need an additional \$313 million to  
6 get to -- to increase my good bridge deck -- my good deck area  
7 and reduce my poor deck area.

8           So again, like I said, there's still some  
9 analysis that has to go on with this, and some understanding  
10 that has to go behind all the numbers, but this is the kind of  
11 things that we can evaluate our projects once we get our targets  
12 together and start to see the technical background and how that  
13 technical criteria can impact our delivery of our program.

14           So that's the bridges. I have one more for  
15 pavements.

16           So with the budget that I have set today is about  
17 2 -- \$2 billion over the five years just for pavements. We can  
18 reduce the poor lane miles by 881, and we can increase the good  
19 lane miles by 1,885. Now, one thing that I have to keep in mind  
20 with this is this does not include any type of degradation to  
21 the system. So we see -- like Greg was showing on the -- on the  
22 pavement list, some of that -- their area, that might be  
23 growing. So we're still working on some kind of a formula that  
24 we can do that will show some type of a degradation to the  
25 entire system by doing a project or not doing a project. So

1 that's something that's still in the works, and we're working  
2 with Decision Lens to come up with that formula.

3           So this is where we're at today, and again,  
4 there's many other things. I'm still learning the process of  
5 how to maximize things. And so we will do our best to present  
6 all our technical criteria and hit the targets and then present  
7 you with the best possible projects to approve in the five-year  
8 program.

9           I'll take any questions if you have some.

10           MS. BEAVER: You only have me for a little while  
11 longer, so...

12           Chairman, Brent, would you -- do we have any  
13 comparables? Like, for instance, because I-15 seems to be a  
14 thorn that keeps coming up. If we didn't do the repairs on  
15 those, what would the cost be if one of them failed? Like is  
16 there a comparable, where there's a comparison, you know?

17           MR. CAIN: Yeah. Mr. Chair, Ms. Beaver, so this  
18 is the first year we're using this. So to be able to do that  
19 analysis, I'd have to have some prior year knowledge of things  
20 and how things come together, what we've done on I-15 in the  
21 past with the other bridges, compare that with what we could do.

22           And there's probably -- I can force fund some  
23 things and be able to lock projects down, if I take projects  
24 out. But can I see the impact of just taking that I-15 projects  
25 out, what we could do, that -- that valuation is difficult to

1 identify, because there's a value score that's included. It's a  
2 lot of technical jargon that goes into it.

3 So to be able to specifically say the impact of  
4 not doing a project and what we could do, that gets to be a  
5 little bit of a challenge. I'm working on that skill, trying to  
6 refine that skill, but the answer to that question right now,  
7 it's difficult to do that.

8 MS. BEAVER: Well, I -- the reason I even inquire  
9 about that is because I noticed on this that we were looking at  
10 most of those poor condition bridges are in rural areas. There  
11 were some down in -- kind of south -- southern Arizona,  
12 southeastern Arizona, and then they were up in Mohave County,  
13 and then clear up in the top corner.

14 But those rural areas, they may seem like kind of  
15 a non- -- non-issue thing, but I know because of the proximity  
16 of where I live to the California border -- one of those went  
17 out on I-10 on the California side, and it created havoc with  
18 the diversion of traffic actually coming through our small town  
19 that just is not really equipped for, you know, backup for --  
20 that we saw there. So, you know, there's -- there's a give and  
21 take on it. That's why I was kind of curious if you can do  
22 those comparables.

23 MR. CAIN: So Mr. Chair, Ms. Beaver, so when we  
24 get the technical criteria from the bridge crew, they take into  
25 account a detour factor. So they give us a number, and there is

1 a -- there's a detour that goes into that evaluation.

2 MS. BEAVER: So like, for instance, with I-17,  
3 the detour that goes around through Prescott and all the way  
4 down through Wickenburg (inaudible).

5 CHAIRMAN CUTHBERTSON: Okay. Brent, thank you  
6 for the presentation. I think -- I appreciate it. I --  
7 (inaudible) the people that asked have this -- and I think more  
8 or less just because it fascinates me, and I think -- I think it  
9 also shows how much work goes into this five-year plan and --  
10 anyway, I'll...

11 So any other questions on -- okay.

12 Okay. We're at Item 4. I'm at suggestions for  
13 future topics. I think we've had -- we've had a few -- we've  
14 had a few things come up, I think, during the course of this  
15 meeting, captured some of them.

16 MR. ROEHRICH: Mr. Chair, I guess what I see as  
17 follow-up, I captured that as part of the adoption of the long  
18 range plan, the Department's going to draft a letter that we'll  
19 send out to the Board as soon as we can in anticipation of any  
20 reviews or final edits, that that letter would be a cover letter  
21 to the completion of the long range plan in February, hopefully  
22 in February, maybe no later than March, so we can then forward  
23 it on to the Governor and to the Legislature while it's in  
24 session and try to at least, again, highlight the importance of  
25 transportation as a narrative for future discussion.

1 Second follow-up item I have is to go ahead and  
2 get a legislative update on the transportation-related bills,  
3 send that out to all the board members that Mr. Thompson had  
4 asked. Those are the two follow-up points I have. I didn't  
5 have anything as for future topics, unless there are future  
6 topics that board members want to provide.

7 CHAIRMAN CUTHBERTSON: So I'm not sure I fully  
8 captured this, but I know in the call to the audience, Mr. Begay  
9 had a question about just requesting an update on -- I guess  
10 some submittal for some work around -- on SR-87. Do you --

11 MR. ROEHRICH: Yeah. Mr. Chair, that's a staff  
12 function that we will follow up on, and I was going to talk with  
13 the state engineer and the district engineer about it. I did  
14 not know that needed to come back to the Board.

15 CHAIRMAN CUTHBERTSON: Okay.

16 MR. ROEHRICH: We'll handle that as direct  
17 coordination with our partner out there.

18 CHAIRMAN CUTHBERTSON: Yes. I think that's  
19 appropriate.

20 Okay. Any others? Mr. Stratton.

21 MR. STRATTON: Thank you, Mr. Chairman.

22 On the topic of I-15, when I mentioned that to  
23 you, Floyd, I wasn't very clear on what I was actually looking  
24 for. What I was looking for was to staff to come back with any  
25 potential alternative fundings that are possible on I-15 other

1 than funding it directly out of Greater Arizona (inaudible).

2 MR. ROEHRICH: I understand. Mr. Chair,  
3 Mr. Stratton, I guess maybe we need to (inaudible) -- the only  
4 funding available for I-15 is what's in the program. It's  
5 either bridge funds or it comes out of the funding sources.  
6 Those are the only funds that we have.

7 If you're looking at if we pursue grants and  
8 other funding opportunities, yes, we continue to do that.  
9 Unfortunately, you don't program to those, because we don't have  
10 the ability until we get those funds to say that they're  
11 available. It's the same as buying a lottery ticket and then  
12 saying, "Well, I'm going to go out and spend money because I'm  
13 going to win."

14 The funding sources that are available for that  
15 interstate system are already accounted for in the drafting of  
16 the -- the program is outlined by, I guess, Greg. So I'm  
17 wondering what specifically did you have in mind when you say  
18 other funding sources?

19 MR. STRATTON: I think we've discussed once  
20 before, and it would be in the mode of the P3.

21 MR. HALIKOWSKI: So maybe I could make a  
22 suggestion, Mr. Chairman and Board Member Stratton. It might be  
23 good for a study session to come and give you a presentation  
24 sort of on where I came in on the state with I-15 and all the  
25 things we've done since then, including pursuing P3 options.



1 Our federal partners have been good with the  
 2 TIGER grants to help us pay for those bridge rehabilitations,  
 3 but as you know, there's more work to be done, and then we can  
 4 talk about, you know, possibilities of what we might do in the  
 5 future. And we can include in the presentation some of the  
 6 reaction we got, you know, to the P3 idea. But I think that,  
 7 you know, at that point there was maybe a lack of understanding  
 8 as to how the technology worked, and could you exempt residents  
 9 in those areas. So if you wish, we can come back with a  
 10 presentation and have a more fuller discussion about that  
 11 particular corridor.

12 MR. STRATTON: Okay. I would. And also, I'd  
 13 like to know what the -- I'd asked quite some time ago what the  
 14 effect of pulling triples on that particular road was, on the  
 15 bridges themselves. When they were built, obviously, there was  
 16 not triples being pulled in -- I don't believe in the  
 17 surrounding states, and does that cause the bridges to wear out  
 18 quicker, the decks or the structure themselves? Does it cause  
 19 more damage or does it not? Is that maybe something we want to  
 20 look at and the possibility of discussing that? Can we go to  
 21 only doubles on that to extend the life of those? I know it  
 22 doesn't make a lot of sense because the surrounding states allow  
 23 it, and that would be a section in there, but the surrounding  
 24 states don't seem to want to participate in helping us with that  
 25 (inaudible).

1 MR. HALIKOWSKI: We'll certainly include some of  
 2 that in the analysis, and see if we can come up with an idea of  
 3 how much incremental damage a triple versus a double causes, if  
 4 any, and then is there appropriate pertinent (inaudible).

5 MR. STRATTON: Just to --

6 MR. HALIKOWSKI: Sure.

7 MR. STRATTON: Just worth looking at. I --  
 8 again, I don't want to be a pain about this, but it is something  
 9 that doesn't really generally benefit Arizona, and it takes a  
 10 lot of money.

11 MR. HALIKOWSKI: And Mr. Chairman, it's a  
 12 significant issue. Past state engineers didn't really do  
 13 anything about I-15, so...

14 We're at this point where, you know, the decks on  
 15 there, those bridges are over 40 years old, and one of the most  
 16 environmentally sensitive places probably on earth in the Virgin  
 17 River Gorge, but yet it's a vital commerce corridor that we  
 18 receive federal funds for, and we're under a duty and obligation  
 19 to make sure it's safe and passable. So the trick is finding  
 20 out how to pay for that and make sure that, you know, we're  
 21 doing something that benefits all of Arizona.

22 MR. STRATTON: And as I said earlier, I  
 23 understand we have the obligation, and I don't want to not fund  
 24 it. I would just want to explore options that may help Greater  
 25 Arizona.

1 MS. BEAVER: Just for clarification, Chairman,  
2 can you tell me -- we cannot toll that, right, because it's an  
3 existing? So that -- that's not even a possibility?

4 MR. HALIKOWSKI: I think -- no. I think that  
5 certainly it is a possibility that we can discuss further.  
6 Because things are constantly changing federally, I (inaudible)  
7 when we submitted a letter of interest in tolling '15 probably  
8 back in around 2010, 2011, it was an experimental program at  
9 that point. There were three or four slots for states to toll  
10 existing interstate. We didn't get chosen at that point, but I  
11 think some things have changed with the FAST Act that depending  
12 on how we look at this whether it's tolling of the bridges or  
13 otherwise, there's some possibilities here.

14 The push back we got at the time was really from  
15 the states of Utah, Nevada, and the residents of Mohave County.  
16 The board there of supervisors took a resolution against any  
17 tolling. So there needs to be a lot of discussion and education  
18 on this as we move forward, because people immediately panic and  
19 think they're going to have to stop at the toll booth and, you  
20 know, all of the other things that come with that. "So why am I  
21 being taxed more for this particular structure?"

22 MR. STRATTON: If I can add to that a little bit,  
23 when we had our meeting in Kingman earlier this year, I had the  
24 opportunity to sit next to one of the board supervisors at the  
25 dinner, and that was the question I asked: Why is Mohave County

1 opposed to tolling I-15? And she absolutely had no idea that  
2 they were, the previous boards. And she did a little more  
3 exploration on that and came back to me telling me later on in a  
4 phone call that they would not be opposed at this point in time.  
5 So I -- I think at that time that we had to listen to them, they  
6 were opposed and it was an Arizona county, but their position  
7 may have been changed now.

8 MR. HALIKOWSKI: I think a lot of dynamics have  
9 been probably changed. But again, really, like everything else  
10 we do, it takes a lot of communication and preparation and  
11 transparency so that folks don't panic, you know, that oh my  
12 gosh, this is coming down on us. It's not fair.

13 MR. STRATTON: And I agree with you. It takes a  
14 long time, and I don't expect anything overnight, but we can  
15 find --

16 MR. HALIKOWSKI: (Inaudible.)

17 MR. STRATTON: -- a long range solution that  
18 would be beneficial to Arizona.

19 MR. HALIKOWSKI: Yeah. We would like to explore  
20 that.

21 MR. STRATTON: Thank you.

22 CHAIRMAN CUTHBERTSON: Okay. Other suggestions?

23 MS. BEAVER: I'd just like to make one comment.  
24 This may be my very last meeting. I don't know, because we're  
25 going to be in Yuma next month, and probably -- there might be

1 in the very near future, you might have a new board member. But  
2 I would just like to tell you all thank you. It's been a  
3 privilege working with you, learning from you, and I will say  
4 the Arizona Department of Transportation is in great hands with  
5 Director Halikowski --

6 MR. HALIKOWSKI: Thank you.

7 MS. BEAVER: -- and with his staff. I -- it's  
8 been a privilege learning and working with them as well. And so  
9 thank you, and thanks to the State for allowing me to serve.

10 CHAIRMAN CUTHBERTSON: Okay. Thank you.

11 (End of requested excerpt.)  
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Adjournment

*A motion to adjourn the January 30th, 2018 State Transportation Board study session was made by Board Member Thompson and seconded by Board Member Stratton. In a voice vote, the motion carried.*

Meeting adjourned at 12:09 p.m. MST.

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William F. Cuthbertson, Chairman  
State Transportation Board

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John S. Halikowski, Director  
Arizona Department of Transportation

March 16, 2018

RES. NO. 2018-03-A-014  
PROJECT: 060 GI 246 F0067 / 060-D(218)T  
HIGHWAY: PHOENIX - GLOBE  
SECTION: 2nd Street - El Camino Street  
ROUTE NO.: U. S. Route 60  
ENG. DIST.: Southeast  
COUNTY: Gila

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.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 180, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. This segment was renumbered and redesignated as U. S. Route 60, as disclosed by the request dated October 29, 1930, shown on Page 36 of the Official Minutes, and by the subsequent administrative action of the American Association of State Highway Officials. The overlapping U. S. Route 180 designation was eliminated by Resolutions dated June 17, 1935, on Pages 300 and 301 of the Official Minutes. New right of way for the relocation and alteration of the roadway was established as a state highway by the Commission's Resolution dated November 06, 1941, as set forth on Page 344 of its Official Minutes. It was later approved for inclusion within the National System of Interstate Highways running from Ehrenberg to Duncan by the Resolution dated September 02, 1947, shown on Page 218 of the Official Minutes.

March 16, 2018

RES. NO. 2018-03-A-014  
PROJECT: 060 GI 246 F0067 / 060-D(218)T  
HIGHWAY: PHOENIX - GLOBE  
SECTION: 2nd Street - El Camino Street  
ROUTE NO.: U.S. Route 60  
ENG. DIST.: Southeast  
COUNTY: Gila

New right of way is now needed for the improvement of fire station access and ADA compliant pedestrian facilities 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: "Stage III Design Plans, dated January 2018, PHOENIX - GLOBE HIGHWAY, 2nd Street - El Camino Street, Project 060 GI 246 F0067 / 060-D(218)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 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, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

March 16, 2018

RES. NO. 2018-03-A-014  
PROJECT: 060 GI 246 F0067 / 060-D(218)T  
HIGHWAY: PHOENIX - GLOBE  
SECTION: 2nd Street - El Camino Street  
ROUTE NO.: U.S. Route 60  
ENG. DIST.: Southeast  
COUNTY: Gila

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 South 17th Avenue  
R/W Titles Section, MD 612E  
Phoenix, Arizona 85007-3212

March 16, 2018

RES. NO. 2018-03-A-014  
PROJECT: 060 GI 246 F0067 / 060-D(218)T  
HIGHWAY: PHOENIX - GLOBE  
SECTION: 2nd Street - El Camino Street  
ROUTE NO.: U. S. Route 60  
ENG. DIST.: Southeast  
COUNTY: Gila

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 16 2018, 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 the improvement of fire station access and ADA compliant pedestrian facilities 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: "Stage III Design Plans, dated January 2018, PHOENIX - GLOBE HIGHWAY, 2nd Street - El Camino Street, Project 060 GI 246 F0067 / 060-D(218)T".

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 necessary for or incidental to the improvements, as delineated on said maps and plans; and

March 16, 2018

RES. NO. 2018-03-A-014  
PROJECT: 060 GI 246 F0067 / 060-D(218)T  
HIGHWAY: PHOENIX - GLOBE  
SECTION: 2nd Street - El Camino Street  
ROUTE NO.: U.S. Route 60  
ENG. DIST.: Southeast  
COUNTY: Gila

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 prior to construction the new right of way shall be established as a state highway; 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, 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.



March 16, 2018

RES. NO. 2018-03-A-014  
PROJECT: 060 GI 246 F0067 / 060-D(218)T  
HIGHWAY: PHOENIX - GLOBE  
SECTION: 2nd Street - El Camino Street  
ROUTE NO.: U.S. Route 60  
ENG. DIST.: Southeast  
COUNTY: Gila

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 16, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 16, 2018.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APPROVED

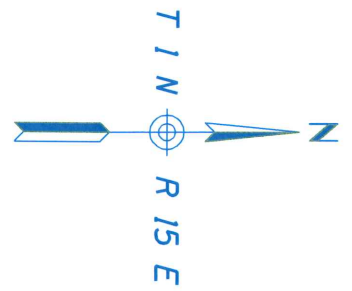
*Ron J. Aschenbach*  
Assistant Attorney General  
Attorney for Department  
of Transportation

Date 2/28/18



Area of Establishment  
See Sheet 2 of 2  
For Details

060 GI 246 F0067 / 060-D(218)T  
PHOENIX - GLOBE HIGHWAY  
2nd Street - El Camino Street  
Gila County



Southeast  
District

NOT TO SCALE

20

U.S. 60

29

CLAYPOOL

2nd St

El Camino

Broadway St

Locomotive Dr

21

Union Pacific R.R.

S. R. 188

To Globe

Section Line

To Superior

Railroad Ave

Section Line

Section Line

Section Line

28

Area of  
Establishment



2018-03-A-014  
March 16, 2018  
Sheet 2 of 2

APPENDIX "A"

060 GI 246 F0067 / 060-D(218)T  
PHOENIX - GLOBE HIGHWAY  
2nd Street - El Camino Street  
Gila County

March 16, 2018

RES. NO. 2018-03-A-015  
PROJECT: 030 MA 000 H6876 01R  
HIGHWAY: I-10 RELIEVER  
SECTION: S.R. 303L - S.R. 202L  
ROUTE NO.: State Route 30  
ENG. DIST.: Maricopa  
COUNTY: Central  
PARCEL: 7-12142

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of a portion of the State Route Plan for the I-10 Reliever, and the advance acquisition of land within the above referenced project.

This project is included in the Department's Five Year Construction Program.

The owner of Parcel 7-12142 has requested advance acquisition by the State. 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 advance acquisition will forestall development and result in a substantial savings to the State.

The area of establishment, the location of the State Route Plan, and the land to be acquired by advance acquisition are depicted in Appendix "A", and delineated on the Advance Acquisition Detail Sheet, dated February 26, 2018, depicting said Parcel 7-12142, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

Accordingly, I recommend that the parcel of land depicted in Appendix "A" be established as a state route, and designated State Route 30.

March 16, 2018

RES. NO. 2018-03-A-015  
PROJECT: 030 MA 000 H6876 01R  
HIGHWAY: I-10 RELIEVER  
SECTION: S.R. 303L - S.R. 202L  
ROUTE NO.: State Route 30  
ENG. DIST.: Maricopa  
COUNTY: Central  
PARCEL: 7-12142

I further recommend that the parcel of land depicted in Appendix "A" be approved and adopted as a portion of the State Route Plan for the I-10 Reliever, and that advance acquisition of the parcel be authorized.

In the interest of public safety, necessity, and convenience, and 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, Arizona 85007-3212

March 16, 2018

RES. NO. 2018-03-A-015  
PROJECT: 030 MA 000 H6876 01R  
HIGHWAY: I-10 RELIEVER  
SECTION: S.R. 303L - S.R. 202L  
ROUTE NO.: State Route 30  
ENG. DIST.: Maricopa  
COUNTY: Central  
PARCEL: 7-12142

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 16, 2018, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the I-10 Reliever, and the advance acquisition of land within the above referenced project.

This project is included in the Department's Five Year Construction Program.

The owner of Parcel 7-12142 has requested advance acquisition by the State. 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 advance acquisition will forestall development, and result in a substantial savings to the State.

The area of establishment, the location of the State Route Plan and the land to be acquired by advance acquisition are depicted in Appendix "A", and delineated on the Advance Acquisition Detail Sheet, dated February 26, 2018, depicting said Parcel 7-12142, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

Accordingly, it is recommended that the parcel of land depicted in Appendix "A" be established as a state route, and designated State Route 30.

March 16, 2018

RES. NO. 2018-03-A-015  
PROJECT: 030 MA 000 H6876 01R  
HIGHWAY: I-10 RELIEVER  
SECTION: S.R. 303L - S.R. 202L  
ROUTE NO.: State Route 30  
ENG. DIST.: Maricopa  
COUNTY: Central  
PARCEL: 7-12142

WHEREAS the above referenced project is included in the Five Year Construction Program; and

WHEREAS it has been determined that a reasonable need exists for the above referenced parcel, and that advance acquisition would forestall development and result in substantial savings to the State; and

WHEREAS that portion of Parcel 7-12142, as depicted in Appendix "A", and on that certain Advance Acquisition Detail Sheet, dated February 26, 2018, should be established as a state route and adopted and approved as part of the State Route Plan for the I-10 Reliever; and

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of the portion of the State Route Plan, and advance acquisition of the land needed for this improvement; therefore, be it

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

RESOLVED that the portion of the State Route Plan for the I-10 Reliever, as depicted in Appendix "A" is hereby established as a state route and designated State Route 30; be it further

RESOLVED that the State Route Plan for the location of a portion of the I-10 Reliever, as depicted in Appendix "A" is hereby approved and adopted; be it further

March 16, 2018

RES. NO. 2018-03-A-015  
PROJECT: 030 MA 000 H6876 01R  
HIGHWAY: I-10 RELIEVER  
SECTION: S.R. 303L - S.R. 202L  
ROUTE NO.: State Route 30  
ENG. DIST.: Maricopa  
COUNTY: Central  
PARCEL: 7-12142

RESOLVED that the Director is authorized to proceed with advance acquisition to acquire an estate in fee and/or easement and the appropriate rights of access needed for the parcel of land depicted in Appendix "A", in accordance with Arizona Revised Statutes Section 28-7094; be it further

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



March 16, 2018

RES. NO. 2018-03-A-015  
PROJECT: 030 MA 000 H6876 01R  
HIGHWAY: I-10 RELIEVER  
SECTION: S. R. 303L - S. R. 202L  
ROUTE NO.: State Route 30  
ENG. DIST.: Maricopa  
COUNTY: Central  
PARCEL: 7-12142


CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 16, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 16, 2018.

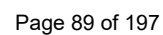
JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APPROVED

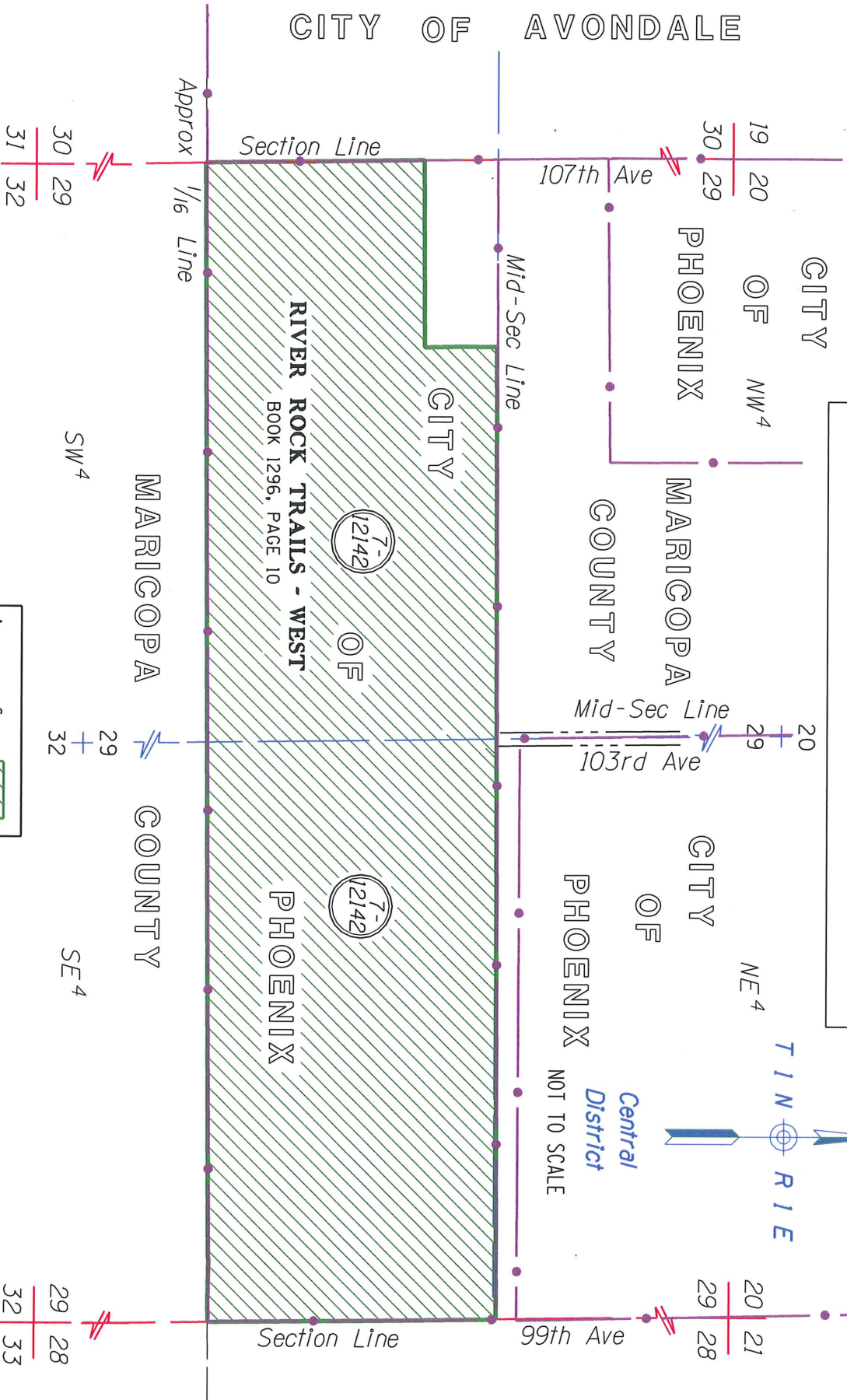
  
Assistant Attorney General  
Attorney for Department  
of Transportation

Date 2/28/18

030 MA 000 H6876 01R  
I-10 RELIEVER  
S.R. 303L - S.R. 202L  
Maricopa County



# ADVANCE ACQUISITION PLAT



Area of  
Establishment



APPENDIX "A"

2018-03-A-015  
March 16, 2018  
Sheet 2 of 2

030 MA 000 H6876 01R  
1-10 RELIEVER  
S.R. 303L - S.R. 202L  
Maricopa County

March 16, 2018

RES. NO. 2018-03-A-016  
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 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 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. Under the above referenced project, Resolution 2017-09-A-053, dated September 15, 2017, established new right of way as a controlled access state route.

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of the Fairway Drive Traffic Interchange Construction 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.

March 16, 2018

RES. NO. 2018-03-A-016  
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

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 EHRENBURG - PHOENIX HIGHWAY, Fairway Drive (El Mirage Road) T. I., Project 010 MA 130 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 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.

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.

March 16, 2018

RES. NO. 2018-03-A-016  
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, Arizona 85007-3212

March 16, 2018

RES. NO. 2018-03-A-016  
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

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 16, 2018, 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 the Fairway Drive Traffic Interchange Construction 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: "Right of Way Plans of the EHRENBURG - PHOENIX HIGHWAY, Fairway Drive (El Mirage Road) T. I., Project 010 MA 130 H8587 / 010-B(211)T".



March 16, 2018

RES. NO. 2018-03-A-016  
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 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 this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

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



March 16, 2018

RES. NO. 2018-03-A-016  
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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the 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; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

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.

March 16, 2018

RES. NO. 2018-03-A-016  
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

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 16, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 16, 2018.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

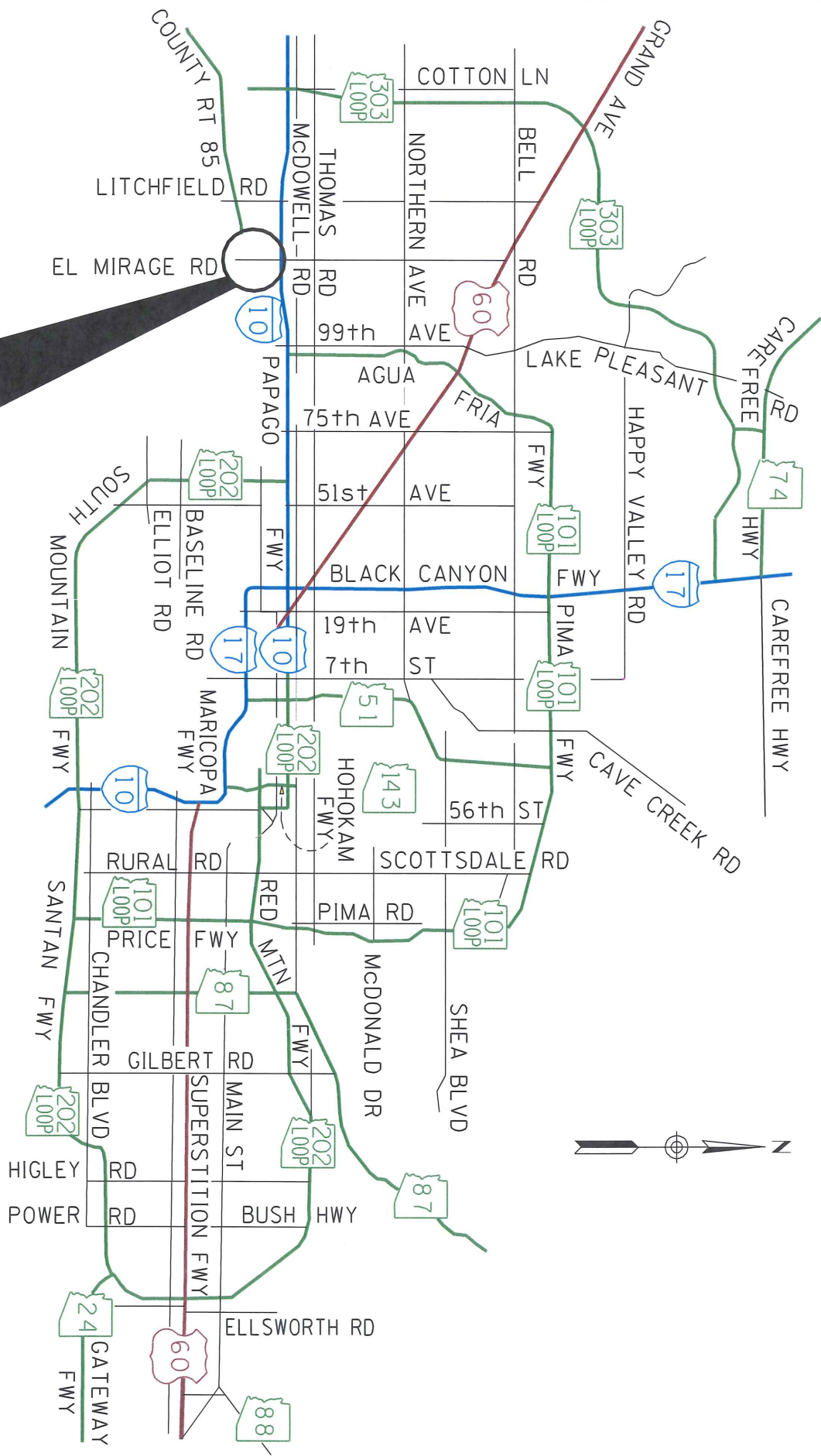
APPROVED



Assistant Attorney General  
Attorney for Department  
of Transportation

Date

2/28/18

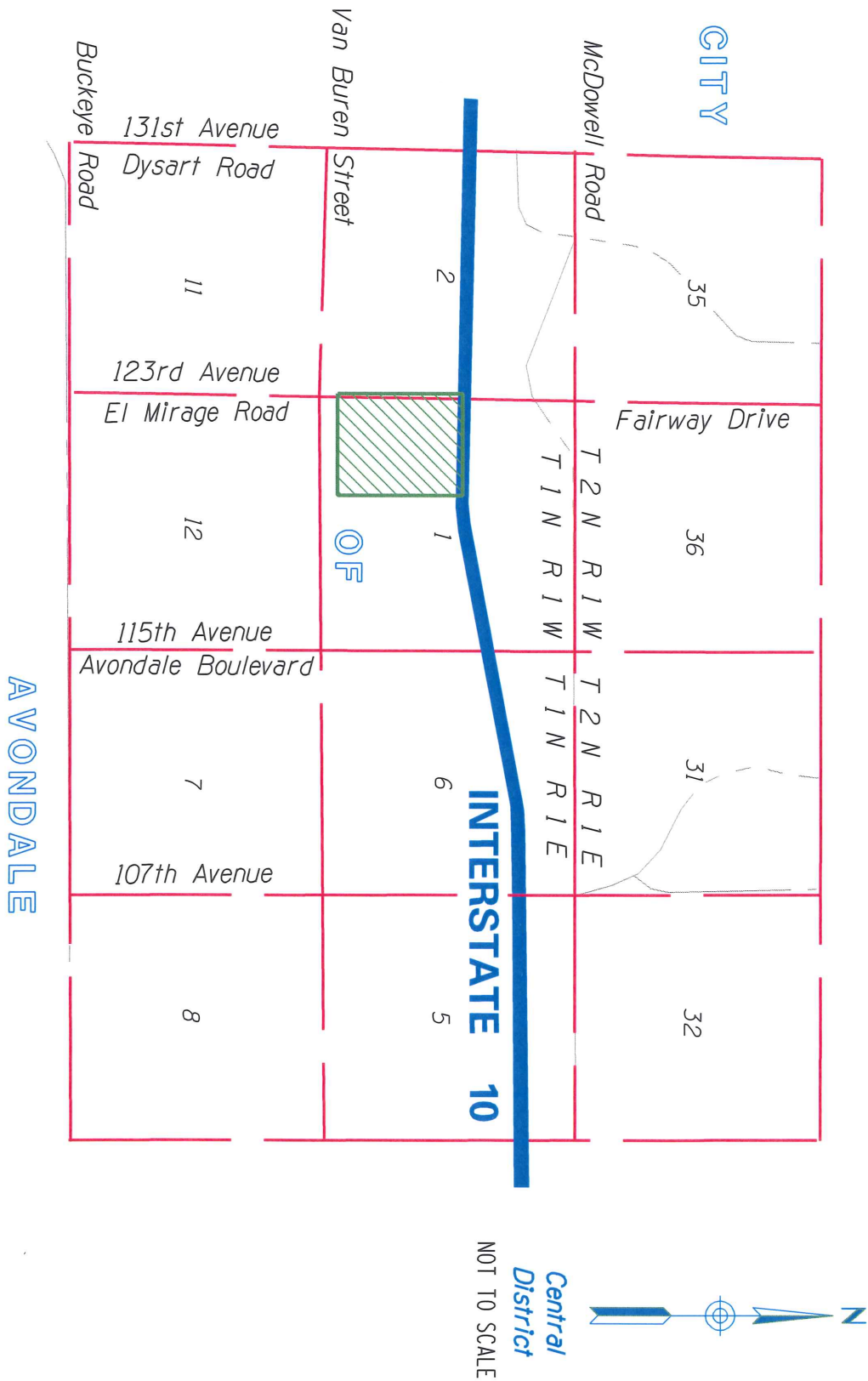


Area of Establishment  
See Sheet 2 of 2  
For Details

2018-03-A-016  
March 16, 2018  
Sheet 1 of 2

# APPENDIX "A"

010 MA 130 H8587 / 010-B(211)T  
EHRENBERG - PHOENIX HIGHWAY  
Fairway Drive (El Mirage Road) T.I.  
Maricopa County



March 16, 2018

RES. NO. 2018-03-A-017  
PROJECT: 070 GH 338 H8917 / 070-A(218)T  
HIGHWAY: GLOBE - LORDSBURG  
SECTION: 20th Avenue - 8th Street  
ROUTE NO.: U. S. Route 70  
ENG. DIST.: Southeast  
COUNTY: Graham

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 U. S. Route 70 within the above referenced project.

This portion was previously established as a state route and state highway, designated U. S. Route 180, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, on Page 26 of its Official Minutes, and on its Official Map of State Routes and State Highways, incorporated by reference. The Resolution of June 17, 1935, on Page 300 eliminated the U. S. Route 180 designation along this segment, therein renumbering and redesignating the highway as U. S. Route 70, to be compliant with route numbering of the American Association of State Highway Officials; and was thereafter included in the National System of Interstate Highways by the Resolutions of July 10, 1945, on Page 157; and September 02, 1947, on Page 218 of the Minutes. The Resolution of October 11, 1946, on Page 32 of the Minutes established right of way for location, relocation and alteration of the Globe - Safford Highway through Pima to San Jose Junction. On May 10, 1960, Resolution 60-100 established new right of way as a state highway for safety improvements. Transportation Board Resolution 92-01-A-03, dated January 16, 1992, established additional right of way as a state route and state highway for intersection improvements along this segment of the highway; and Resolution 2017-11-A-064 of November 17, 2017 established new right of way as a state route under the above referenced project.

March 16, 2018

RES. NO. 2018-03-A-017  
PROJECT: 070 GH 338 H8917 / 070-A(218)T  
HIGHWAY: GLOBE - LORDSBURG  
SECTION: 20th Avenue - 8th Street  
ROUTE NO.: U. S. Route 70  
ENG. DIST.: Southeast  
COUNTY: Graham

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of this improvement project through downtown Safford to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for 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 GLOBE - LORDSBURG HIGHWAY, 20th Avenue - 8th Street, Project 070 GH 338 H8917 / 070-A(218)T".

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

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

March 16, 2018

RES. NO. 2018-03-A-017  
PROJECT: 070 GH 338 H8917 / 070-A(218)T  
HIGHWAY: GLOBE - LORDSBURG  
SECTION: 20th Avenue - 8th Street  
ROUTE NO.: U. S. Route 70  
ENG. DIST.: Southeast  
COUNTY: Graham

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, Arizona 85007-3212

March 16, 2018

RES. NO. 2018-03-A-017  
PROJECT: 070 GH 338 H8917 / 070-A(218)T  
HIGHWAY: GLOBE - LORDSBURG  
SECTION: 20th Avenue - 8th Street  
ROUTE NO.: U. S. Route 70  
ENG. DIST.: Southeast  
COUNTY: Graham

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 16, 2018, 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 U.S. Route 70, 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 improvement project through downtown Safford to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the GLOBE - LORDSBURG HIGHWAY, 20th Avenue - 8th Street, Project 070 GH 338 H8917 / 070-A(218)T".



March 16, 2018

RES. NO. 2018-03-A-017  
PROJECT: 070 GH 338 H8917 / 070-A(218)T  
HIGHWAY: GLOBE - LORDSBURG  
SECTION: 20th Avenue - 8th Street  
ROUTE NO.: U. S. Route 70  
ENG. DIST.: Southeast  
COUNTY: Graham

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

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

March 16, 2018

RES. NO. 2018-03-A-017  
PROJECT: 070 GH 338 H8917 / 070-A(218)T  
HIGHWAY: GLOBE - LORDSBURG  
SECTION: 20th Avenue - 8th Street  
ROUTE NO.: U. S. Route 70  
ENG. DIST.: Southeast  
COUNTY: Graham

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 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; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

March 16, 2018

RES. NO. 2018-03-A-017  
PROJECT: 070 GH 338 H8917 / 070-A(218)T  
HIGHWAY: GLOBE - LORDSBURG  
SECTION: 20th Avenue - 8th Street  
ROUTE NO.: U. S. Route 70  
ENG. DIST.: Southeast  
COUNTY: Graham

CERTIFICATION

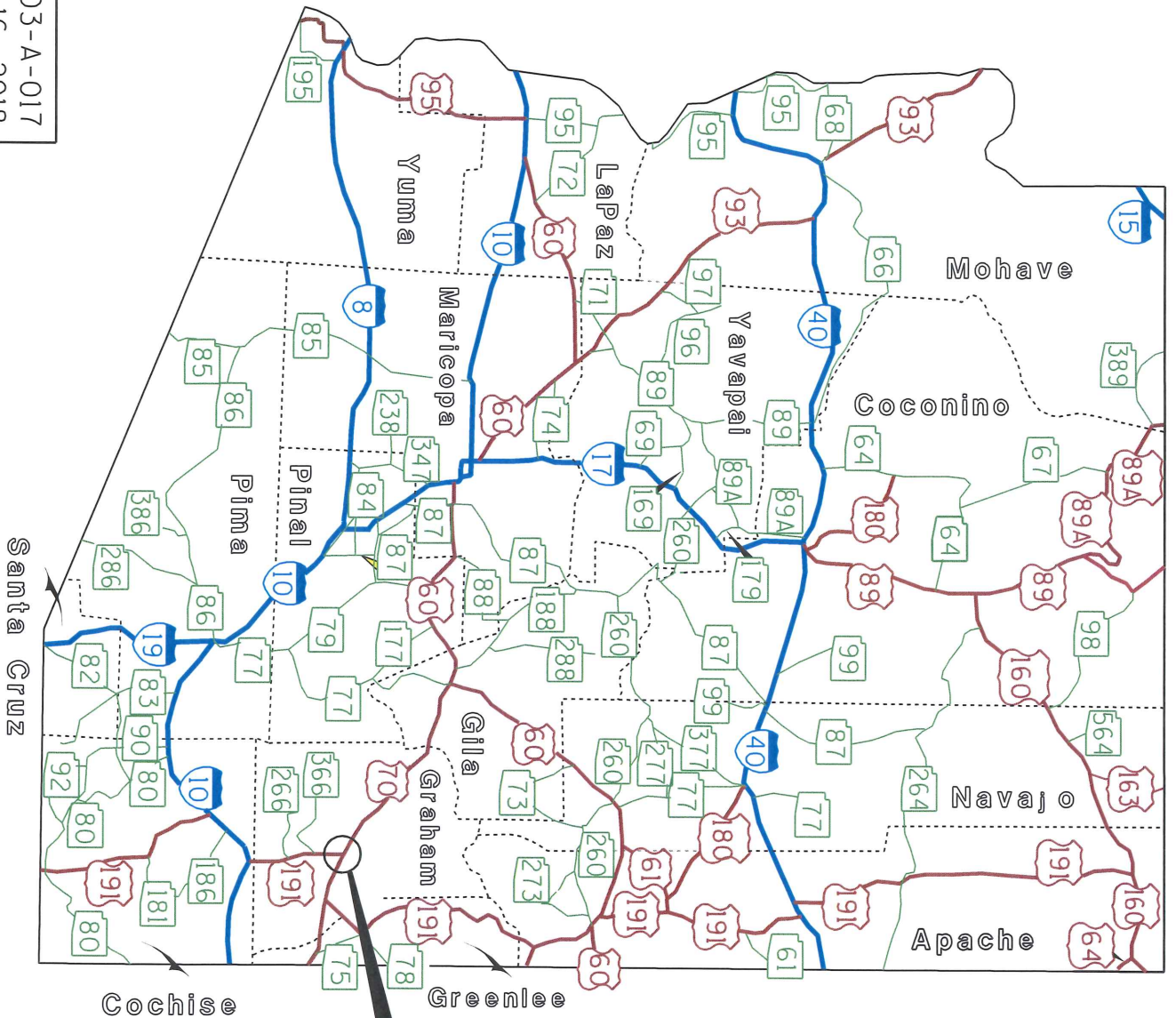
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 16, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 16, 2018.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

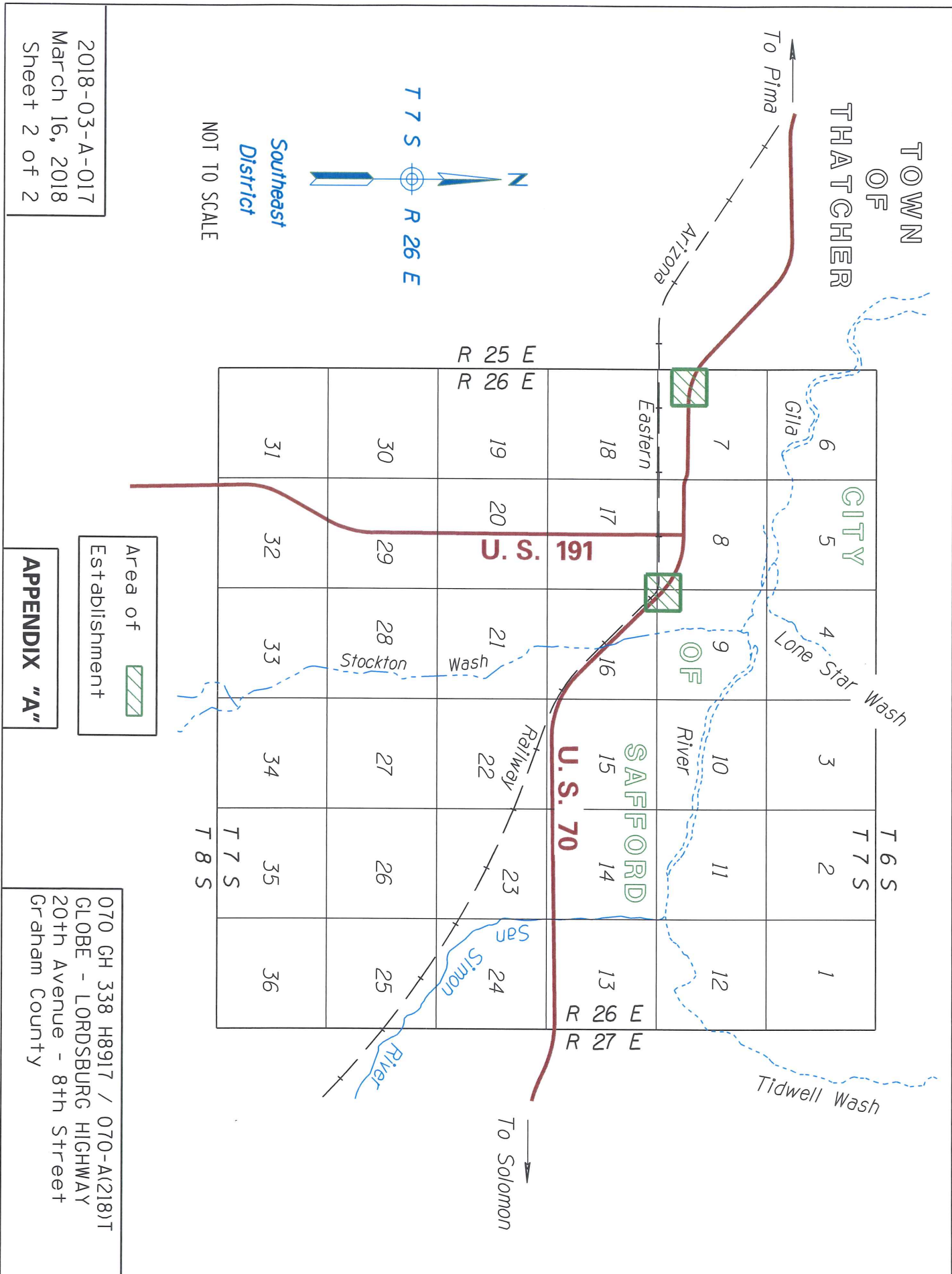
APPROVED

2/28/18 Ron J. Ancherbach  
Assistant Attorney General  
Attorney for Department  
of Transportation  
Date 2/28/18



Area of Establishment  
See Sheet 2 of 2  
For Details

070 GH 338 H8917 / 070-A(218)T  
GLOBE - LORDSBURG HIGHWAY  
20th Avenue - 8th Street  
Graham County



**PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)**

FY 2018 – 2022 Transportation Facilities Construction Program: Discussion and Possible Action

**Project Modifications** – \*Items 7a through 7o

\*ITEM 7a.

ROUTE NO: I-10 @ MP 260.3

Page 131

COUNTY: Pima

DISTRICT: Southcentral

SCHEDULE: FY 2018

SECTION: I-10 to Kolb Rd and SR 210, Golf Links Road to I-10

TYPE OF WORK: DCR and EA

PROGRAM AMOUNT: \$ 5,861,000

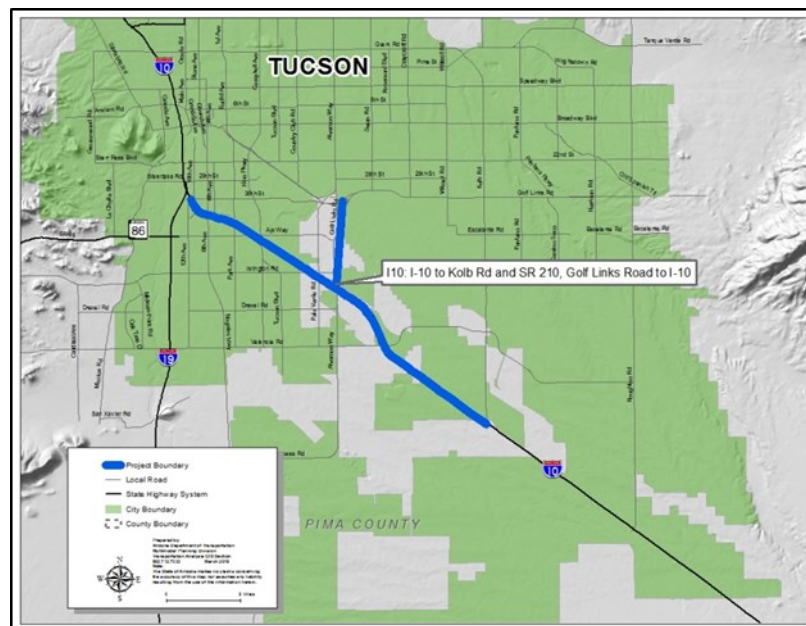
PROJECT MANAGER: Tazeen Dewan

PROJECT: H782501L, ADOT TIP 3947

REQUESTED ACTION: Increase the DCR project by \$154,000 to \$6,015,000 in the Highway Construction Program. **Funds are available from the FY 2018 Engineering Support Fund #70018.**

**NEW PROGRAM AMOUNT:**

**\$ 6,015,000**





\*ITEM 7b.

ROUTE NO: I-10 @ MP 130.0

Page 132

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: Dysart Rd - I-17

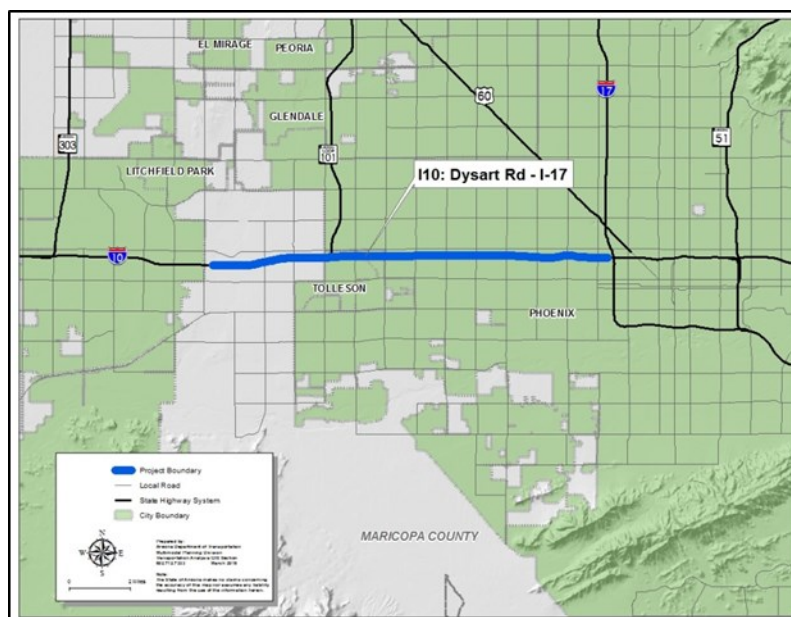
TYPE OF WORK: Pavement Rehabilitation

PROGRAM AMOUNT: \$ 921,000

PROJECT MANAGER: Bharat Kandel

PROJECT: H878601D, ADOT TIP 4774

REQUESTED ACTION: Increase the design by \$175,000 to \$1,096,000 in the Highway Construction Program. **Funds are available from the FY 2018 Engineering Support Fund #70018.** MAG TIP is 15-411D2. Contingent upon the MAG Regional Council or MAG Regional Executive Committee Meeting.

**NEW PROGRAM AMOUNT:****\$ 1,096,000**

\*ITEM 7c.

ROUTE NO: SR 92 @ MP 332.0

Page 133

COUNTY: Cochise

DISTRICT: Southeast

SCHEDULE: FY 2018

SECTION: Baumkirchner Rd - Bisbee Roundabout

TYPE OF WORK: Pavement Preservation (TR+ Chip Seal)

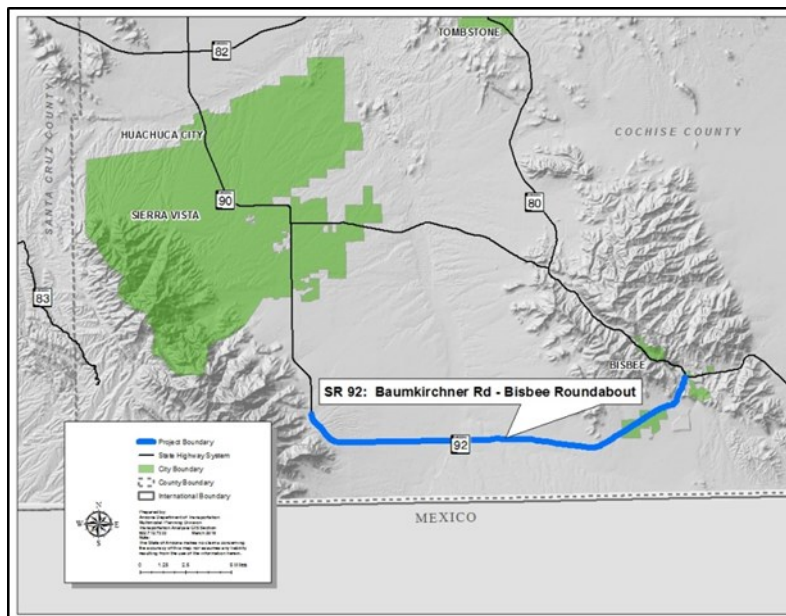
ADVERTISEMENT DATE: 6/1/2018

PROGRAM AMOUNT: \$ 1,430,000

PROJECT MANAGER: Kevin Robertson

PROJECT: H889101C, ADOT TIP 6456

REQUESTED ACTION: Increase the construction project by \$870,000 to \$2,300,000 in the Highway Construction Program.  
**Funds are available from the FY 2018 Minor and Preventative Pavement Preservation Fund #74818.**

**NEW PROGRAM AMOUNT:****\$ 2,300,000**



\*ITEM 7d.

ROUTE NO: I-17 @ MP 200.5

Page 134

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: I-10 - SR 101L, Wrong Way Driver Detection

TYPE OF WORK: Construct Wrong Way Detection Deployment

PROGRAM AMOUNT: \$ 4,100,000

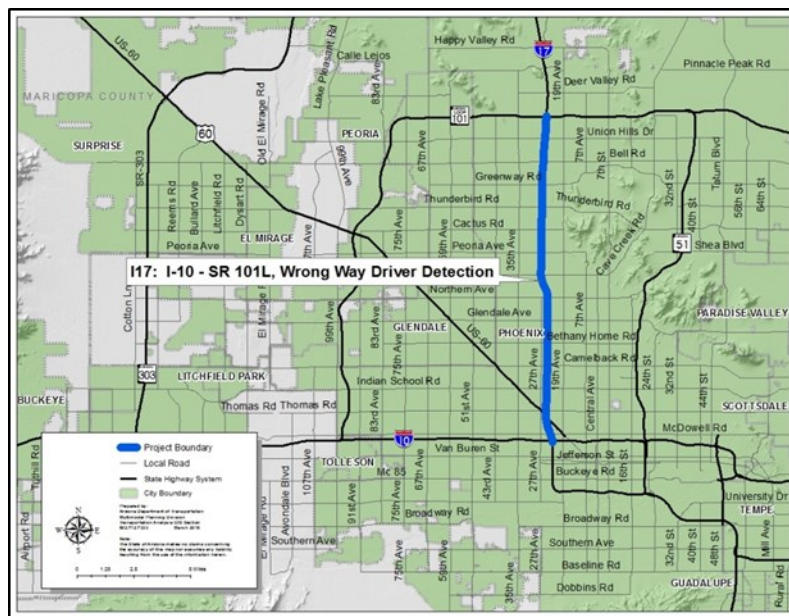
PROJECT MANAGER: Bret Anderson

PROJECT: F013301C, ADOT TIP 8885

REQUESTED ACTION: Delete the project for \$4,100,000 from the Highway Construction Program. **Transfer funds to the FY 2018 RARF Contingency Fund #49918.** Approved by the MAG Regional Council on June 28, 2017.

NEW PROGRAM AMOUNT:

\$ 0



\*ITEM 7e.

Page 135

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: MAG Regionwide Wrong Way Signing

TYPE OF WORK: Replace and Install Signs

PROGRAM AMOUNT: \$ 120,000

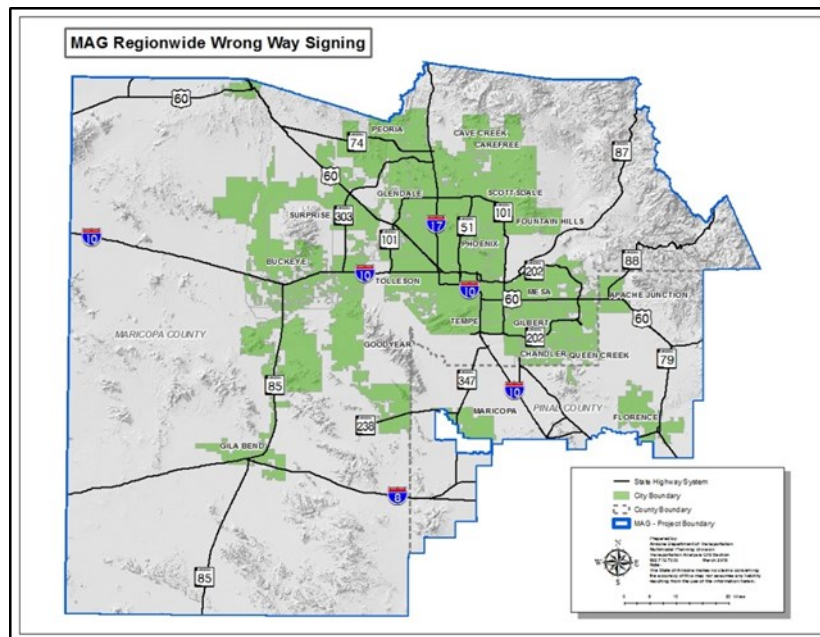
PROJECT MANAGER: Jennifer Acuna

PROJECT: F018101D, ADOT TIP 9317

REQUESTED ACTION: Increase the design by \$125,000 to \$245,000 in the Highway Construction Program. **Funds are available from the FY 2018 Modernization Fund #70118.** Approved by the MAG Regional Council on February 28, 2018.

NEW PROGRAM AMOUNT:

\$ 245,000



\*ITEM 7f.

ROUTE NO: SR 101L @ MP 55.1

Page 136

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: Baseline Rd - SR 202L (Santan)

TYPE OF WORK: Design for Adding General Purpose Lane

PROGRAM AMOUNT: \$ 3,150,000

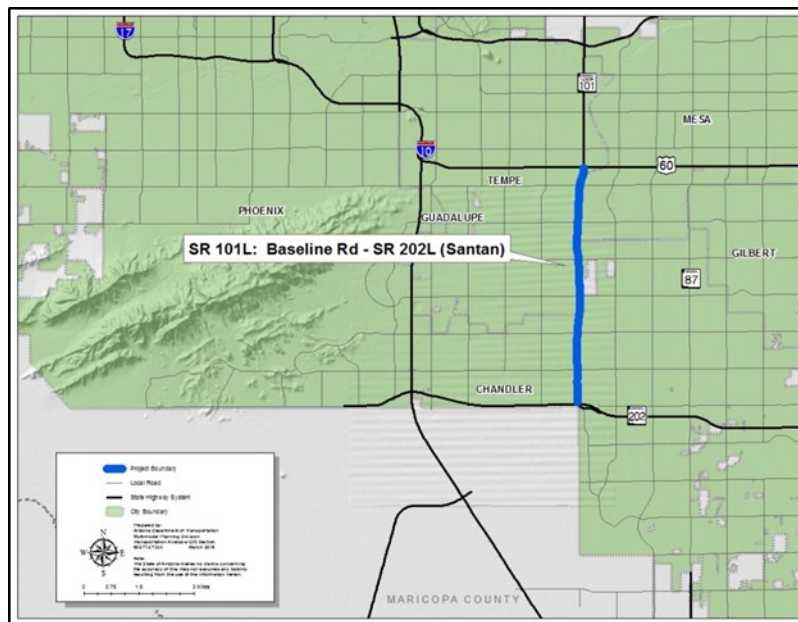
PROJECT MANAGER: Vivian Li

PROJECT: H687301D, ADOT TIP 7795

REQUESTED ACTION: Increase the design by \$500,000 to \$3,650,000 in the Highway Construction Program. **Funds are available from the FY 2018 SR 101L Baseline - SR 202L project #7795, MAG TIP #DOT 20-801.** Approved by the MAG Regional Council on January 31, 2018.

NEW PROGRAM AMOUNT:

\$ 3,650,000



\*ITEM 7g.

ROUTE NO: SR 303L @ MP 105.0

Page 137

COUNTY: Maricopa

DISTRICT: Phoenix Construction

SCHEDULE: FY 2018

SECTION: MC 85 - Van Buren St

TYPE OF WORK: Scoping

PROGRAM AMOUNT: \$ 7,594,000

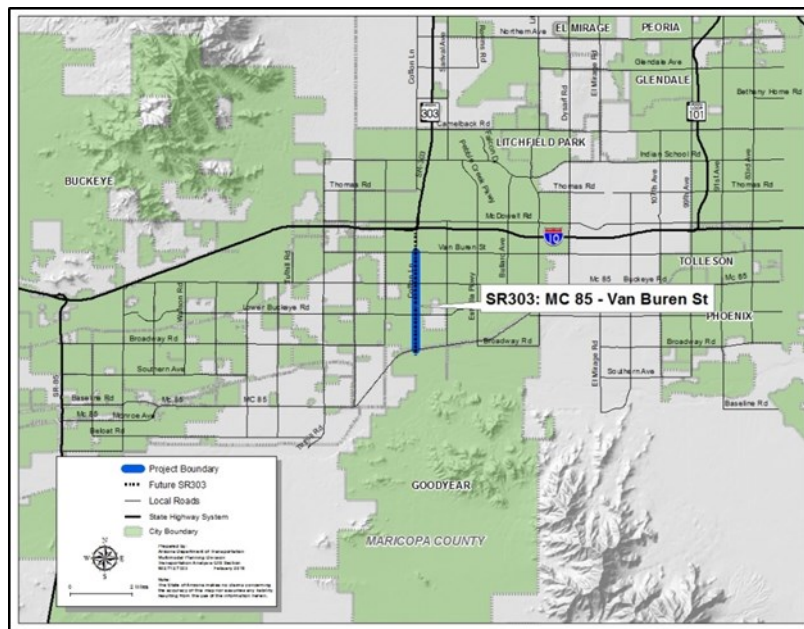
PROJECT MANAGER: Tricia Brown

PROJECT: H687001L, ADOT TIP 7804

REQUESTED ACTION: Increase the scoping by \$200,000 to \$7,794,000 in the Highway Construction Program. **Funds are available from the FY 2018 MAG Preliminary Engineering (Management Consultants, 30% Plans Design) Fund #42218.**

NEW PROGRAM AMOUNT:

\$ 7,794,000



\*ITEM 7h.

ROUTE NO: SR 30 @ MP 55.0

Page 138

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: SR 303L - SR 202L, South Mountain, Phase I

TYPE OF WORK: Right of Way

PROGRAM AMOUNT: \$ 0

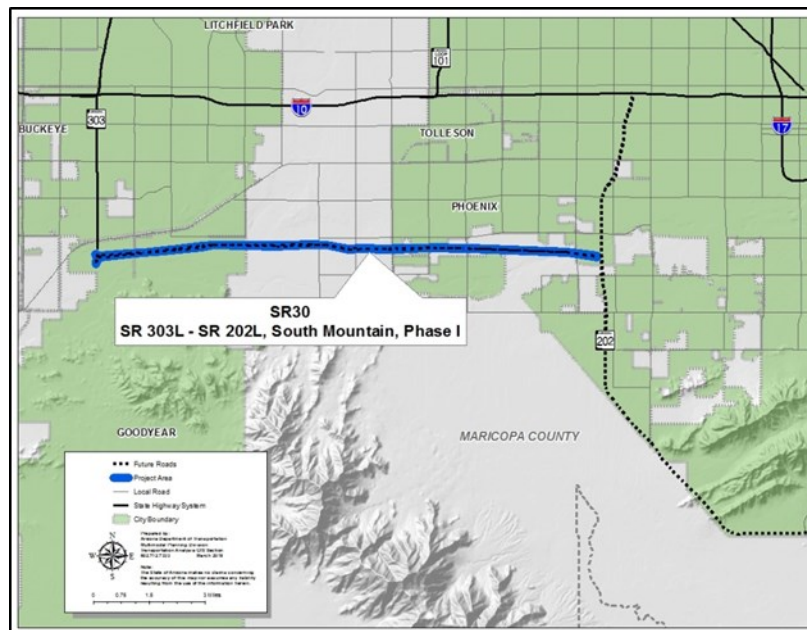
PROJECT MANAGER: Tricia Brown

PROJECT: H687601R, ADOT TIP 8892

REQUESTED ACTION: Establish the right of way for \$60,000,000 in the Highway Construction Program. **Funds are available from the FY 2018 MAG RTP Contingency Fund #49918.** Approved by the MAG Regional Council on February 28, 2018.

NEW PROGRAM AMOUNT:

\$ 60,000,000





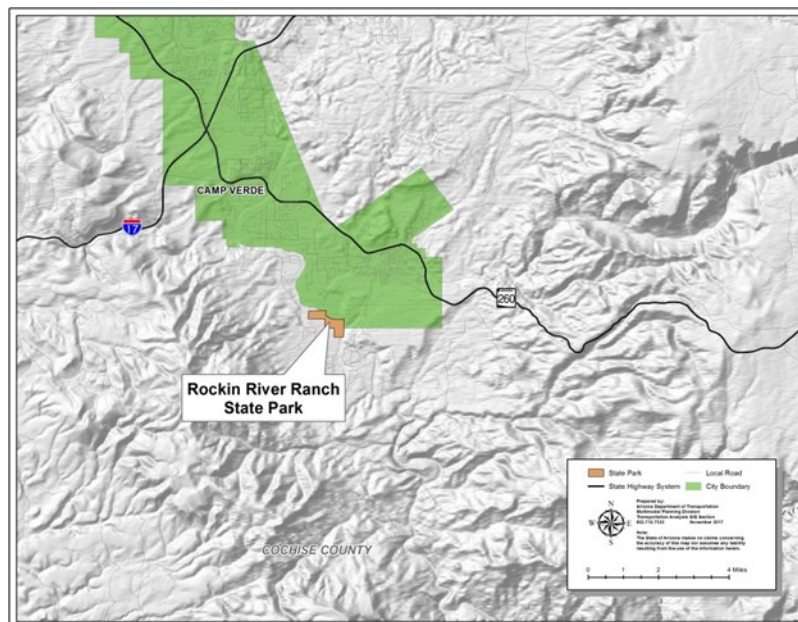
\*ITEM 7i.

Page 139

COUNTY: Yavapai  
 DISTRICT: Northcentral  
 SCHEDULE: FY 2018  
 SECTION: Rockin River Ranch State Park  
 TYPE OF WORK: Construct Roadway  
 PROGRAM AMOUNT: \$ 403,000  
 PROJECT MANAGER: Craig Regulski  
 PROJECT: M695801C, ADOT TIP 9311  
 JPA: 16-06009 with Arizona State Parks  
 REQUESTED ACTION: Decrease the construction by \$170,000 to  
 \$233,000 in the Highway Construction Program.  
**Transfer funds to the FY 2018 State Parks Fund  
 #78418.**

**NEW PROGRAM AMOUNT:**

**\$ 233,000**



\*ITEM 7j.

COUNTY: Maricopa

Page 140

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: MAG Regionwide Right of Way Plans and Titles

TYPE OF WORK: Plans, Titles and Appraisals for Excess Land Disposal

PROGRAM AMOUNT: \$ 900,000

PROJECT MANAGER: Carrie Drost

PROJECT: M697201X, Item #42718, ADOT TIP 3661

REQUESTED ACTION: Decrease the project by \$450,000 to \$450,000 in the Highway Construction Program. **Transfer funds to the FY 2018 MAG RARF Contingency Fund #49918.** MAG TIP DOT 18-409.

**NEW PROGRAM AMOUNT:**

\$ 450,000

\*ITEM 7k.

COUNTY: Statewide

Page 141

DISTRICT: Statewide

SCHEDULE: FY 2018

SECTION: Statewide Property Management

TYPE OF WORK: Maintain and Operate Excess Land

PROGRAM AMOUNT: \$ 700,000

PROJECT MANAGER: Carrie Drost

PROJECT: M519301X, ADOT TIP 4273

REQUESTED ACTION: Increase the project by \$500,000 to \$1,200,000 in the Highway Construction Program. **Funds are available from the FY 2018 Statewide Non Federal Contingency Fund #79918.**

**NEW PROGRAM AMOUNT:**

\$ 1,200,000

\*ITEM 71.

ROUTE NO: US 93 @ MP 165.1

Page 142

COUNTY: Yavapai

DISTRICT: Northwest

SCHEDULE: FY 2018

SECTION: Big Jim Wash Bridge Str #548

TYPE OF WORK: Construct Scour Retrofit

ADVERTISEMENT DATE: 4/13/2018

PROGRAM AMOUNT: \$ 300,000

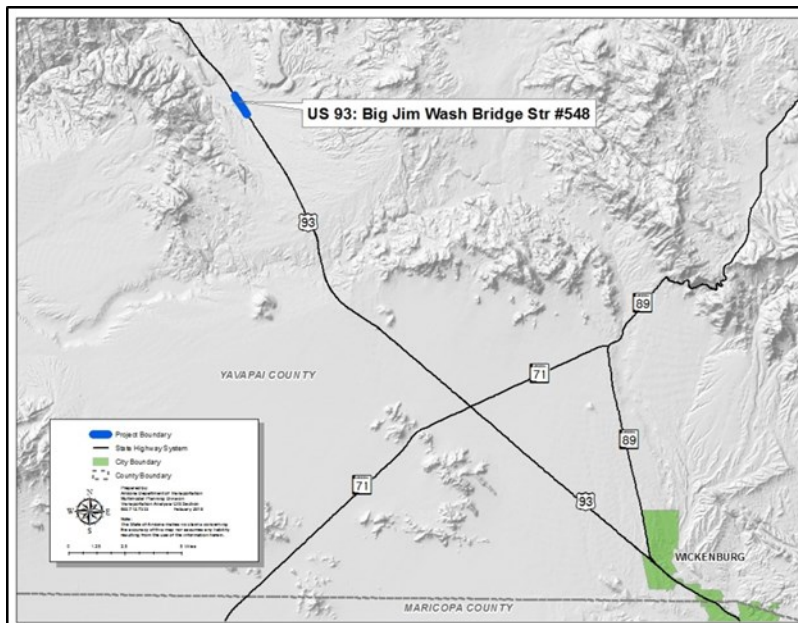
PROJECT MANAGER: Gary Sun

PROJECT: H878001C, Item #25015, ADOT TIP 5039

REQUESTED ACTION: Increase the project by \$360,000 to \$660,000 in the Highway Construction Program. **Funds are available from the FY 2018 Bridge Replacement and Rehabilitation Fund #76218. Change the type of work to "Bridge Rehabilitation."**

NEW PROGRAM AMOUNT:

\$ 660,000





\*ITEM 7m.

ROUTE NO: SR 260 @ MP 302.7

Page 143

COUNTY: Navajo

DISTRICT: Northeast

SCHEDULE: FY 2018

SECTION: Mainline Rd – SR 77

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: \$ 82,000

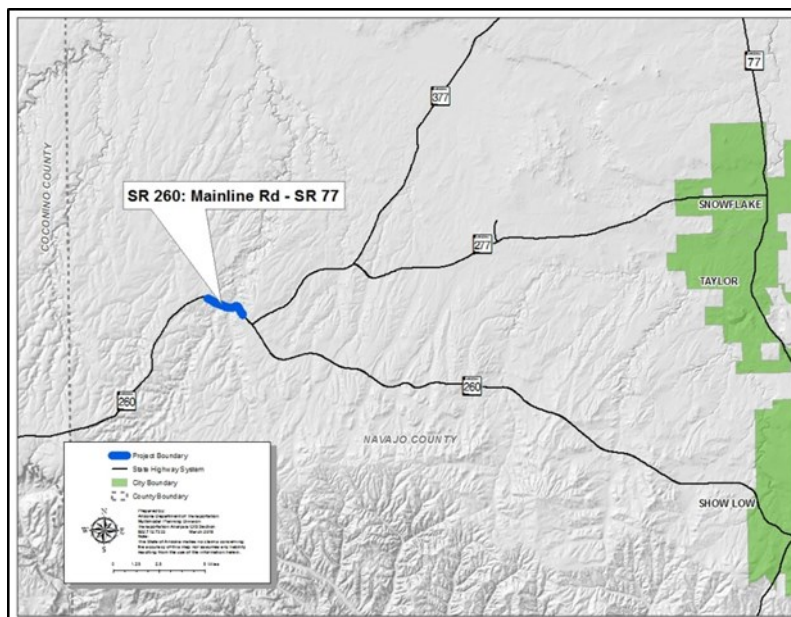
PROJECT MANAGER: Kirstin Tvedten

PROJECT: F003801D, ADOT TIP 8154

REQUESTED ACTION: Increase the project by \$323,000 to \$405,000 in the Highway Construction Program. **Funds are available from the FY 2018 Minor and Preventative Pavement Preservation Fund #74818. Change the project name to "Mainline Rd – Overgaard." Change the type of work to "Bridge Rehabilitation." Change the project length to 7.35 miles.**

NEW PROGRAM AMOUNT:

\$ 405,000



\*ITEM 7n.

ROUTE NO: I-10 @ MP 130.0

Page 144

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: Fairway Drive (El Mirage)

TYPE OF WORK: Right of Way

PROGRAM AMOUNT: \$ 2,549,000

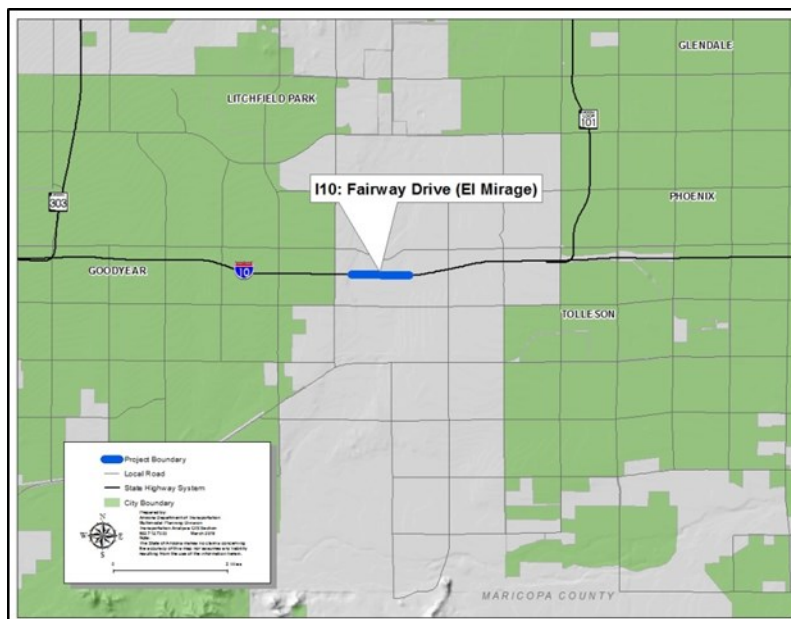
PROJECT MANAGER: Siva Sivakumar

PROJECT: H858701R, Item #43415, ADOT TIP 4296

REQUESTED ACTION: Increase the project by \$500,000 to \$3,049,000 in the Highway Construction Program. **Funds are available from the FY 2018 MAG RTP Contingency Fund #49918.** Identified in the MAG TIP as DOT 17 -712. Approved by the MAG Regional Council on February 28, 2018.

NEW PROGRAM AMOUNT:

\$ 3,049,000



\*ITEM 7o.

ROUTE NO: I-10 @ MP 130.0

Page 145

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: Fairway Drive (El Mirage)

TYPE OF WORK: Traffic Interchange

ADVERTISEMENT DATE: 6/1/2018

PROGRAM AMOUNT: \$ 19,600,000

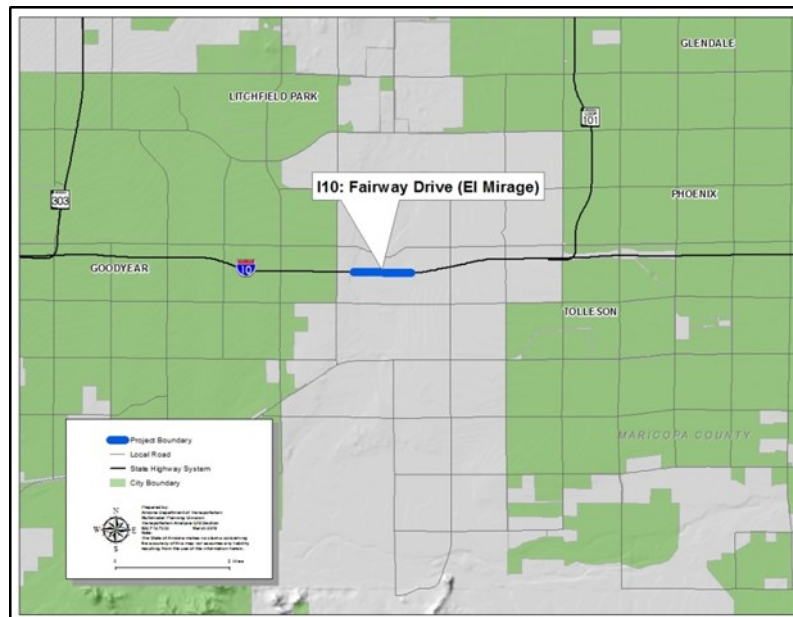
PROJECT MANAGER: Siva Sivakumar

PROJECT: H858701C, Item #43415, ADOT TIP 4296

REQUESTED ACTION: Increase the project by \$5,500,000 to \$25,100,000 in the Highway Construction Program. **Funds are available from the FY 2018 MAG RTP Contingency Fund #49918.** Identified in the MAG TIP as DOT 17-711. Approved by the MAG Regional Council on February 28, 2018.

NEW PROGRAM AMOUNT:

\$ 25,100,000



**New Projects** – \*Items 7 p through 7y - Discussion and Possible Action

\*ITEM 7p. COUNTY: Statewide Page 146  
DISTRICT: Southeast  
SCHEDULE: FY 2018  
SECTION: Southeast District Safety Improvements  
TYPE OF WORK: Pavement Markings and Rumble Strips Installation  
ADVERTISEMENT DATE: 4/1/2018  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: David Wostenberg  
PROJECT: F001901D, ADOT TIP 9277  
REQUESTED ACTION: Establish the project for \$1,700,000 in the Highway Construction Program. **Funds are available from the FY 2018 Modernization of Project Fund #70118.**  
**NEW PROGRAM AMOUNT:** \$ 1,700,000

\*ITEM 7q. COUNTY: Statewide Page 147  
DISTRICT: Statewide  
SCHEDULE: FY 2018  
SECTION: Statewide Crash Hot Spots - Speed Related  
TYPE OF WORK: Deploy Mobile Speed Feedback Signs  
ADVERTISEMENT DATE: 5/15/2018  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: David Wostenberg  
PROJECT: M697401X, ADOT TIP 100253  
REQUESTED ACTION: Establish the project for \$330,000 in the Highway Construction Program. **Funds are available from the FY 2018 Modernization of Project Fund #70118.**  
**NEW PROGRAM AMOUNT:** \$ 330,000

\*ITEM 7r.

COUNTY: Statewide

Page 148

DISTRICT: Statewide

SCHEDULE: FY 2018

SECTION: Statewide Third Party Traffic Data, FY 2018

TYPE OF WORK: Acquire Traffic Data

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Vahid Nikou Goftar

PROJECT: M697301X, ADOT TIP 100234

REQUESTED ACTION: Establish the project for \$500,000 in the Highway Construction Program. **Funds are from the FY 2018 Traffic Safety Management and Operations (TSM&O) Fund #78818.**

**NEW PROGRAM AMOUNT:** \$ 500,000

\*ITEM 7s.

COUNTY: Statewide

Page 149

DISTRICT: Statewide

SCHEDULE: FY 2018

SECTION: Statewide Right of Way Plans, Titles, and Appraisals

TYPE OF WORK: Excess Land Disposal Plans, Titles, and Appraisals

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Carrie Drost

PROJECT: M697501X, ADOT TIP 100251

REQUESTED ACTION: Establish the project for \$500,000 in the Highway Construction Program. **Funds are available from the FY 2018 Non-Federal Contingency Fund #79918.**

**NEW PROGRAM AMOUNT:** \$ 500,000

\*ITEM 7t.

COUNTY: Pima

Page 150

DISTRICT: Southcentral

SCHEDULE: FY 2018

SECTION: El Paso and Southwestern Greenway; 22nd - Cushing

TYPE OF WORK: Shared Use Path and Trail

ADVERTISEMENT DATE: 3/16/2018

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Kirsten Tvedten

PROJECT: SL62401C, ADOT TIP 3937

REQUESTED ACTION: Establish a new project for \$804,000 in the Highway Construction Program. **Funds are from the following sources.** TERC approved Round 14 of 2008. Identified in the PAG TIP is 72.07.

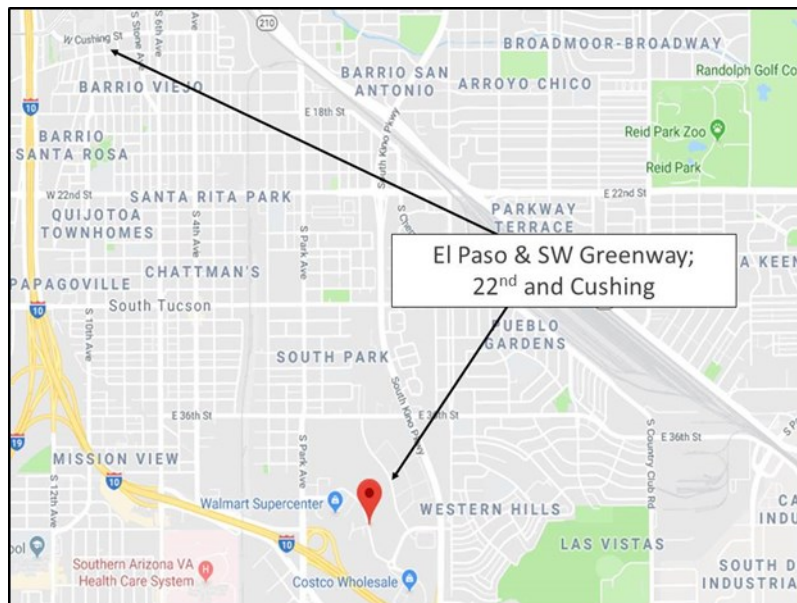
FY 2018 Transportation Alternatives Fund #71618 \$ 458,000

City of Tucson Local Match \$ 28,000

PAG STP Fund \$ 300,000

PAG RTA Fund Local Match \$ 18,000

**NEW PROGRAM AMOUNT: \$ 804,000**



\*ITEM 7u.

ROUTE NO: US 180 @ MP 369.0

Page 151

COUNTY: Apache

DISTRICT: Northeast

SCHEDULE: FY 2018

SECTION: St. Johns - County Road 4162

TYPE OF WORK: Pavement Presevation (Chip Seal)

ADVERTISEMENT DATE: 3/28/2018

PROGRAM AMOUNT: New Project

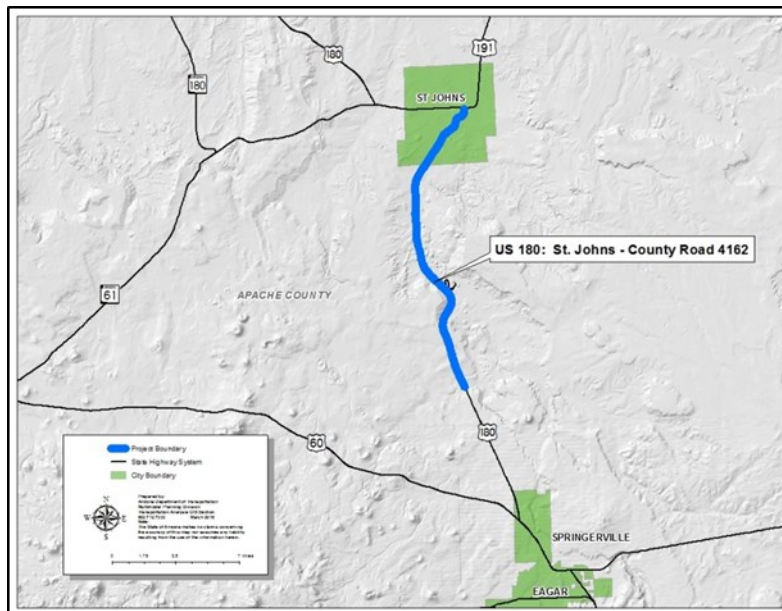
PROJECT MANAGER: Kevin Robertson

PROJECT: F004101C, ADOT TIP 8158

REQUESTED ACTION: Establish the pavement preservation project for \$2,010,000 in the Highway Construction Program.  
**Funds are available from the FY 2018 Minor and Preventative Pavement Preservation Fund #74818.**

NEW PROGRAM AMOUNT:

\$ 2,010,000





\*ITEM 7v.

ROUTE NO: SR 89A @ MP 355.9

Page 152

COUNTY: Yavapai

DISTRICT: Northcentral

SCHEDULE: FY 2018

SECTION: Verde River - Arts Village Dr

TYPE OF WORK: Pavement Preservation (Micro Surface)

ADVERTISEMENT DATE: 5/1/2018

PROGRAM AMOUNT: New Project

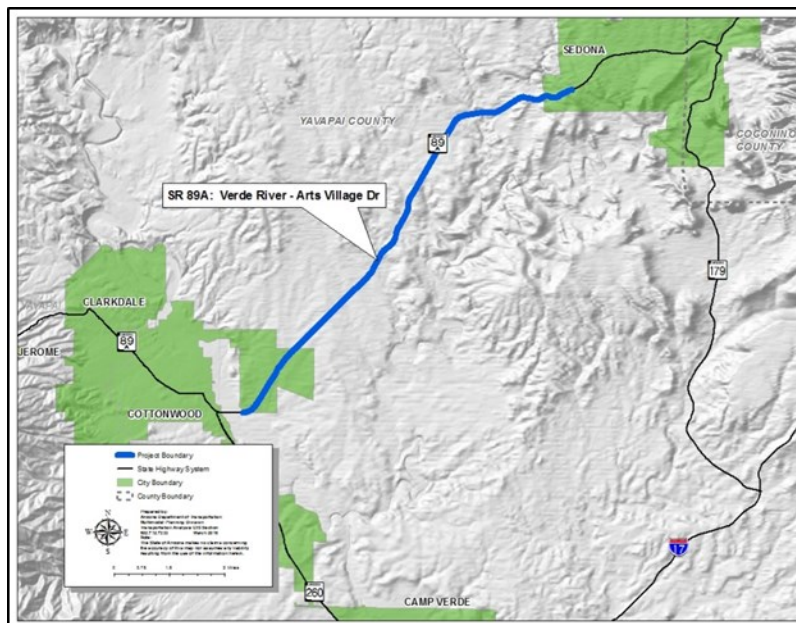
PROJECT MANAGER: Kevin Robertson

PROJECT: F004601C, ADOT TIP 8166

REQUESTED ACTION: Establish the construction project for \$3,300,000 in the Highway Construction Program. **Funds are available from the FY 2018 Minor and Preventative Pavement Preservation Fund #74818.**

NEW PROGRAM AMOUNT:

\$ 3,300,000





\*ITEM 7w.

Page 153

COUNTY: Mohave

DISTRICT: Northwest

SCHEDULE: FY 2018

SECTION: Lake Havasu State Park Main Road

TYPE OF WORK: Reconstruction

PROGRAM AMOUNT: \$ 946,000

PROJECT MANAGER: Craig Regulski

PROJECT: M693601C, ADOT TIP 9086

JPA: 16-006009 with Arizona State Parks

REQUESTED ACTION: Increase the construction project by \$132,000 to \$1,078,000 in the Highway Construction Program.  
**Funds are available from the FY 2018 State Parks Fund #78418.**

**NEW PROGRAM AMOUNT:****\$ 1,078,000**

\*ITEM 7x.

Page 154

COUNTY: Mohave  
 DISTRICT: Northwest  
 SCHEDULE: FY 2018  
 SECTION: Lake Havasu State Park Boat Launch  
 TYPE OF WORK: Pavement Rehabilitation  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Craig Regulski  
 PROJECT: M697001C, ADOT TIP 100249  
 JPA: 16-006009 with Arizona State Parks  
 REQUESTED ACTION: Establish the project for \$38,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Fund #78418.**  
 NEW PROGRAM AMOUNT: \$ 38,000



\*ITEM 7y.

Page 155

ROUTE NO: US 70 @ MP 337.9

COUNTY: Graham

DISTRICT: Southeast

SCHEDULE: FY 2018

SECTION: 20<sup>th</sup> Ave – 8<sup>th</sup> St, Safford

TYPE OF WORK: Lighting, ADA Ramps, Intersection Improvements

PROGRAM AMOUNT: New Project

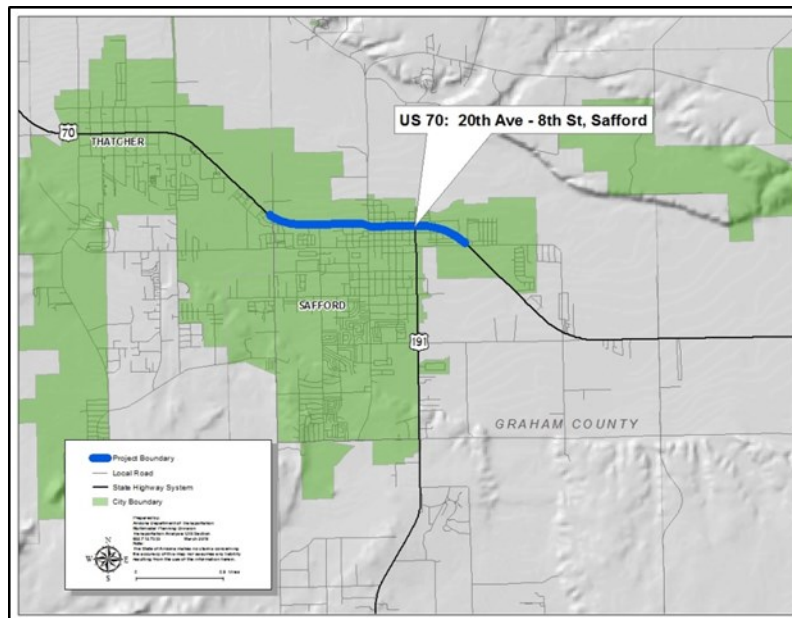
PROJECT MANAGER: Susan Webber

PROJECT: H891701R, ADOT TIP 6723

REQUESTED ACTION: Establish the project for \$10,000 in the Highway Construction Program. **Funds are available from the FY 2018 Right of Way Acquisition, Appraisal, and Plans Fund #71018.**

NEW PROGRAM AMOUNT:

\$ 10,000



02

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/6/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Tazeen Dewan

4. Project Manager / Presenter:

Tazeen Dewan @ (602) 712-8542

205 S 17th Ave, 117, 605E - 4210 MPD PLANNING TEAM

6. Project Name:

I-10, I-19 to Kolb Road and SR 210, Golf Links Road to I-10 (H7825)

7. Type of Work:

DCR and EA

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

AY1K Tucson 10 Pima 260.3 H782501L 32.1 010-E(210)A

16. Program Budget: \$5,861

17. Program Item #:

18. Current Approved Program Budget:

\$5,861

18a. (+/-) Program Budget Request:

\$154

18b Total Program Budget After Request:

\$6,015

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
OTHR10	\$3,000	.	.
72312	\$2,000	.	.
OTHR	\$746	.	.
72317	\$125	.	.

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70018	\$154	ENGINEERING SUPPORT	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: YES 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Increase budget.

Change of Scope.

**26. JUSTIFICATION OF REQUEST**

Recent improvements to the land use around the Craycroft Road Traffic Interchange (TI) have degraded the traffic operations making it necessary to identify additional roadway and access control improvements to make sure the interchange will function well for the 2040 design year. The intersection of Travel Plaza Way and Craycroft Road is located close to the I-10 westbound ramps. Travel Plaza Way connects to Elvira Road providing an access point to the Craycroft Road TI for 1500 residents, a Pilot Travel Center and Freightliner of Arizona. Alternative roadway concepts need to be developed to address access control requirements, avoid potential historic structures, and minimize impacts to a low income neighborhood.

Consultant \$154K

No ICAP request since project contains sufficient funding.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**CHANGE IN SCOPE  
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018


06

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/20/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/22/2018

4. Project Manager / Presenter:

Bharat Kandel @ (602) 712-8736

Bharat Kandel

1611 W Jackson St, , EM01 - 4984 URBAN PROJECT MANAGEMENT

6. Project Name:

DYSART ROAD - I-17

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

EN1N Phoenix 10 Maricopa 130 H878601D 13 010-B(215)T

16. Program Budget: \$921

17. Program Item #: 4774

18. Current Approved Program Budget:

\$921

18a. (+/-) Program Budget Request:

\$175

18b Total Program Budget After Request:

\$1,096

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72314	\$320	.	
70017	\$271	.	.
72317	\$300	.	
70817	\$30	.	.

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70018	\$175	ENGINEERING SUPPORT	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: YES 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

**25. DESCRIPTION OF REQUEST**

Increase Budget

Change Scope

**26. JUSTIFICATION OF REQUEST**

The project was planned for pavement rehabilitation and I-10 widening between 35th and 43rd Aves. Based on new direction and coordination with South Mountain Freeway project, the project will be split into two projects: widening and ADA related items will be advertised as one project in FY19 and the Asphaltic Concrete Friction Course will be advertised as a separate project in FY20. The I-10 widening project will include the design of s Soil Nail Wall, which was not originally planned.

Consultant - \$134k

Staff - \$25k

ICAP - \$16k

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCOPE  
CHANGE IN TYPE OF WORK  
CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018

**PRB APPROVED**

01

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/20/2018

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

2/22/2018

Kevin Robertson - C4358 @ (602) 712-3131

Kevin Robertson

1221 N 21st Ave, 208, 068R - 6401 PAVEMENT MANAGEMENT

6. Project Name:

7. Type of Work:

BAUMKIRCHNER RD - BISBEE ROUNDABOUT

Pavement Preservation (TR+ Chip Seal)

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MR1N	Safford	92	Cochise	332.0	H889101C	23.1	STP 092-A(208)T

16. Program Budget: \$1,430

17. Program Item #: 6456

18. Current Approved Program Budget:

18a. (+/-) Program Budget Request:

18b Total Program Budget After Request:

\$1,430

\$870

\$2,300

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
6456	\$1,430	BAUMKIRCHNER RD - BISBEE ROUNDABOUT	MINOR PAVEMENT PRESERVATION - STATEWIDE

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74818	\$870	MINOR & PREVENTATIVE PAVEMENT PRESERVATION	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR: 18  
 22. CURRENT BID READY: 12/4/2017  
 23. CURRENT ADV DATE: 1/8/2018

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:  
 22A. REQUEST BID READY: 4/13/2018  
 23A. REQUEST ADV DATE: 6/1/2018

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE IV

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&amp;RR CLEARANCE: YES

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Change Scope of Work, Increase Construction Budget, Move Project to 4th Quarter

**26. JUSTIFICATION OF REQUEST**

The original scope of work was to treat the roadway with a standard double application emulsion chip seal with an estimated construction cost of \$1.43M. After the project was programmed and design work had progressed to the Stage IV it was determined that the application would be changed to a pre-coated TR+ chip seal. Also at this stage, the Regional Traffic Engineer requested an extensive redesign of the roadway striping at the Naco Highway intersection to remove safety concerns in the area. After the Stage IV plans were distributed the pavement designers requested that crack seal be added to the project. Additional work and project time was required by the design teams when the project scope changed. Due to the change in scope the originally approved construction budget for the project has been exceeded. Additional construction funds are required.

It was determined that there was not enough time to advertise the project in the 3rd Quarter. Advertising in the 4th Quarter will allow adequate time for the additional funds to be approved and the preparation of the Bid Ready documents. ICAP included in the funding request.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCHEDULE  
 CHANGE IN SCOPE  
 CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 3/1/2018



10

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/6/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Bret Anderson

4. Project Manager / Presenter:

Bret Anderson @ (602) 712-8144

206 S 17th Ave, 371, 310B - 4210 MPD PLANNING TEAM

6. Project Name:

I-10 - SR-101L

7. Type of Work:

Construct Wrong Way Detection Deployment

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

IA10 Phoenix 17 Maricopa F013301C

16. Program Budget: \$4,100

17. Program Item #:

18. Current Approved Program Budget:

\$4,100

18a. (+/-) Program Budget Request:

(\$4,100)

18b Total Program Budget After Request:

\$0

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
8885	\$4,100	I-10 - SR 101L, WRONG WAY DRIVER DETECTION	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49918	(\$4,100)		Delete Project from 2018-2022 5-Year Program

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR: 18

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: NOT APPLICABLE

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Delete project.

**26. JUSTIFICATION OF REQUEST**

Remove project from the 2018-2022 Five Year Facilities Construction Program. The project was funded at the June 2017 PPAC meeting, approved by MAG at the June 28, 2017 meeting and delivered in State FY 2017.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018





11

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/6/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Jennifer Acuna

4. Project Manager / Presenter:

Jennifer Acuna @ (602) 712-7371

205 S 17th Ave, , 065R - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

MAG REGIONWIDE WRONG WAY SIGNING

7. Type of Work:

REPLACE AND INSTALL SIGNS

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

NS10 Phoenix 888 Maricopa 0.0 F018101D 0.0 888-A(232)T

16. Program Budget: \$120

17. Program Item #: 9317

18. Current Approved Program Budget:

\$120

18a. (+/-) Program Budget Request:

\$125

18b Total Program Budget After Request:

\$245

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70118	\$120	MODERNIZATION FY 2018	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70118	\$125	MODERNIZATION FY 2018	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

**25. DESCRIPTION OF REQUEST**

Increase budget.

Increase scope.

**26. JUSTIFICATION OF REQUEST**

In December of 2017, the Governor's Goal Council 4 requested, and ADOT committed to, adding 53 locations to this project. The Goal Council 4's top priority is to ensure the public's safety by reducing the number of wrong way drivers on State Highways. Overhead signs will be installed at 53 locations along the I-10 and US 60 Safety Corridors on existing bridge and tubular structures. This work will require additional funding to design specialized brackets on skewed bridges to mount the signs to the bridge structures as well as additional funds to address required environmental work.

\$52K Staff

\$61K Consultant

\$12K ICAP

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**CHANGE IN SCOPE  
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 1/1/1900**PRB APPROVED**



12

1. PRB Meeting Date: 2/6/2018

2. Teleconference: No

3. Form Date / 5. Form By:

3/7/2018

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave., 605E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

BASELINE RD - SR 202L (SANTAN)

7. Type of Work:

ADD GENERAL PURPOSE LANE

8. CPSID:

YH1M

9. District:

Phoenix

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

55.1

13. TRACS #:

H687301D

14. Len (Mi.):

6.4

15. Fed Id #:

RARF101-B-NFA

16. Program Budget: \$3,150

17. Program Item #: 7795

18. Current Approved Program Budget:

\$3,150

18a. (+/-) Program Budget Request:

\$500

18b Total Program Budget After Request:

\$3,650

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
7795.	\$3,150		BASELINE RD - SR 202L (SANTAN) DESIGN GENERAL PURPOSE LANE

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
7795.	\$500		MAG TIP DOT20-801

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUESTNEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

**CHANGE IN:**

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

STAGE I

24e. ENVIRONMENTAL CLEARANCE:

YES

24f. MATERIALS MEMO COMP:

NO

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

**25. DESCRIPTION OF REQUEST**

Increase budget.

**26. JUSTIFICATION OF REQUEST**

During the MAG rebalancing effort in May 2017, the construction delivery method was not finalized and the original programed amount was underestimated.

Additional fund request is needed for overall scope of work of Design-Build procurement administration, preliminary engineering (including Geotechnical Exploration, Spot Subsurface Utility Engineering, Supplemental Survey, and Plant Inventory Summary), stakeholders coordination and construction oversight service. The requested funds were approved in the January 31, 2018 MAG Regional Council meeting.

Consultant - 454K

ICAP - 46K

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018

**PRB APPROVED**

01

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

2/20/2018

Tricia Brown @ (602) 712-7046

Tricia Brown

205 S 17th Ave, , 614E -

6. Project Name:

MC 85 - VAN BUREN ST

7. Type of Work:

SCOPING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MZ1H	Phoenix	303L	Maricopa	105.0	H687001L	4.0	NH 303-A(ASO)

16. Program Budget: \$7,594

17. Program Item #: 7804

18. Current Approved Program Budget:

\$7,594

18a. (+/-) Program Budget Request:

\$200

18b Total Program Budget After Request:

\$7,794

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
42208	\$3,913	.	
42214	\$1,794	.	.
42215	\$445	.	.
42216	\$387	.	.
49917	\$904	.	.
42218	\$151	MAG REGIONWIDE	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
42218	\$200	MAG REGIONWIDE	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE I
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24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

YES

24k. SCOPING DOCUMENT:

NO

**25. DESCRIPTION OF REQUEST**

Increase budget.

**26. JUSTIFICATION OF REQUEST**

The following tasks have been expanded or added to the original scope of work to: update traffic volumes for October 2017 conformity model; update Noise Analysis and report with October 2017 conformity model results; additional coordination associated with the Environmental Assessment; additional cultural reporting and consultation; incorporation of October 2017 data into air quality assessment; additional technical staff to support Public Meeting; review and analysis of variations of the three build alternatives; Phase I ESA and soil sampling within the limits of the corridor that are funded for construction; and visual simulation of one Recommended Build Alternative to be presented at the Public Hearing. The funding source is identified in the MAG TIP as DOT18-414.

Consultant: \$165K

Staff: \$ 16K

ICAP: \$ 19K

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 3/1/2018

PRB APPROVED

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02

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Tricia Brown

4. Project Manager / Presenter:

Tricia Brown @ (602) 712-7046

205 S 17th Ave, , 614E -

6. Project Name:

SR 303L - SR 202L, SOUTH MOUNTAIN, PHASE I

7. Type of Work:

RIGHT OF WAY

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

JG1H Phoenix 30 Maricopa 55.0 H687601R 24.0 888-0(0)A

16. Program Budget: \$15,100

17. Program Item #: 8892

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$60,000

18b Total Program Budget After Request:

\$60,000

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
40208	\$0	.	.

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49918	\$60,000	.	.

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Increase budget.

**26. JUSTIFICATION OF REQUEST**

A public meeting was held on November 16, 2017, where the Recommended Build Alternative was presented. Since then, the ADOT study team has identified current and future developments as well as potential hardship properties that are located along the path of this build alignment. Advance ROW acquisition funds are needed to purchase these properties as soon as possible to eliminate escalating ROW costs as well as to avoid personal hardship for private home owners.

The request is the estimated amount needed based on market conditions and taking into account the construction improvements that are already in place for a major development. This action will allow for acquisition of this development as well as any other parcels that may be identified for advance acquisition.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL -  
3/1/2018 Subject to approval by MAG Regional  
Council on Feb. 28th 2018.



03

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

205 S. 17th Avenue, MD 614E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

Rockin` River Ranch State Park

7. Type of Work:

Construct Roadway

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

Flagstaff

999

Yavapai

ASP

M695801C

16. Program Budget: \$403

17. Program Item #: 9311

18. Current Approved Program Budget:

\$403

18a. (+/-) Program Budget Request:

(\$170)

18b Total Program Budget After Request:

\$233

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78418	\$403	STATE PARKS	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78418	(\$170)	STATE PARKS	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 16-0006009

SIGNED: YES

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: NOT APPLICABLE

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Decrease budget.

**26. JUSTIFICATION OF REQUEST**

Per the request of Arizona State Parks, the project construction budget for FY 18 will be reduced to fund additional construction work at other state parks.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018

**PRB APPROVED**

09

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/6/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Carrie Drost

4. Project Manager / Presenter:

John Eckhardt III @ (602) 712-7900

205 S 17th Ave, 331, 612E - 9340 Right Of Way Group

6. Project Name:

MAG Region RW Plans and Titles

7. Type of Work:

Excess Land Disposal-plans, titles and appraisals

8. CPSID:      9. District:      10. Route:      11. County:      12. Beg MP:      13. TRACS #:      14. Len (Mi.):      15. Fed Id #:

Phoenix

888

Maricopa

M697201X ?

16. Program Budget:      \$90017. Program Item #:      4271818. Current Approved Program Budget:

\$900

18a. (+/-) Program Budget Request:

(\$450)

18b Total Program Budget After Request:

\$450

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
42718	\$900	MAG REGIONWIDE	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49918	(\$450)	.	

**CURRENT SCHEDULE:**21. CURRENT FISCAL YEAR:22. CURRENT BID READY:23. CURRENT ADV DATE:**CHANGE REQUEST/NEW SCHEDULE:**21A. REQUEST FISCAL YEAR:22A. REQUEST BID READY:23A. REQUEST ADV DATE:20. JPA #'s:SIGNED:

NO

ADV: NO**PROJECT FUNDING VERIFIED BY PM****CHANGE IN:**24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NOT APPLICABLE

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&RR CLEARANCE:

NOT APPLICABLE

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Establish a new project

**26. JUSTIFICATION OF REQUEST**

Funds are needed for plans, titles and appraisals to prepare to dispose of excess land in the MAG Region.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 3/1/2018



07

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Carrie Drost

4. Project Manager / Presenter:

John Eckhardt III @ (602) 712-7900

205 S 17th Ave, 331, 612E - 4945 ROW MANAGEMENT

6. Project Name:

Statewide Property Management

7. Type of Work:

Maintain and Operate Excess Land

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

999

Statewide

000

M519301X

0.0

16. Program Budget: \$700

17. Program Item #: 4273

18. Current Approved Program Budget:

\$700

18a. (+/-) Program Budget Request:

\$500

18b Total Program Budget After Request:

\$1,200

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71016	\$500	.	
71017	\$200	.	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
79918	\$500	.	Excess Land Property Management and maintenance activities

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: NOT APPLICABLE

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Increase budget

**26. JUSTIFICATION OF REQUEST**

Funds are needed for miscellaneous Property Management and Maintenance responsibilities. This must be State funds.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018


08

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/21/2018

Gary Sun

4. Project Manager / Presenter:

Gary Sun @ (602) 712-4711

205 S 17th Ave, , -

6. Project Name:

BIG JIM WASH BR STR #548

7. Type of Work:

CONSTRUCT SCOUR RETROFIT

8. CPSID:

FJ1N

9. District:

Kingman

10. Route:

93

11. County:

Yavapai

12. Beg MP:

165.1

13. TRACS #:

H878001C ?

14. Len (Mi.):

1.0

15. Fed Id #:

NHPP093-B(213)T

16. Program Budget: \$300

17. Program Item #: 25015

18. Current Approved Program Budget:

\$300

18a. (+/-) Program Budget Request:

\$360

18b Total Program Budget After Request:

\$660

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
25015	\$300	BIG JIM WASH BR, STR # 548	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR: 18

22. CURRENT BID READY: 3/9/2018

23. CURRENT ADV DATE: 3/20/2018

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
76218	\$360	BRIDGE REPLACEMENT & REHABILITATION	

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY: 3/16/2018

23A. REQUEST ADV DATE: 4/13/2018

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: YES 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: YES

24h. C&amp;S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Increase budget.  
Change scope.  
Change type of work.  
Move to 4th quarter.

**26. JUSTIFICATION OF REQUEST**

Original scope was based on installing a scour floor to address the scour vulnerability of the bridge. Subsequent field reviews during development identified the bridge deck was in need of rehabilitation and was requested to be added to the scope by Bridge Group. In addition, during development the project team identified it was necessary to repair adjacent gabions, a grade control structure and an approach slab joint. The project will require additional funds to address the change in scope.

Change type of work to "Bridge Rehabilitation".

ICAP is included in this request.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCHEDULE  
CHANGE IN SCOPE  
CHANGE IN TYPE OF WORK  
CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018





04

1. PRB Meeting Date: 2/27/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/27/2018

Kirstin Tvedten

4. Project Manager / Presenter:

Kirstin Tvedten @ (602) 712-4493

205 S 17th Ave, 293, 614E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

MAINLINE RD - SR77

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
AC10	Holbrook	260	Navajo	302.7	F003801D	2.3	260-B(222)T

16. Program Budget: \$82

17. Program Item #: 8154

18. Current Approved Program Budget:

\$82

18a. (+/-) Program Budget Request:

\$323

18b Total Program Budget After Request:

\$405

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74816	\$82	.	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74818	\$323	MINOR & PREVENTATIVE PAVEMENT PRESERVATION	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUESTNEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: YES 24b. TYPE OF WORK: YES 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Change in scope. Increase budget. Change project name. Change Type of Work.

**26. JUSTIFICATION OF REQUEST**

Project initially started as 2.3 miles of surface treatment (full-width slurry seal), PRB/PPAC approved \$82K for design in May, 2016.

Project became an FHWA Every Day Counts No.4 (EDC4) study project consisting of two segments. Segment No.1 (MP 302.70-306.00) will include 1/2" mill, crack sealing and replace with "Heavy-Duty" Cape Seal. Segment No.2 (MP 306.00-310.05) will include 1/2" mill, crack sealing and replace with "Medium-Duty" Cape Seal. Total project length increased to 7.35 miles. Design increased to include scoping letter, ADA feasibility report, stage submittals, and revised clearances due to scope increase.

Change project name to: "MAINLINE RD - OVERGAARD".

Change Type of Work to: "PAVEMENT PRESERVATION".

Staff: \$317K

Consultants: \$50K

ICAP: \$38K

**REQUESTED ACTIONS:**CHANGE IN SCOPE  
CHANGE IN PROJECT NAME  
CHANGE IN TYPE OF WORK  
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/5/2018**PRB APPROVED**



02

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/22/2018

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

2/23/2018

Siva Sivakumar @ (602) 712-2061

Siva Sivakumar

205 S 17th Ave, 291, 614E -

6. Project Name:

7. Type of Work:

I-10 FAIRWAY DRIVE (EL MIRAGE)

RIGHT OF WAY

8. CPSID:

9. District:

10. Route:

11. County:

12. Beg MP:

13. TRACS #:

14. Len (Mi.):

15. Fed Id #:

HZ1M

Phoenix

10

Maricopa

130.0

H858701R

1.0

RARF-010-0-NFA

16. Program Budget: \$2,549

17. Program Item #: 43415

18. Current Approved Program Budget:

18a. (+/-) Program Budget Request:

18b Total Program Budget After Request:

\$2,549

\$500

\$3,049

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
43515	\$1,183	.	
49917	\$1,366	.	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49918	\$500	.	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUESTNEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:**

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

STAGE V

24e. ENVIRONMENTAL CLEARANCE:

YES

24f. MATERIALS MEMO COMP:

YES

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

YES

24k. SCOPING DOCUMENT:

YES

**25. DESCRIPTION OF REQUEST**

Increase budget

**26. JUSTIFICATION OF REQUEST**

Additional funds are needed to cover the ROW acquisition. One property is going to condemnation which will require additional funds to cover the court and other associated costs. This funding request is in line with the Material Change Request submitted to MAG on Jan. 18, 2018.

Acquisition \$462K

ICAP \$38K

MAG TIP # DOT 17-712.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 3/1/2018

Subject to MAG Regional Council approval on 02-28-2018



03

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/22/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/23/2018

Siva Sivakumar

4. Project Manager / Presenter:

Siva Sivakumar @ (602) 712-2061

205 S 17th Ave, 291, 614E -

6. Project Name:

I-10 FAIRWAY DRIVE (EL MIRAGE)

7. Type of Work:

TRAFFIC INTERCHANGE

8. CPSID:

HZ1M

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

130.0

13. TRACS #:

H858701C ?

14. Len (Mi.):

1.0

15. Fed Id #:

RARF-010-0-NFA

16. Program Budget: \$19,600

17. Program Item #: 43415

18. Current Approved Program Budget:

\$19,600

18a. (+/-) Program Budget Request:

\$5,500

18b Total Program Budget After Request:

\$25,100

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
8876	\$19,600	FAIRWAY DR TI	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49918	\$5,500	.	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR: 18

22. CURRENT BID READY: 5/4/2018

23. CURRENT ADV DATE: 6/1/2018

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&amp;RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: YES

24f. MATERIALS MEMO COMP: YES

24h. C&amp;S CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

**25. DESCRIPTION OF REQUEST**

Increase budget

**26. JUSTIFICATION OF REQUEST**

The funding request is primarily attributed to revisions to the over-excavation for the retaining wall foundations and AR-ACFC resurfacing. This funding request is in line with the Material Change Request submitted to MAG on Jan. 18, 2018.

ICAP is included in the request.

MAG TIP # DOT 17-711.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 3/1/2018  
 Subject to MAG Regional Council approval on 02-28-2018



01

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/6/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

David Wostenberg

4. Project Manager / Presenter:

David Wostenberg @ (602) 712-8873

1611 W Jackson St, 613E - 4984 URBAN PROJECT MANAGEMENT

6. Project Name:

SOUTHEAST DISTRICT SAFETY IMPROVEMENTS

7. Type of Work:

PAVEMENT MARKING &amp; RUMBLE STRIPS INSTALLATION

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

YH1N Safford 999 Statewide 0.0 F001901C ? 0.0 999-A(500)T

16. Program Budget: \$0

17. Program Item #: 9277

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$1,700

18b Total Program Budget After Request:

\$1,700

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70118	\$1,700	MODERNIZATION FY 2018	HSIP

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 18

22A. REQUEST BID READY: 3/1/2018

23A. REQUEST ADV DATE: 4/1/2018

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE:

YES

24f. MATERIALS MEMO COMP:

YES

24g. U&amp;RR CLEARANCE:

YES

24h. C&amp;S CLEARANCE:

YES

24i. R/W CLEARANCE:

YES

24j. CUSTOMIZED SCHEDULE:

YES

24k. SCOPING DOCUMENT:

YES

**25. DESCRIPTION OF REQUEST**

Establish new construction project.

**26. JUSTIFICATION OF REQUEST**

The Roadway Departure Safety Improvement Program recommends installing rumble strips and pavement marking at various locations on SR 77, SR 80, SR 186, SR 188, US 60, US 70 and US 191 in the Southeast District to help reduce lane departure crashes.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**
 REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 3/1/2018



05

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/20/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/22/2018

David Wostenberg

4. Project Manager / Presenter:

David Wostenberg @ (602) 712-8873

205 S 17th Ave, 295, 614E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

Statewide Crash Hot Spots - Speed Related

7. Type of Work:

Deploy Mobile Speed Feedback Signs

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

Phoenix

999

Statewide

000

M697401X ?

0

999-M(551)T

16. Program Budget: \$0

17. Program Item #: 100253

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$330

18b Total Program Budget After Request:

\$330

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70118	\$330	MODERNIZATION FY 2018	HSIP

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 18

22A. REQUEST BID READY: 4/15/2018

23A. REQUEST ADV DATE: 5/15/2018

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Establish New Project.

**26. JUSTIFICATION OF REQUEST**

In December 2017 a Goal Council 4 commitment was made by ADOT to address Severe and Fatal Crash Hot Spots on the Arizona Highway System. Deployment of mobile radar speed feedback signs to various crash hot spots will assist in meeting this commitment. Sixty-eight locations have been identified to be addressed in the first 12 month period of this project. Mobile Speed Feedback signs will be deployed for 3-week periods to the sixty-eight crash hot spots. The effectiveness will be reviewed annually. Depending on results, the Department has the option to extend the project up to five years.

\$30K Staff

\$300K Annual Requirement up to five years.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**
 REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 3/1/2018



07

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/6/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Vahid Nikou Goftar

4. Project Manager / Presenter:

Vahid Nikou Goftar @ (602) 712-2239

2302 W Durango St., PM02 -

6. Project Name:

Statewide Third Party Traffic Data - FY18

7. Type of Work:

Acquire traffic data

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

999

M697301X ?

16. Program Budget: \$0

17. Program Item #: 100234

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$500

18b Total Program Budget After Request:

\$500

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78818	\$500	TSM&O	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 2018

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:**

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NOT APPLICABLE

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&amp;RR CLEARANCE:

NOT APPLICABLE

24h. C&amp;S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Establish new project.

**26. JUSTIFICATION OF REQUEST**

Acquire third party statewide traffic data from INRIX in accordance with procurement contract ADOT17-182177.

This data will enable analyses statewide, posting travel time on DMS boards statewide, used for Origin-Destination trip modeling for MPD, performance measures and other uses critical to multiple divisions.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018


06

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Carrie Drost

4. Project Manager / Presenter:

John Eckhardt III @ (602) 712-7900

205 S 17th Ave, 331, 612E - 9340 Right Of Way Group

6. Project Name:

Statewide RW Plans, Titles, Appraisals

7. Type of Work:

Excess Land Disposal-plans, titles and appraisals

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

Phoenix

999

Maricopa

M697501X ?

16. Program Budget: \$0

17. Program Item #: 100251

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$500

18b Total Program Budget After Request:

\$500

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
79918	\$500	.	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: NOT APPLICABLE

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Establish a new project

**26. JUSTIFICATION OF REQUEST**

Funds are needed for plans, titles and appraisals to prepare to dispose of excess land Statewide. This must be State funds.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018**PRB APPROVED**

04

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/20/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/22/2018

Kirstin Tvedten

4. Project Manager / Presenter:

Kirstin Tvedten @ (602) 712-4493

205 S 17th Ave, 293, 614E -

6. Project Name:

EL PASO &amp; SOUTHWESTERN GREENWAY; 22ND - CUSHING

7. Type of Work:

SHARED USE PATH &amp; TRAIL

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
BO1J	Tucson	0000	Pima	TUC	SL62401C	0.6	TEA TUC-0(214)D

16. Program Budget: \$0

17. Program Item #: 3937

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$804

18b Total Program Budget After Request:

\$804

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71618	\$458	TRANSPORTATION ALTERNATIVES	
OTHR18	\$28	.	LOCAL MATCH CITY OF TUCSON
OTHR18	\$300	.	PAG STP
OTHR18	\$18	.	LOCAL MATCH (RTA FUNDS)

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 18

22A. REQUEST BID READY: 2/15/2018

23A. REQUEST ADV DATE: 3/16/2018

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

<b>CHANGE IN:</b>	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE V
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24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&amp;RR CLEARANCE: YES

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

**25. DESCRIPTION OF REQUEST**

Establish new project

**26. JUSTIFICATION OF REQUEST**

The Transportation Board approved \$458K in TEA Funds in 2008 Round 14.  
The City of Tucson indicates they are ready to advertise the project.

PAG TIP ID 72.07.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018





03

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/20/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/22/2018

Kevin Robertson

4. Project Manager / Presenter:

Kevin Robertson @ (602) 712-3131

1221 N 21st Ave, 208, 068R - 6401 PAVEMENT MANAGEMENT

6. Project Name:

St. Johns - County Rd 4162

7. Type of Work:

PAVEMENT PRESERVATION (TR+ Chip Seal)

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

AD10 Holbrook 180 Apache 369.00 F004101C ? 17.3 180-B(210)T

16. Program Budget: \$0

17. Program Item #: 8158

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$2,010

18b Total Program Budget After Request:

\$2,010

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74818	\$2,010	MINOR & PREVENTATIVE PAVEMENT PRESERVATION	.

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 18

22A. REQUEST BID READY: 3/2/2018

23A. REQUEST ADV DATE: 3/28/2018

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE IV

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&amp;RR CLEARANCE: YES

24i. R/W CLEARANCE: YES

24k. SCOPING DOCUMENT: NOT APPLICABLE

24f. MATERIALS MEMO COMP: YES

24h. C&amp;S CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

**25. DESCRIPTION OF REQUEST**

Establish a new project.

**26. JUSTIFICATION OF REQUEST**

The pavement is raveling and scaling with minor transverse and longitudinal cracks. A full width Pre-Coated TR+ Chip Seal will extend the life of the pavement and improve the ride quality.

ICAP is included in the funding request.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018





02

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/20/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/22/2018

Kevin Robertson

4. Project Manager / Presenter:

Kevin Robertson @ (602) 712-3131

1221 N 21st Ave, 208, 068R - 6401 PAVEMENT MANAGEMENT

6. Project Name:

Verde River - Arts Village Dr.

7. Type of Work:

PAVEMENT PRESERVATION (MICRO SURFACE)

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

AF10 Flagstaff 89A Yavapai 355.89 F004601C ? 13.49 A89-B(220)T

16. Program Budget: \$0

17. Program Item #: 8166

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$3,300

18b Total Program Budget After Request:

\$3,300

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74818	\$3,300	MINOR & PREVENTATIVE PAVEMENT PRESERVATION	.

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 2018

22A. REQUEST BID READY: 4/13/2018

23A. REQUEST ADV DATE: 5/1/2018

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE IV

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&amp;RR CLEARANCE: YES

24i. R/W CLEARANCE: YES

24k. SCOPING DOCUMENT: NOT APPLICABLE

24f. MATERIALS MEMO COMP: YES

24h. C&amp;S CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

**25. DESCRIPTION OF REQUEST**

Establish a new project.

**26. JUSTIFICATION OF REQUEST**

The existing pavement is oxidized and experiencing minor areas of raveling and cracking. Minor areas of spot repair and a full width Micro Surface will improve the ride quality and extend life of the pavement.

ICAP is included in the funding request.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018

**PRB APPROVED**

04

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave, , E748 - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

Lake Havasu State Park Main Rd

7. Type of Work:

Reconstruction

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

IS10 Kingman 999 Mohave ASP M693601C 0.0 999-M(535)T

16. Program Budget: \$946

17. Program Item #:

18. Current Approved Program Budget:

\$946

18a. (+/-) Program Budget Request:

\$132

18b Total Program Budget After Request:

\$1,078

**CURRENTLY APPROVED:****19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78418	\$946	STATE PARKS	

**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78418	\$132	STATE PARKS	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 16-0006009

SIGNED: YES

ADV: NO

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: NOT APPLICABLE

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Increase construction budget.

**26. JUSTIFICATION OF REQUEST**

Upon removal of existing asphalt and subgrade, areas of sand were discovered that required removal and replacement with suitable aggregate base material. Arizona State Parks requested an increase in the construction budget in order to complete the project due to this unforeseen site condition. FY 18 Funding was reduced from M695801C: Rockin River State Park in order to fund this increase as part of the FY 18 AZ State Parks program.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**
 REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 3/1/2018



05

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/13/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/20/2018

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

205 S. 17th Avenue, MD 614E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

Lake Havasu State Park Boat Launch

7. Type of Work:

Pavement Rehabilitation

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

PT10 Kingman 999 Mohave ASP M697001C ? 0.0

16. Program Budget: \$0

17. Program Item #: 100249

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$38

18b Total Program Budget After Request:

\$38

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
78418	\$38	STATE PARKS	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 16-0006009

SIGNED: YES

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:** 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: NOT APPLICABLE

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Establish a new project.

**26. JUSTIFICATION OF REQUEST**

Arizona State Parks requested the creation of a new project to mill and replace the top portion of asphaltic concrete pavement in the boat launch area within the Lake Havasu State Park. Fiscal year 2018 funding was reallocated from project M695801C - Rockin River Ranch State Park in order to fund this project.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**
 REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 3/1/2018

**PRB APPROVED**

04

## Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/22/2018

2. Teleconference: No

3. Form Date / 5. Form By:

2/22/2018

Susan Webber

4. Project Manager / Presenter:

Susan Webber @ (602) 712-7607

205 S 17th Ave, 205, 614E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

20TH AVE - 8TH ST, SAFFORD

7. Type of Work:

LIGHTING, ADA RAMPS, INTERSECTION IMPROVEMENTS

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

RK1N Safford 70 Graham 337.9 H891701R ? 2.1 STBG070-(218)T

16. Program Budget: \$0

17. Program Item #: 6723

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$10

18b Total Program Budget After Request:

\$10

**CURRENTLY APPROVED:****19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71018	\$10	R/W ACQUISITION, APPRAISAL & PLANS	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

**CHANGE IN:**

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

STAGE IV

24e. ENVIRONMENTAL CLEARANCE:

YES

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&amp;RR CLEARANCE:

YES

24h. C&amp;S CLEARANCE:

YES

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

YES

24k. SCOPING DOCUMENT:

YES

**25. DESCRIPTION OF REQUEST**

Establish Right of Way Acquisition sub-phase.

**26. JUSTIFICATION OF REQUEST**

This Minor Program project is for pedestrian safety improvements in the City of Safford.

Reconstruction of an island in the driveway to Walgreens and Walmart is needed in order to delineate the allowed turning movement into and out of the parking lot. TCE's are needed from both companies for the reconstruction to be completed. The ROW Group is prepared to make offers once funding is available. ICAP is included in this request.

**27. CONCERNS OF REQUEST****28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/1/2018

**PRB APPROVED**

## STATE ENGINEER'S REPORT

### February 2018

The Status of Projects Under Construction report for February 2018 shows 92 projects under construction valued at \$1,508,319,540.11. The transportation board awarded 13 projects during February valued at approximately \$48.2 million.

During February the Department finalized 16 projects valued at \$80,485,324.81. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 78 projects. The total cost of these 78 projects has exceeded the contractors bid amount by 3.7%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 1.8%.

## MONTHLY CONSTRUCTION REPORT

February 2018

PROJECTS UNDER CONSTRUCTION	92
MONETARY VALUE OF CONTRACTS	\$1,508,319,540.11
PAYMENTS MADE TO DATE	\$666,171,428.50
STATE PROJECTS	60
LOCAL GOVERNMENT	32
OTHER	0
CONTRACTS EXECUTED IN FEBRUARY 2018	9
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$46,525,526.43

FIELD REPORTS SECTION

EXT. 7301

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2018**  
February, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
IM-010 E(202)T H747301C Working Days: 370 = 350 + 20 Days Used: 369	CIENEGA CREEK-MARSH SouthCent District		AMES CONSTRUCTION, INC.	Low Bid = (\$1,339,326.75) or 7.22% under State Estimate			
		18,546,489.00		\$17,207,162.25	\$17,535,284.25	\$328,122.00	1.9 %
CMV-0-(201)A SL63301C Working Days: 107 = 90 + 17 Days Used: 98	FINNIE FLAT RD - MAIN ST TO OU NorthCent District		INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	Low Bid = \$81,984.75 or 11.60% over State Estimate			
		706,984.00		\$788,968.75	\$800,588.65	\$11,619.90	1.5 %
303-A-(210)S H814501C Working Days: 617 = 550 + 25 + 42 Days Used: 572	US 60 GRAND AVE/SR 303L TI, IN Central District		HAYDON BUILDING CORP	Low Bid = \$3,089,065.13 or 7.19% over State Estimate			
		42,972,660.79		\$46,061,725.92	\$44,992,078.24	(\$1,069,647.68)	-2.3 %
019-A(222)T H771401C Working Days: 205 = 180 + 20 + 5 Days Used: 204	SANXAVIER RD @ SANTACRUZ RIVER SouthCent District		THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	Low Bid = \$71,566.67 or 2.74% over State Estimate			
		2,609,720.00		\$2,681,286.67	\$2,825,719.94	\$144,433.27	5.4 %

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2018**  
February, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
SB-AZ-12(002)T H861201C Working Days: 98 = 95 Days Used: 98	SR66, ANDY DEVINE & FIRST ST NorthWest District + 1 + 2		AJP ELECTRIC, INC.	Low Bid = \$70,016.45 or 43.69% over State Estimate \$230,259.65	\$262,780.74	\$32,521.09	14.1 %
		160,243.20					
FLA-0-(216)T SH59501C Working Days: 90 Days Used: 42	VARIOUS LOCATIONS NorthCent District		SUNLINE CONTRACTING, LLC	Low Bid = (\$2,535.65) or 1.26% under State Estimate \$198,986.35	\$145,815.30	(\$53,171.05)	-26.7 %
		201,522.00					
064-A-(203)A H825801C Working Days: 105 Days Used: 83	GRAND CNYN AIRPORT RD - FS 328 NorthCent District		FANN CONTRACTING, INC	Low Bid = \$469,535.40 or 29.00% over State Estimate \$2,088,655.00	\$2,132,387.15	\$43,732.15	2.1 %
		1,619,119.60					
389-A-(204)S H875101C Working Days: 75 Days Used: 60	COLORADO CITY TO MAGLES RD. NorthCent District		EARTH RESOURCES CORPORATION	Low Bid = (\$288,709.07) or 15.89% under State Estimate \$1,528,721.93	\$1,662,722.88	\$134,000.95	8.8 %
		1,817,431.00					



**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2018**  
February, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
PAG-0-(204)T SZ13601C Working Days: 75 = 60 Days Used: 58	Elm Street, Lake Powell Blvd. NorthCent District						
		432,613.95	MCCAULEY CONSTRUCTION INC.	Low Bid = \$127,737.27 or 29.53% over State Estimate \$560,351.22	\$567,290.37	\$6,939.15	1.2 %
FLA-0-(219)T SZ12301C Working Days: 120 Days Used: 118	EL PASO FLAGSTAFF RD TO FOREST NorthCent District						
		1,402,965.60	C AND E PAVING & GRADING L.L.C.	Low Bid = (\$132,067.60) or 9.41% under State Estimate \$1,270,898.00	\$1,200,304.43	(\$70,593.57)	-5.6 %
SPV-0-(202)T SZ13301C Working Days: 65 Days Used: 37	COCONINO DR MILL AND OVERLAY NorthEast District						
		508,435.40	Sunland Asphalt & Construction Inc.	Low Bid = (\$68,535.40) or 13.48% under State Estimate \$439,900.00	\$379,745.81	(\$60,154.19)	-13.7 %
060-E-NFA H888601C Working Days: 65 Days Used: 59	SAN CARLOS APACHE NorthEast District						
		1,224,056.70	CACTUS TRANSPORT. INC.	Low Bid = \$246,595.05 or 20.15% over State Estimate \$1,470,651.75	\$1,603,006.93	\$132,355.18	9.0 %

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2018**  
February, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
999-A-(258)T PSRTS11C Working Days: 73 = 70 Days Used: 73	SAFE ROUTES TO SCHOOL NorthCent District						
			K.A.Z. CONSTRUCTION, INC.	Low Bid = (\$32,544.55) or 11.32% under State Estimate			
		287,544.55		\$255,000.00	\$249,194.23	(\$5,805.77)	-2.3 %
077-B-NFA H889401C Working Days: 75 Days Used: 68	COTTONWOOD WASH TO MP 373 NorthEast District						
			Sunland Asphalt & Construction Inc.	Low Bid = (\$150,262.10) or 10.02% under State Estimate			
		1,500,162.10		\$1,349,900.00	\$1,467,793.01	\$117,893.01	8.7 %
NH-040-E(215)T H859101C Working Days: 124 = 120 Days Used: 91	EQUIPMENT CROSSING (MP 298) NorthEast District						
NH-040-E(216)T H860801C Working Days: 124 = 120 Days Used: 91	SUNVALLEY RD - WASHBOARD RD NorthEast District						
			FANN CONTRACTING, INC	Low Bid = (\$543,662.13) or 10.60% under State Estimate			
		5,130,750.00		\$4,587,087.87	\$4,660,612.90	\$73,525.03	1.6 %

Completed Contracts (Fiscal Year 2018)

February, 2018

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 16	15	\$79,120,697.89	\$80,719,555.36	\$80,485,324.81
		<u>Monetary</u>		<u>Monetary</u>
		\$1,598,857.47		(\$234,230.55)

Accumulation to Date (Fiscal Year 2018 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
73	\$288,429,638.55	\$278,508,689.12	\$288,913,350.44	\$10,404,661.32	3.7%

Prepared By:

Ladd Bouts  
~~Yvonne Navarro~~

Field Reports Unit, X6849

Checked By:

Charlene Neish  
~~Lenyne Hickson, Manager~~  
Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED									
FISCAL YEAR 2018									
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	\$ 178,878,281	\$ 762,702	\$ 1,141,393	\$ 2,077	\$ 3,195,143	\$ 169,763,083	\$ 175,683,138	3.5%	
Oct-17	\$ 183,848,857	\$ -	\$ -	\$ -	\$ 3,195,143	\$ 173,995,083	\$ 180,653,714	3.8%	
Nov-17	\$ 183,979,625	\$ -	\$ -	\$ -	\$ 3,195,143	\$ 174,121,688	\$ 180,784,482	3.8%	
Dec-17	\$ 200,971,594	\$ 408,604	\$ 533,396	\$ -	\$ 4,137,143	\$ 190,282,384	\$ 196,834,451	3.4%	
Jan-18	\$ 208,428,026	\$ 132,094	\$ 33,017	\$ -	\$ 4,302,255	\$ 197,789,134	\$ 204,125,771	3.2%	
Feb-18	\$ 288,913,350	\$ 915,584	\$ 47,219	\$ 5,931	\$ 5,270,989	\$ 278,508,689	\$ 283,642,361	1.8%	
Mar-18					\$ 5,270,989		\$ (5,270,989)		
Apr-18					\$ 5,270,989		\$ (5,270,989)		
May-18					\$ 5,270,989		\$ (5,270,989)		
Jun-18					\$ 5,270,989		\$ (5,270,989)		
		\$ 2,564,687	\$ 2,652,120	\$ 54,182	\$ 5,270,989				
e-mail to Barb Domke at year end									



ITEM 9b : BOARD DISTRICT NO.: 6

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BIDS OPENED: March 2, 2018

HIGHWAY: TOPOCK-KINGMAN HIGHWAY (I-40)

SECTION: HAVILAND REST AREA

COUNTY: MOHAVE

ROUTE NO.: I 40

PROJECT : TRACS: NHPP-040-A(223)T : 040 MO 023 H826301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: TECHNOLOGY CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 3,623,173.50

STATE ESTIMATE: \$ 3,149,936.80

\$ OVER ESTIMATE: \$ 473,236.70

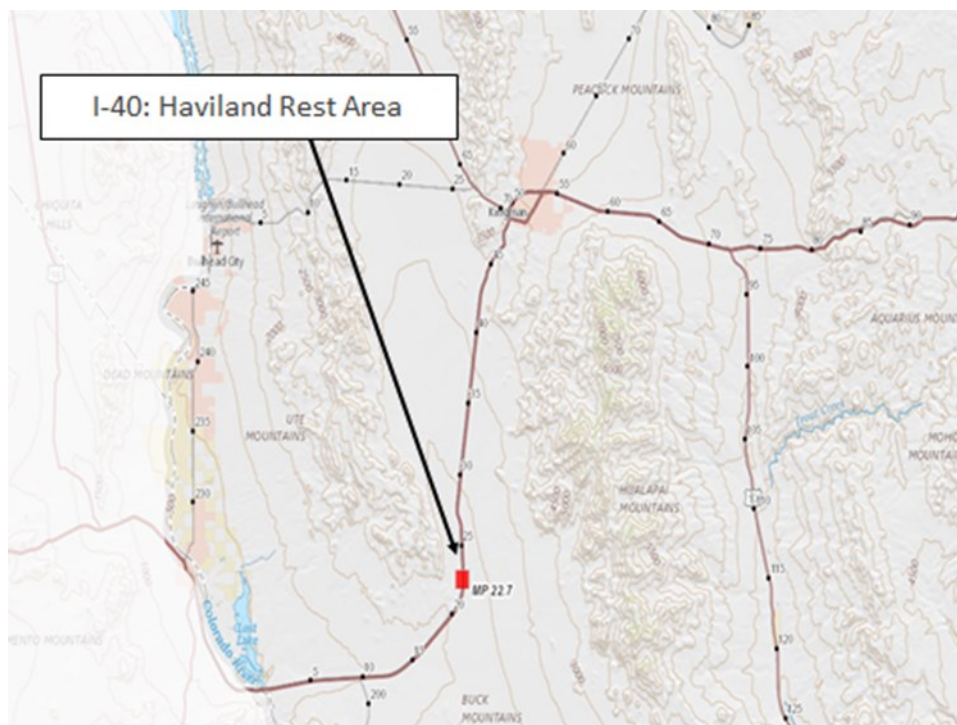
% OVER ESTIMATE: 15.0%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



ITEM 9c: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 23, 2018

HIGHWAY: WILLIAMS-GRAND CANYON-CAMERON HIGHWAY (SR 64)

SECTION: SR 64; MP 223.98 – 237.10

COUNTY: COCONINO

ROUTE NO.: SR 64

PROJECT : TRACS: NHPP-064-A(205)T : 064 CN 223 F006201C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SHOW LOW CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 608,911.80

STATE ESTIMATE: \$ 952,484.85

\$ UNDER ESTIMATE: (\$ 343,573.05)

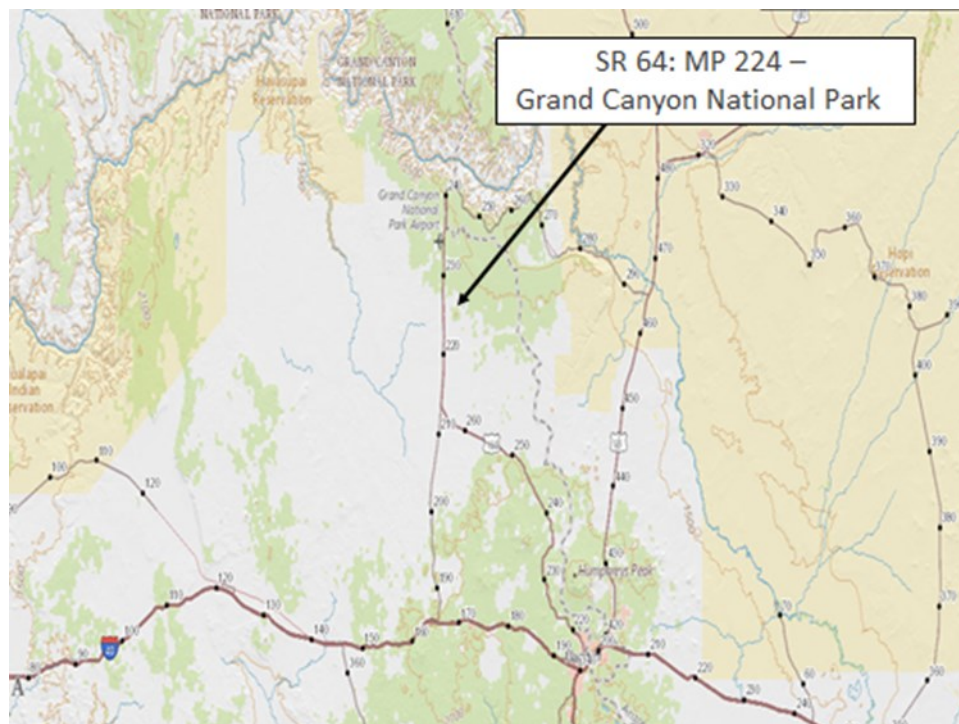
% UNDER ESTIMATE: (36.1%)

PROJECT DBE GOAL: 6.13%

BIDDER DBE PLEDGE: 10.00%

NO. BIDDERS: 3

RECOMMENDATION: AWARD





ITEM 9d: BOARD DISTRICT NO.: 5

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BIDS OPENED: March 2, 2018

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

SECTION: CHINLE WASH BRIDGE

COUNTY: APACHE

ROUTE NO.: US 160

PROJECT : TRACS: NHPP-BR-160-B(204)T : 160 AP 428 H849001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 6,065,102.90

STATE ESTIMATE: \$ 4,292,085.80

\$ OVER ESTIMATE: \$ 1,773,017.10

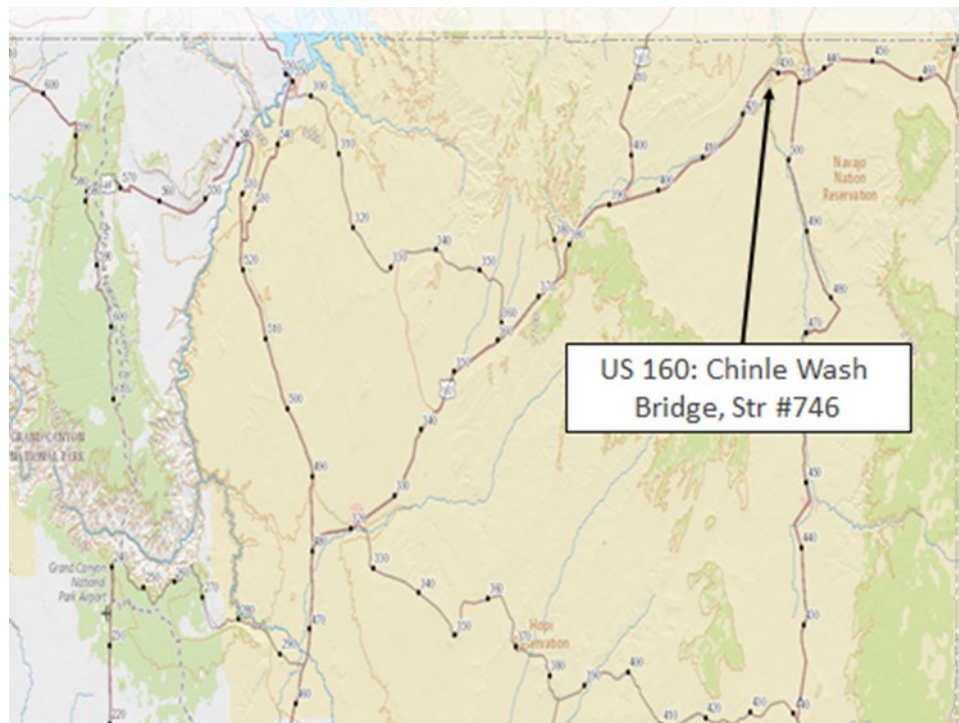
% OVER ESTIMATE: 41.3%

PROJECT DBE GOAL: 3.46%

BIDDER DBE PLEDGE: 4.70%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

140 Working Days

The proposed project is located in Coconino County in various locations within the vicinity of the City of Flagstaff. The work consists of removing existing sign panels and replacing with new sign panels.

Bid Opening Date : 2/23/2018, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
0000 CN FLA SH59601C HSIPFLA-0(217)T	CITY OF FLAGSTAFF	CITY OF FLAGSTAFF VARIOUS LOCA NorthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$223,497.00	DEPARTMENT	
1	\$225,316.16	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
2	\$229,976.66	SUNLINE CONTRACTING, LLC	820 N 17TH AVENUE PHOENIX, AZ 85007
3	\$251,844.66	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	5624 N. 54TH AVENUE GLENDALE, AZ 85301

**Apparent Low Bidder is 0.8% Over Department Estimate (Difference = \$1,819.16)**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 09, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 CN FLA SH596 01C  
PROJ NO HSIP-FLA-0(217)T  
TERMINI CITY OF FLAGSTAFF  
LOCATION VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHCENTRAL	N/A

The amount programmed for this contract is \$247,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County in various locations within the vicinity of the City of Flagstaff. The work consists of removing existing sign panels and replacing with new sign panels.

The time allowed for the completion of the work included in this project will be 140 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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 requires 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. The Department cannot guarantee requests to be registered as a Prime contractor, received after 11:00 a.m. on the day before the bid opening, will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:  
Construction Supervisor:

Layth Al Obaidi  
Steve Monroe

(LAlobaldi@azdot.gov)  
(SMonroe@azdot.gov)

  
STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: (12/28/2017)

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 Yavapai County at Prescott Mile High Middle School and Mountain Oak Charter School located in the City of Prescott. The work consists of constructing sidewalks, sidewalk ramps, curb and gutter, and other related work.

Bid Opening Date : 2/2/2018, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
0000 YV PRS SF02801C PRS-0(206)T	CITY OF PRESCOTT	GRANITE ST@CARLETON ST&WILLOW NorthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$224,777.10	EARTH RESOURCES CORPORATION	14655 East Cielo Vista Dewey, AZ 86327
	\$239,738.60	DEPARTMENT	
2	\$268,682.68	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
3	\$286,798.80	MCCAULEY CONSTRUCTION INC.	206 W. 1ST. ST. WINSLOW, AZ 86047
4	\$288,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
5	\$295,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$309,806.50	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020

**Apparent Low Bidder is 6.2% Under Department Estimate (Difference = (\$14,961.50))**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 2, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 YV PRS SF028 01C
PROJ NO	SRS-PRS-0(206)T
TERMINI	CITY OF PRESCOTT
LOCATION	GRANITE ST AT CARLETON ST AND WILLOW CREEK RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Northwest	Local

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

The proposed project is located in Yavapai County at Prescott Mile High Middle School and Mountain Oak Charter School located in the City of Prescott. The work consists of constructing sidewalks, sidewalk ramps, curb and gutter, and other related work.

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.

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 requires 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. The Department cannot guarantee requests to be registered as

a Prime contractor, received after 11:00 a.m. on the day before the bid opening, will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Brandon Campbell	bcampbell2@azdot.gov
Construction Supervisor:	Robert LaJeunesse	RLaJeunesse@azdot.gov

STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 12/20/2017



**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

320 Working Days

The proposed project is located in Coconino County on Interstate 17 from MP 311.60 to MP 339.90 (NB only). The work consists of pavement and bridge rehabilitation replacement. The work includes milling and repaving of asphalt concrete pavement, removing and replacing the northbound and southbound bridge decks and approach slabs, northbound bridge deck widening at Willard Springs Road TI, slope paving repair, guardrail replacement, repairing northbound approach slab for Woods Canyon Bridge NB at MP 317.03, new ditches and three beam transitions installation, pavement marking, signing and other related work.

Bid Opening Date : 2/23/2018, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
017 CN 311 H893401C 017-B-(232)T	CORDES JCT. - FLAGSTAFF HIGHWAY (I-17)	COCONINO COUNTY LINE I-40 NB NorthCent District	6705

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$23,160,599.85	DEPARTMENT	
1	\$24,450,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
2	\$26,084,765.06	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$26,977,319.93	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
4	\$28,145,000.00	COFFMAN SPECIALTIES, INC.	9685 VIA EXCELENCIA, SUITE 200 SAN DIEGO, CA 92126
5	\$29,935,031.27	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043

**Apparent Low Bidder is 5.6% Over Department Estimate (Difference = \$1,289,400.15)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

**BID OPENING: FRIDAY, FEBRUARY 09, 2018, AT 11:00 A.M. (M.S.T.)**

**TRACS NO**                017 CN 311 H893401C  
**PROJ NO**                NHPP-017-B(232)T  
**TERMINI**                CORDES JCT – FLAGSTAFF HIGHWAY (I-17)  
**LOCATION**                COCONINO COUNTY LINE – I-40 (NB)

<b>ROUTE NO.</b>	<b>MILEPOST</b>	<b>DISTRICT</b>	<b>ITEM NO.</b>
I - 17	311.60 to 339.90	NORTHCENTRAL	6705

The amount programmed for this contract is \$31,500,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County on Interstate 17 from MP 311.60 to MP 339.90 (NB only). The work consists of pavement and bridge rehabilitation replacement. The work includes milling and repaving of asphalt concrete pavement, removing and replacing the northbound and southbound bridge decks and approach slabs, northbound bridge deck widening at Willard Springs Road TI, slope paving repair, guardrail replacement, repairing northbound approach slab for Woods Canyon Bridge NB at MP 317.03, new dadoes and thrie beam transitions installation, pavement marking, signing and other related work.

The time allowed for the completion of the work included in this project will be 320 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 7.89.

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 requires 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. The Department cannot guarantee requests to be registered as a Prime contractor, received after 11:00 a.m. on the day before the bid opening, will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:  
Construction Supervisor:

Sarker Rahman  
Steve Monroe

spatton@azdot.gov  
SMonroe@azdot.gov

  
STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 12/21/17

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

225 Working Days

The proposed work for Project 092 CH 321 H871701C is located in Cochise County on SR 92 between mileposts 321.21 and 325.28, within the City of Sierra Vista. The proposed work includes milling and replacing the existing asphaltic concrete, applying a double chip seal coat, constructing sidewalk and curb and gutter, placing pavement markings, and other related work.

The proposed work for Project 092 CH 321 H826501C is located in Cochise County on SR 92 between mileposts 321.62 and 322.00, within the City of Sierra Vista. The proposed work includes intersection widening, traffic signal improvement, drainage improvement, pavement markings placement, and other related work.

Bid Opening Date : 2/9/2018, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
092 CH 321 H871701C 092-A-(207)T	SIERRA VISTA - BISBEE HWY (SR 92)	JCT SR 90 - KACHINA SouthCent District	12017
092 CH 322 H826501C 092-A(204)T	SIERRA VISTA - BISBEE HWY (SR 92)	SR 92 AT FOOTHILLS BOULEVARD SouthEast District	17014

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$6,969,696.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
	\$7,101,433.00	DEPARTMENT	
2	\$7,305,335.24	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
3	\$7,539,805.00	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281

**Apparent Low Bidder is 1.9% Under Department Estimate (Difference = (\$131,737.00))**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 09, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 092 CH 321 H871701C  
PROJ NO NHPP-092-A(207)T  
TERMINI SIERRA VISTA – BISBEE HWY (SR 92)  
LOCATION JCT SR 90 – KACHINA

TRACS NO 092 CH 321 H826501C  
PROJ NO NHPP-HSIP-092-A(204)T  
TERMINI SIERRA VISTA – BISBEE HWY (SR 92)  
LOCATION SR 92 at FOOTHILLS DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 92	321.21 to 325.25	SOUTHCENTRAL	12017
SR 92	321.62 to 322.00	SOUTHCENTRAL	17014

The amount programmed for this contract is \$9,500,000. The location and description of the proposed work are as follows:

The proposed work for Project 092 CH 321 H871701C is located in Cochise County on SR 92 between mileposts 321.21 and 325.28, within the City of Sierra Vista. The proposed work includes milling and replacing the existing asphaltic concrete, applying a double chip seal coat, constructing sidewalk and curb and gutter, placing pavement markings, and other related work.

The proposed work for Project 092 CH 321 H826501C is located in Cochise County on SR 92 between mileposts 321.62 and 322.00, within the City of Sierra Vista. The proposed work includes intersection widening, traffic signal improvement, drainage improvement, pavement markings placement, and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 225 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.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.19%.

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 requires 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. The Department cannot guarantee requests to be registered as a Prime contractor, received after 11:00 a.m. on the day before the bid opening, will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:  
Construction Supervisor:

Manish Shah  
Bill Sloan

mshah@azdot.gov  
wsloan.consultant@azdot.gov

STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: December 29, 2017

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

340 Working Days

The proposed project is located on SR 303L from I-10 to Northern Avenue within Maricopa County and the City of Goodyear. The work consists of the installation of closed circuit television cameras, dynamic message signs, fiber optic network infrastructure and related equipment.

Bid Opening Date : 2/2/2018, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
303 MA 104 H881301C 303-A-(222)T	BOB STUMP MEMORIAL PARKWAY (SR 303L)	SR 303L; I-10 - NORTHERN AVE Central District	40918

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,684,061.75	DEPARTMENT	
1	\$2,759,994.90	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
2	\$2,769,769.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
3	\$3,099,758.05	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

**Apparent Low Bidder is 2.8% Over Department Estimate (Difference = \$75,933.15)**

## ARIZONA DEPARTMENT OF TRANSPORTATION

### ADVERTISEMENT FOR BIDS

BID OPENING: Friday, February 2, 2018, at 11:00 A.M. (M.S.T.)

TRACS No: 303 MA 104 H8813 01C  
Project No: CMAQ-303-A(222)T  
Termini: Bob Stump Memorial Parkway (SR 303L)  
Location: SR 303L; I-10 to Northern Avenue

ROUTE No.	MILEPOST	DISTRICT	ITEM No.
SR 303L	103.87 to 110.19	Central	40918

The amount programmed for this contract is \$4,528,000. The location and description of the proposed work are as follows:

The proposed project is located on SR 303L from I-10 to Northern Avenue within Maricopa County and the City of Goodyear. The work consists of the installation of closed circuit television cameras, dynamic message signs, fiber optic network infrastructure and related equipment.

The time allowed for the completion of the work included in this project will be **340** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.53 percent.

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 requires 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. The Department cannot guarantee requests to be registered as



a Prime contractor, received after 11:00 a.m. on the day before the bid opening, will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Thomas Mowery-Racz	<a href="mailto:tmowery-racz@azdot.gov">tmowery-racz@azdot.gov</a>
Construction Supervisor:	Girgis Girgis	<a href="mailto:ggirgis@azdot.gov">ggirgis@azdot.gov</a>

STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: December 15, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

ompletion Date:  
10 Working Days  
re proposed work is located in Yuma County on 8th Street in the City of Yuma, beginning at the intersection with Almond Avenue and extending to the 21st Avenue  
ersection. The work consists of installation of hybrid pedestrian beacon and other related work.

Bid Opening Date : 2/2/2018, Prequalification Required, Engineer Specialist : Jedidiah Young

Project No.		Highway Termini	Location	Item
000 YU 0 T003201C YUM-0-(218)T		CITY OF YUMA	8th St and 21st Ave - Yuma SouthWest District	Local
Rank	Bid Amount	Contractor Name	Address of Contractor	
	\$151,721.60	DEPARTMENT		
1	\$177,616.40	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020	

Apparent Low Bidder is 17.1% Over Department Estimate (Difference = \$25,894.80)

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 2, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 YU YUM T003201C  
PROJ NO            HSIP-YUM-0(218)T  
TERMINI            CITY OF YUMA  
LOCATION            8TH STREET & 21ST AVENUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHWEST	LOCAL

The amount programmed for this contract is \$173,000. The location and description of the proposed work are as follows:

The proposed work is located in Yuma County on 8th Street in the City of Yuma, beginning at the intersection with Almond Avenue and extending to the 21st Avenue intersection. The work consists of installation of hybrid pedestrian beacon and other related work.

The time allowed for the completion of the work included in this project will be 100 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

This project requires 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. The Department cannot guarantee requests to be registered as a Prime contractor, received after 11:00 a.m. on the day before the bid opening, will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Jedidiah Young	Jyoung2@azdot.gov
Construction Supervisor:	Jaime Hernandez	JHernandez@azdot.gov

STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: Thursday, December 14, 2017

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

215 Calendar Days

The proposed project is located in Mohave County along I-40 at milepost 23, approximately 30 miles south of Kingman. The work includes upgrading equipment in the rest rooms, caretaker residence, ramadas, and vendor kiosks. An upgraded pump house, new reservoir, new water transmission line, and well equipment for the existing water campus are also included in the work. Additional work includes replace sewer pipes, replacing septic tanks, rehabilitating waste disposal pits, rehabilitating existing water and wastewater systems, lighting, and other miscellaneous work.

Bid Opening Date : 3/2/2018, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
040 MO 023 H826301C 040-A(223)T	TOPOCK - KINGMAN HIGHWAY (I-40)	HAVILAND REST AREA NorthWest District	12416

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,149,936.80	DEPARTMENT	
1	\$3,623,173.50	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
2	\$4,056,448.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

**Apparent Low Bidder is 15.0% Over Department Estimate (Difference = \$473,236.70)**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 2, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO            040 MO 023 H8263 01C  
PROJ NO            NHPP-040-A(223)T  
TERMINI            TOPOCK – KINGMAN HIGHWAY (I-40)  
LOCATION            HAVILAND REST AREA

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	23	Northwest	12416

The amount programmed for this contract is \$4,300,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County along I-40 at milepost 23, approximately 30 miles south of Kingman. The work includes upgrading equipment in the rest rooms, caretaker residence, ramadas, and vendor kiosks. An upgraded pump house, new reservoir, new water transmission line, and well equipment for the existing water campus are also included in the work. Additional work includes replace sewer pipes, replacing septic tanks, rehabilitating waste disposal pits, rehabilitating existing water and wastewater systems, lighting, and other miscellaneous work.

A site visit will be held on Wednesday, February 7, 2018. The site visit will be from 9:00 am to 12:00 pm and the initial meeting location will be at the westbound ramada building. An ADOT representative will be on site to unlock buildings for contractors. All questions shall be sent to Brandon Campbell at [BCampbell2@azdot.gov](mailto:BCampbell2@azdot.gov).

The time allowed for the completion of the work included in the Construction Phase of the contract will be **215** calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract 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.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Brandon Campbell	BCampbell2@azdot.gov
Construction Supervisor:	Josh Wentzlof	JWentzlof@azdot.gov

STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 1/24/2018

ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

135 Working Days

The proposed work is located in Coconino County along State Route 64, beginning at Milepost 223.98 and ending at Milepost 237.10. The work consists of removing existing right-of-way fence and replacing with new right of way fence. The work also includes installing a new cattle guard, and other related work.

Bid Opening Date : 2/23/2018, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
064 CN 223 F006201C 064-A-(205)T	WILLIAMS-GRAND CANYON-CAMERON HIGHWAY (SR 64)	SR 64; MP223.98-MP237.10 NorthCent District	8315

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$608,911.80	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
2	\$861,000.00	J. BANICKI CONSTRUCTION, INC.	4270 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
3	\$881,000.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
	\$952,484.85	DEPARTMENT	

**Apparent Low Bidder is 36.1% Under Department Estimate (Difference = (\$343,573.05))**



# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 09, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO                    064 CN 223 F006201C  
PROJ NO                    NHPP-064-A(205)T  
TERMINI                    WILLIAMS-GRAND CANYON-CAMERON HWY (SR 64)  
LOCATION                    SR 64; MP223.98-237.10

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 64	223.98 to 237.10	NORTHCENTRAL	8315

The amount programmed for this contract is \$1,400,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Coconino County along State Route 64, beginning at Milepost 223.98 and ending at Milepost 237.10. The work consists of removing existing right-of-way fence and replacing with new right of way fence. The work also includes installing a new cattle guard, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
CLEARING AND GRUBBING	ACRE	4
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ.YD.	49
REMOVE FENCE	L.FT.	130,990
SEEDING	ACRE	4
GAME FENCE (DETAIL A )	L.FT.	127,921
CATTLE GUARD ( 9 UNIT )	EACH	1
CONSTRUCTION SURVEYING AND LAYOUT	L. SUM	1

The time allowed for the completion of the work included in this project will be 135 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.13.

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. The Department cannot guarantee requests to be registered as a Prime contractor, received after 11:00 a.m. on the day before the bid opening, will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package shall be directed to the individuals noted below:

Engineering Specialist:  
Construction Supervisor:

Mahmood Ghorbani  
Steve Monroe

[MGorbani@azdot.gov](mailto:MGorbani@azdot.gov)  
[SMonroe@azdot.gov](mailto:SMonroe@azdot.gov)

STEVE BEASLEY,  
Engineer-Manager  
Contracts & Specifications Section

064 CN 223 F006201C  
NHPP-064-A(205)T  
Project Advertised on: 12/01/2017 M. G

ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

200 Working Days

The proposed work is located in Apache County on US 160 between mileposts 428.78 and 429.45, in between the Kayenta and the Mexican Water within Navajo Reservation. The proposed work consists of removing the existing chinle wash bridge and replacing it with A three span AASHTO Type IV girder bridge, replacing pavement markings, and other related miscellaneous work.

Bid Opening Date : 3/2/2018, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
160 AP 429 H849001C 160-B-(204)A	TUBA CITY - FOUR CORNERS HIGHWAY (US-160)	US HWY-160, CHINLE WASH BRIDGE NorthEast District	33712

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,292,085.80	DEPARTMENT	
1	\$6,065,102.90	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
2	\$6,310,243.06	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
3	\$6,559,809.70	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
4	\$6,731,283.45	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021

**Apparent Low Bidder is 41.3% Over Department Estimate (Difference = \$1,773,017.10)**

## ARIZONA DEPARTMENT OF TRANSPORTATION

### ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 02, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO	160 AP 428 H8490 01C
PROJ NO	NHPP-BR-160-B(204)T
TERMINI	TUBA CITY – FOUR CORNERS HIGHWAY (US-160)
LOCATION	CHINLE WASH BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 160	428.78 to 429.45	NORTHEAST	33712

It is the intent of the Department to recommend this project for award consideration at the Transportation Board meeting on Friday, March 16, 2018.

The amount programmed for this contract is \$4,700,000. The location and description of the proposed work are as follows:

The proposed work is located in Apache County on US 160 between mileposts 428.78 and 429.45, in between the Kayenta and the Mexican Water within Navajo Reservation. The proposed work consists of removing the existing chinle wash bridge and replacing it with A three span AASHTO Type IV girder bridge, replacing pavement markings, and other related miscellaneous work.

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 200 working days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.46.

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:

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Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:  
Construction Supervisor:

Mohammed Patwary  
Carl Ericksen

MPatwary@azdot.gov  
CEricksen@azdot.gov

STEVE BEASLEY,  
Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 02/06/2018