

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 G. 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 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, July 20, 2018, at 9:00 a.m. in the City of Show Low Council Chambers, 181 N. 9th Street, Show Low, AZ 85901. 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, July 20, 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. 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.

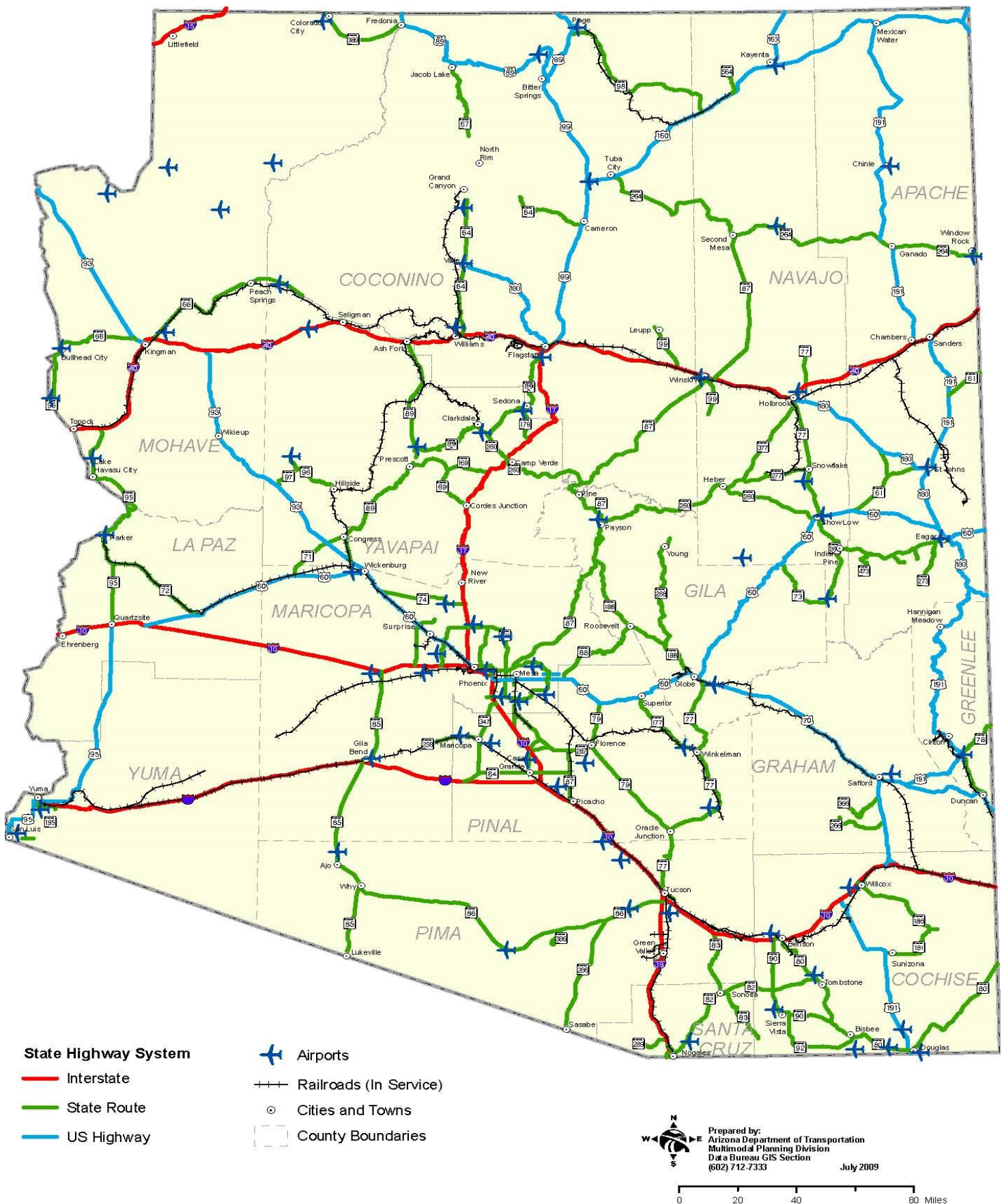
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 13th day of July, 2018

Arizona Highways, Airports, and Railroads



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING

9:00 a.m., Friday, July 20, 2018

Show Low Council Chambers

181 N. 9th Street

Show Low, AZ 85901

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, July 20, 2018, at 9:00 a.m. in the Show Low Council Chambers, 181 N. 9th Street, Show Low, AZ 85901. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, July 20, 2018. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE OF ALLEGIANCE led by District 5, Board Member Thompson

ROLL CALL by Linda Priano

OPENING REMARKS by Chairman Cuthbertson

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

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

Call to the Audience (Information and discussion)

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

ITEM 1: Director's Report

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

A) Overview of recent international border coordination activities to include an overview of the June Arizona-Mexico Commission Summit and Status of the SR 189 Project.

B) Last Minute Items to Report

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

ITEM 2: District Engineer's Report

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

(For information and discussion only — Jesse Gutierrez, Deputy State Engineer for Statewide Operations)

***ITEM 3: Consent Agenda**

Page 7

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

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Public Hearings
- Minutes of previous Board Meetings
- Minutes of previous 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 — Floyd Roehrich, Jr., Executive 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)**

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2019 - 2023 Statewide Transportation Facilities Construction Program.
(For discussion and possible action — Greg Byres, Division Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report**Page 278**

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

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

ITEM 9: Construction Contracts*Page 288**

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 of ADOT's Evaluation of the Request by the Tucson Historic Preservation Foundation to Designate Former US Route 80 as a State Historic Route*Page 306**

ADOT Staff will present the final report documenting the evaluation of the request to designate former US Highway 80 as a State Historic Route, along with a proposed recommendation for the Transportation Board's consideration. Representatives from the Tucson Historic Preservation Foundation may be present and available to answer questions from Board Members.

(For discussion and possible action – Todd A. Emery, Deputy State Engineer – Development)

ITEM 11: Suggestions

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

Adjournment

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

- Public Hearing, Study Session and Board Meeting Minutes

RIGHT OF WAY RESOLUTIONS (action as noted)

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ITEM 3a:

RES. NO. 2018-07-A-030
 PROJECTS: I-40-2(46)106; and I-40-2(58)102
 HIGHWAY: KINGMAN – ASH FORK
 SECTIONS: Chino Section; and Juniper Mtn. – Chino (Fort Rock Road)
 ROUTE NO.: Interstate Route 40
 ENG. DIST.: Northwest
 COUNTY: Yavapai
 DISPOSAL: D – NW – 001
 RECOMMENDATION: Abandon to the County of Yavapai right of way that was acquired for the relocation of a county roadway during the construction of Interstate Route 40 and is not needed for the State Transportation System.

ITEM 3b:

RES. NO. 2018-07-A-031
 PROJECT: 089 YV 330 H8278 / 089-B(209)A
 HIGHWAY: PRESCOTT – ASH FORK
 SECTION: Road 4 North Roundabout
 ROUTE NO.: State Route 89
 ENG. DIST.: Northwest
 COUNTY: Yavapai
 DISPOSAL: D – NW – 010
 RECOMMENDATION: Abandon to the Town of Chino Valley right of way that was temporarily acquired for construction of the Road 4 North Roundabout Project and is no longer needed for the State Transportation System.

- ITEM 3c:**
- RES. NO. 2018-07-A-032
 PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
 HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
 SECTION: Scottsdale Rd. – Doubletree Ranch Rd. (Scottsdale Road T. I.)
 ROUTE NO.: State Route 101 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 014
 RECOMMENDATION: Abandon to the City of Scottsdale right of way that was acquired for construction of the Pima Freeway and is no longer needed for the State Transportation System.
- ITEM 3d:**
- RES. NO. 2018-07-A-033
 PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
 HIGHWAY: RED MOUNTAIN FREEWAY
 SECTION: Higley Road – US 60 (90th Street and Broadway Road)
 ROUTE NO.: State Route 202 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 037
 RECOMMENDATION: Abandon to the City of Mesa and the County of Maricopa, as their interests may appear of record, right of way that was acquired for construction of the Red Mountain Freeway and is no longer needed for the State Transportation System.
- ITEM 3e:**
- RES. NO. 2018-07-A-034
 PROJECT: 101L MA 051 H6873 / RARF-101-B-NFA
 HIGHWAY: PRICE FREEWAY
 SECTION: Baseline Road – S. R. 202L, Santan
 ROUTE NO.: State Route 101 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new temporary construction easements and the reservation of ingress, egress and maintenance rights by authorizing the use of Noise Wall - Sound Barrier Contracts with adjacent land owners, necessary to enhance convenience and safety for the traveling public and local property owners.
- ITEM 3f:**
- RES. NO. 2018-07-A-035
 PROJECT: BPM-600-0-703
 HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
 SECTION: Jct. U. S. 60 – Bell Road (Thunderbird Road T. I.)
 ROUTE NO.: State Route 101 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 063
 RECOMMENDATION: Abandon to the City of Peoria right of way that was acquired for construction of the Agua Fria Freeway and is no longer needed for the State Transportation System.

ITEM 3g:

RES. NO. 2018-07-A-036
 PROJECTS: F. A. P. 72-A(5); and F-025-1-704
 HIGHWAY: WICKENBURG – PRESCOTT
 SECTION: Yarnell Streets
 ROUTE NO.: State Route 89
 ENG. DIST.: Northwest
 COUNTY: Yavapai
 DISPOSAL: D – NW – 011
 RECOMMENDATION: Vacate and extinguish according to law all of the State's Interest in and to a portion of highway easement right of way that is no longer needed for the State Transportation System.

CONTRACTS: (Action As Noted)

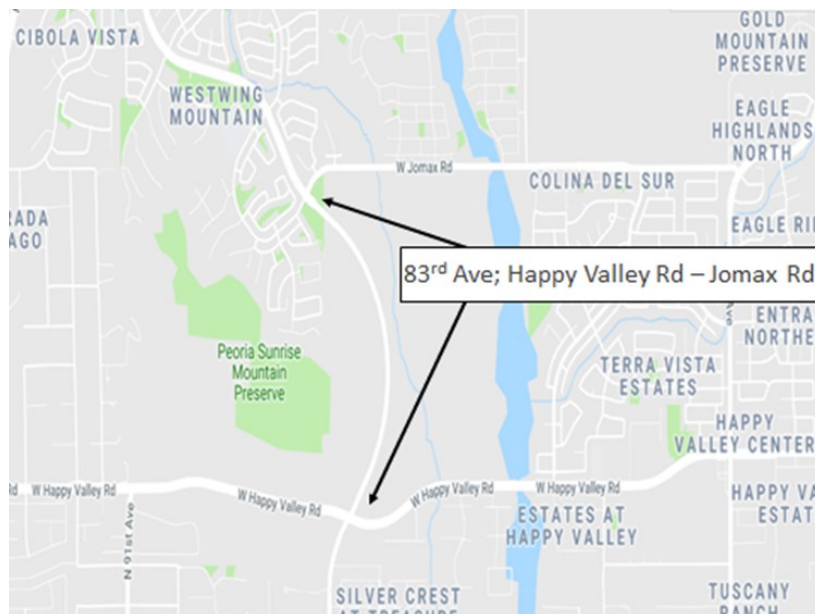
Federal-Aid (“A” “B” “T” “D”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

***ITEM 3h:**

BOARD DISTRICT NO.: 1

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BIDS OPENED: June 22, 2018
 HIGHWAY: CITY OF PEORIA
 SECTION: 83RD AVENUE; HAPPY VALLEY ROAD TO JOMAX ROAD
 COUNTY: MARICOPA
 ROUTE NO.: LOCAL
 PROJECT : TRACS: CMAQ-PEO-0(224)T : 0000 MA PEO T006801C
 FUNDING: 94% FEDS 6% LOCAL
 LOW BIDDER: N.G.U. CONTRACTING, INC.
 LOW BID AMOUNT: \$ 866,358.07
 STATE ESTIMATE: \$ 953,450.00
 \$ UNDER ESTIMATE: (\$ 87,091.93)
 % UNDER ESTIMATE: (9.1%)
 PROJECT DBE GOAL: 8.11%
 BIDDER DBE PLEDGE: 31.42%
 NO. BIDDERS: 4
 RECOMMENDATION: AWARD



***ITEM 3i:** BOARD DISTRICT NO.: 2

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BIDS OPENED: June 8, 2018

HIGHWAY: TOWN OF MARANA

SECTION: SANTA CRUZ RIVER LEVEE: HERITAGE PARK TO BEARD HOUSE

COUNTY: PIMA

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-MRN-0(201)T : 0000 PM MRN SL64901C

FUNDING: 45% FEDS 55% LOCAL

LOW BIDDER: N.G.U. CONTRACTING, INC.

LOW BID AMOUNT: \$ 880,543.49

STATE ESTIMATE: \$ 829,984.00

\$ OVER ESTIMATE: \$ 50,559.49

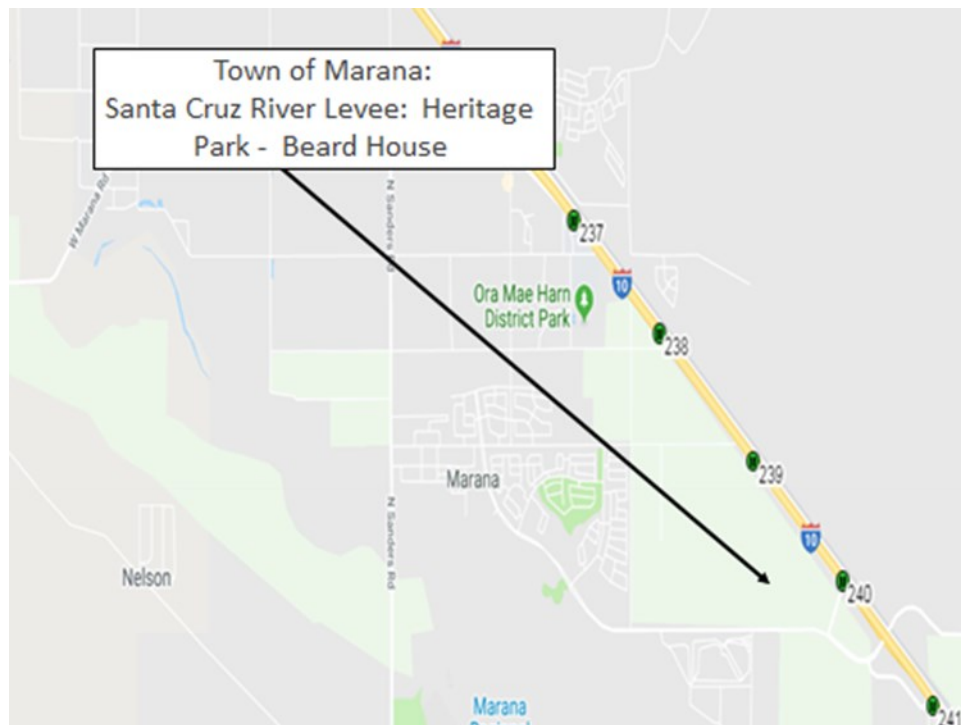
% OVER ESTIMATE: 6.1%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 6

RECOMMENDATION: AWARD



***ITEM 3j:** BOARD DISTRICT NO.: SW

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BIDS OPENED: June 8, 2018

HIGHWAY: STATEWIDE

SECTION: SOUTHEAST DISTRICT, VARIOUS LOCATIONS

COUNTY: STATEWIDE

ROUTE NO.: STATEWIDE

PROJECT : TRACS: HSIP-999-A(500)T: 999 SW 000 F001901C

FUNDING: 100% FEDS

LOW BIDDER: PAVEMENT MARKING, INC.

LOW BID AMOUNT: \$ 1,271,316.22

STATE ESTIMATE: \$ 1,277,660.94

\$ UNDER ESTIMATE: (\$ 6,344.72)

% UNDER ESTIMATE: (0.5%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: AWARD

Southeast District Safety Improvements



 Southeast

**STATE TRANSPORTATION BOARD
PUBLIC HEARING MINUTES
Arizona Department of Transportation
Administration Building
Auditorium
May 18, 2018 at 9:00 a.m.
206 South 17th Avenue
Phoenix, Arizona 85007**

BOARD MEMBERS IN ATTENDANCE:

Bill Cuthbertson, Chair
Jack Sellers, Vice Chair
Sam Elters, Board Member
Gary Knight, Board Member
Michael Hammond, Board Member
Steve Stratton, Board Member
Jesse Thompson, Board Member

Pledge

The Pledge of Allegiance was led by Board Member Sellers.

Roll call by Board Secretary Linda Priano

All members were in attendance. There were approximately 60 people in the audience.

Opening Remarks

Chairman Cuthbertson stated if people would like to provide public comment on the Five Year Transportation Facilities Construction Program to please fill out a yellow card. If members of the public wish to provide public comment for the board meeting to fill out a white card and the board secretary would make sure that he receives them. Chairman Cuthbertson noted he would start with public comment for the public hearing.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr. reminded all attendees to fill out the optional survey cards to assist our Civil Rights Department.

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Arizona Department of Transportation
Administration Building Auditorium
206 South 17th Avenue
Phoenix, Arizona 85007

May 18, 2018
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1	CALL TO THE AUDIENCE	
2	2019-2023 ADOT TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES	
3	CONSTRUCTION PROGRAM	
4	SPEAKER:	PAGE:
5	Bruce Bracker.....	4
6	Allison Moore.....	7
7	Richard Rubin.....	8
8	Rudy Kola, Junior.....	10
9	Dawnafe Whitesinger.....	12
10	Jonah Begay.....	14
11	Charlie Odegaard.....	16
12	Daryl Seymore.....	17
13	Bryn Stotler.....	19
14	Craig McFarland.....	20
15	John Moffatt.....	22
16	Presentation of 2019-2023 ADOT Tentative Five-Year	
17	Transportation Facilities Construction Program by Greg Byres,	
18	Division Director of Multimodal Planning Division.....	24
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25		

1 CALL TO THE AUDIENCE
2 2019-2023 ADOT TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES
3 CONSTRUCTION PROGRAM
4

5 CHAIRMAN CUTHBERTSON: We'll now move on to the
6 call to the audience for the public hearing portion, which gives
7 citizens an opportunity to discuss items of interest with the
8 Board regarding the tentative five-year program. So if you're
9 interested in commenting on this -- I do have a number of cards
10 filled out -- you should be filled out -- you should have filled
11 out a yellow card. The white cards we'll do for the next
12 meeting, for the regular board meeting.

13 So -- and if you do have a comment, we will ask
14 that you limit your time to three minutes, because we have quite
15 a few speakers here. So just in the interest of fairness to
16 give everybody a chance to speak, you'll be -- after three
17 minutes, somebody -- you'll hear a little audio bell, and then
18 after which we'll remind you to wrap up your comments, please.
19 So thank you.

20 So with that I will -- I will ask Bruce Bracker,
21 County Supervisor, to come and comment. Santa Cruz County.

22 MR. BRACKER: Good morning, Mr. Chairman and
23 members of the ADOT board. My name is Bruce Bracker. I'm a
24 member of the Board of Supervisors of Santa Cruz County. I also
25 sit on the board of directors of the Nogales/Santa Cruz County

1 Port Authority.

2 With me today are Allison Moore, Director of
3 Legislative and Regulatory Affairs for the Fresh Produce
4 Association; John Moffatt, Director of Economic Development with
5 Pima County; Richard Rubin, Chairman of INDEX Sonora. That's
6 the maquila association in Nogales, Sonora, and I know that all
7 three will be making short, brief remarks as well.

8 It's a great pleasure to be before you once again
9 to talk about the full build out of SR-189. I know that you
10 will have a study session on June 5th during which the ADOT
11 technical and planning team will provide you with an overview of
12 the project and the implications for the state transportation
13 network.

14 By now you've heard me several times, and you
15 know the Santa Cruz County, the Greater Nogales Santa Cruz
16 County Port Authority, the Fresh Produce Association, INDEX,
17 Nogales Customs House Brokers, and the City of Nogales and many
18 more locally, regional and statewide support this project.

19 The project addresses congestion issues,
20 immediate safety concerns, improves our state's trade posture
21 vis-a-vis California, Texas and New Mexico, and contributes to
22 the long-term growth and viability of our community and the
23 Arizona-Mexican corridor.

24 The U.S. Department of Transportation is
25 reporting that in 2017, Nogales was the gateway to over 650,000

1 trucks, 7.6 million cars, and 22.2 million people in two-way
2 traffic. The significance for Nogales -- of Nogales for Arizona
3 cannot be understated. Data for the first quarter of 2018
4 indicates continued growth in traffic volumes at the Nogales
5 port of entry. For the first quarter of '18, when compared to
6 the same period of '17, trucks are up 2.7 percent. Total people
7 up -- are up 4.3 percent, and cars are up .3 percent. These
8 growth rates may not sound like much, but when you're talking
9 about the volumes of trucks, 2.7 percent means approximately
10 5,500 more trucks and two-way traffic over that period of time.

11 I also want to take this opportunity, once again,
12 to congratulate John Halikowski and his team at ADOT for the
13 successful TIGER grant application that is bringing 25 million
14 new dollars into our state for this project. I believe that the
15 package that has been put together for your consideration is a
16 unique one in Arizona history. It includes federal and state
17 grants, ADOT funding, city and county contributions, and a
18 commitment from industry to participate in this process.

19 We understand there is still an outstanding
20 balance. We hope that you will give it to your every
21 consideration to making up that balance, and hope that you will
22 give the consideration voting in favor for this project during
23 your deliberations next month.

24 I thank you very much for your consideration, and
25 happy to answer any questions of your time [sic]. I will also,

1 since I'm a county supervisor, would like to make a call out to
2 Jesse. Great to have you on the Board, and to Richard Lunt from
3 Greenlee County. It's great to have you in the audience, two
4 other fellow supervisors. Thank you.

5 CHAIRMAN CUTHBERTSON: Thank you.

6 Allison Moore, Director of -- Director of
7 something in Santa Cruz County.

8 ALLISON MOORE: Regulatory.

9 CHAIRMAN CUTHBERTSON: Regulatory. I'm sorry. I
10 couldn't read.

11 ALLISON MOORE: My handwriting was not so great
12 outside.

13 Thank you very much.

14 My name is Allison Moore. I'm with the Fresh
15 Produce Association of the Americas. Several of us, as Bruce
16 mentioned, hopped in a carpool this morning in Tucson to make
17 our pilgrimage up here to Phoenix. One of many that we've been
18 making these past several years on behalf of this project.

19 And I just want to bring, again, the commitment
20 from our membership, the companies in Arizona that are importing
21 fresh produce from Mexico, about the importance of this project
22 for our businesses and for our community and also for the entire
23 state. I know we've been doing a lot of work here with the
24 Board, with ADOT, with the state legislature, and we just,
25 again, want to ask you for your commitment to bringing this

1 project to completion when you deliberate the final five-year
2 plan next month.

3 And thanks for all the commitment and partnership
4 that we've had with ADOT as we move this forward. And we're
5 here for questions or we can drive back up again next month if
6 you need us. We know the way now, and we know the carpool lane.
7 So thank you very much.

8 CHAIRMAN CUTHBERTSON: Thank you.

9 Richard Rubin, he's an owner, speaking for the
10 Nogales maquila association.

11 RICHARD RUBIN: Thank you very much for letting
12 me address the Board. Good morning, Mike.

13 My name is Richard Rubin. Just a little
14 background. I am on the board of directors of the Port
15 Authority. I've been on the board of directors of INDEX
16 Nogales. INDEX Nogales is the maquila association. Also on the
17 national board of (inaudible) association, and I'm here in
18 support of SR-189.

19 ADOT has been coming down to our meetings for
20 quite a long time, and one of the requests is that we become
21 unified in Nogales. I think we've done that. We have the
22 produce association, the maquila association, the City and
23 County all on board. We built a port down there, as you well
24 know, a \$250 million port, that can handle 4,000 trucks a day.
25 The maquila association is shipping about 7 to 800 a day.

1 Produce could go as high as close to 2,000. But the port was
2 built for 4,000. What we need now is the infrastructure to get
3 those trucks on the freeway. Very, very important.

4 My business down there, my -- says owner, but I
5 own a company called Javid. We're a shelter company. We have
6 26 different businesses, 3,500 employees. The surge now is
7 coming back. More companies want to come to Nogales in Arizona.
8 First thing they're looking at is the infrastructure. And they
9 are either deciding whether to go to Reynosa maquiladoras --
10 maquiladoras or come to Nogales. We need to improve our
11 infrastructure so I can continue to attract businesses to our
12 area.

13 Forty cents of every dollar that crosses the
14 border from Mexico in our industry came from the United States.
15 Our industry is 265 billion across the border. We're the
16 largest industry in Mexico. At the port of entry in Nogales,
17 we're about \$23 billion crossing yearly. So it's very important
18 that we continue on our infrastructure.

19 I've been down here for 30 years. The only real
20 change we've seen is the port. We now need to continue on the
21 highway system. So my plea is that you -- if you please go
22 through with 189 full build out. It is extremely important to
23 our industry, both produce and maquila. Thank you.

24 CHAIRMAN CUTHBERTSON: Thank you.

25 Next I have Rudy Kola, Junior. I think I got

1 Kola, Junior, right? He's a Maricopa County citizen, here to
2 talk about general transportation issues.

3 RUDY KOLA, JUNIOR: Can you hear me well? I
4 couldn't hear others very well from here.

5 Good morning. My name is Rudy Kola. I'm a
6 retiree from ADOT. My message to you is very fundamental. I'm
7 deeply concerned with the deteriorating transportation
8 conditions, primarily in our two metropolitan areas. I find it
9 increasingly dangerous driving around our highways. It should
10 be -- I find it very disturbing that Steve Boschen about a
11 couple years ago announced that you changed the (inaudible)
12 transportation division, which was, in my view, make believe
13 anyway into the infrastructure development and maintenance while
14 stating that ADOT is building highways, that's all what you do.

15 Let me say first, though, I was always impressed
16 with ADOT highway construction design and construction
17 management. However, I was repeatedly -- I repeatedly stated
18 that you are severely failing in delivering a comprehensive
19 transportation system while constructing many ineffective
20 (inaudible) projects due to the new transportation system
21 design. We will never provide safe and adequate transportation
22 building just highways.

23 There is desperate need for effective, high-speed
24 transit, (inaudible) separated, built in heavy direction of
25 travel, first of all, and well coordinated with (inaudible)

1 highway system. Such transit, preferably underground metro,
2 would provide a substantial saving time and provide significant
3 relief to traffic to entire area.

4 The current transit system in Phoenix, in my
5 view, is the worst I ever encountered during my 16-year career
6 in this business. Instead, there is never-ending obsession with
7 HOV lanes, hundreds of empty running buses carrying one or two
8 persons, bicycles, (inaudible) technology, autonomous vehicles
9 companies (inaudible), bike lanes and a lot more managed by
10 hundreds of traffic engineers and transportation directors by
11 individual cities. What a waste. I never seen so many people
12 involved in transportation (inaudible).

13 For a number of years I tried to share my
14 multi-modal system design and operations experience from one of
15 the best transit system in the world, the Prague metropolitan
16 area in Europe, which was, by the way, just recently evaluated
17 at the fifth place among 120 world cities, losing the very first
18 place only because of some dumb global warming issues.

19 I challenge you to argue any of these issues with
20 me. Unfortunately, I'm being limited by three minutes talking
21 to you without any kind of response ever. God forbid have any
22 dialogue about it. My message should deserve lot more attention
23 for the benefit of Arizona public, and that's my message.

24 CHAIRMAN CUTHBERTSON: Okay. Thank you.

25 Next we have Dawnafe Whitesinger, Navajo County

1 Supervisor.

2 DAWNAFE WHITESINGER: Good morning. Dawnafe.

3 CHAIRMAN CUTHBERTSON: Good morning. Dawnafe.
4 I'm sorry.

5 DAWNAFE WHITESINGER: Yeah. You were close.

6 Well, good morning, Chairman and fellow board
7 members. I appreciate the opportunity to be here today. I'm
8 Dawnafe Whitesinger, County Supervisor for Navajo County, and
9 also a chairperson for the White Mountain Regional
10 Transportation Committee.

11 Today I'm here representing the White Mountain
12 Regional Transportation Committee, which encompasses eight
13 communities within the region. That particular committee, we've
14 been meeting on a quarterly basis to discuss infrastructure
15 within our local communities and being able to prioritize the
16 need based on public safety and certainly economic growth.

17 And when we look at -- one of the things that we
18 have been recently doing is reviewing the five-year plan and its
19 impact to our community. And we certainly appreciate the time
20 and effort that you put into creating the plan and to also
21 prioritizing the needs of Arizona. In listening to those who
22 have already spoken, and I'm sure the others who will speak,
23 that it is quite a tremendous task to be able to create the
24 priorities of our community, as each community is important to
25 the great state of Arizona.

1 When we've looked at the plan, there are
2 particular components that we were grateful to see, and so we
3 continue to ask for your support. The Church Street,
4 Knottingham Lane. This is a mill and overlay on State Route 260
5 starting near downtown Show Low and heading south to Knottingham
6 Lane. Within the five-year plan, it currently states that it
7 will end at Knottingham Lane. We're requesting that that route
8 continue to progress through Hon-Dah and end at State Route 73.
9 It's an important corridor for our community in impacting our
10 economic growth and industry, and certainly important to our
11 community and neighbors in Pinetop-Lakeside. So we ask that you
12 consider that.

13 Highway 300, Apache Sitgreaves, State Route 61,
14 thank you. We appreciate your continued efforts in the Lion
15 Springs section. Certainly not a section that's in our
16 particular region of Apache County or Navajo County, but
17 important to building economic growth within our community. So
18 we're grateful to continue to see the efforts of Lion Springs in
19 your five-year plan.

20 One of the things that we look at within our
21 committee is public safety. There's a particular intersection.
22 If you've traveled to Show Low, you might be familiar with the
23 intersection. It's at Summit Hospital, Wal-Mart and Walgreens.
24 That particular intersection has been a safety hazard to our
25 community, and as we sat down with our partners and community

1 members and townships, that it became increasingly important for
2 us to be able to speak to adding priority to that particular
3 intersection. And so we ask that you consider that
4 intersection.

5 Certainly I understand the tasks that you're
6 given, and I appreciate your work. On behalf of the White
7 Mountain Regional Transportation Committee and other partners,
8 we sincerely thank you for your time and consideration of this
9 request. Thank you.

10 CHAIRMAN CUTHBERTSON: Thank you.

11 Jonah Begay, GIS Supervisor for Navajo Department
12 of Transportation.

13 JONAH BEGAY: Good morning, everybody. Good
14 morning to the Board. Thank you for letting me address the
15 issues on the Navajo Nation, and also -- I also want to thank
16 the Board for doing some preservation, modernization and
17 expansion on Navajo, specifically at 264 for adding bus routes
18 and (inaudible) and restriping US-191 through one of the growth
19 areas on Navajo.

20 As some of us or some of you may be aware, that
21 Navajo Nation is the largest tribe on -- across the country, and
22 we occupy northeastern Arizona. We also -- Navajo Nation also
23 goes into southeastern Utah and New Mexico. And Arizona has --
24 state of Arizona has the highest mileage of the state routes
25 through -- through Navajo. It's about 937 miles, whereas New

1 Mexico has 590, and Utah has 68 miles of state routes.

2 Some of the routes that go through Navajo, they
3 are defined as a majority corridor at the national level, and
4 they're also part of the network truck routes. So we have
5 trucks going through Navajo. It's a major access through
6 Navajo. And it's also a gateway to -- to major cities north of
7 Navajo. Example, Salt Lake City and Denver, Colorado. So we
8 have all these trucks going through these state routes. I have
9 four state routes -- or actually, four U.S. routes and seven
10 state routes that go through Navajo.

11 And we also have growth centers on Navajo. We
12 have about four or five growth centers on the Arizona sites that
13 are -- that are connected by the state routes. US -- State 264,
14 US-191, US-163 and US-160, these are all connected, connecting
15 the growth centers on the Navajo, and these are also used for
16 transporting goods and services to these growth center areas.
17 And also, these state routes are important to our transit
18 systems, and also for our public transit systems that commute
19 people to work and to other places like the border towns.

20 And we also have Navajo Nation airports that are
21 in the -- identified in -- national plan of integrated airport
22 system. Airports: We have four airports in Arizona. So in the
23 past we have worked with the Federal Highway and the state DOT
24 on some of the improvements of these roads. A good example
25 recently is Tuba City airport that we have coordinated with the

1 State of Arizona to reconstruct that airport.

2 So we appreciate the Board and the other entities
3 that are working with Navajo through our cohesive strong
4 partnership. So thank you for any grants that are considered
5 for these continued expansion, modernization and (inaudible)
6 Navajo Nation transit system. Thank you.

7 CHAIRMAN CUTHBERTSON: Thank you.

8 Next, Charlie Odegaard, Councilman from
9 Flagstaff.

10 CHARLIE ODEGAARD: Yeah. Good morning, and
11 again, Councilman Charlie Odegaard for the City of Flagstaff. I
12 just wanted to say thank you to everyone for coming to Flagstaff
13 last month with your ADOT board meeting there, and also, thank
14 you for coming to the Thursday evening event that we had for
15 you. And I also want to just say you're welcome for me bringing
16 you four seasons of weather at your visit there in Flagstaff
17 last month, and that included snow, so...

18 And I just wanted to say thank you to everyone
19 for putting the 4th Street bridges in this tentative five-year
20 plan. This is an important project for the City of Flagstaff
21 that's been in the works for a decade, and -- and for it -- to
22 see here on paper in the tentative five-year plan, I just wanted
23 to say thank you.

24 Because that 4th Street bridge project that's in
25 here, we have a school that's on the south side of that bridge,

1 and I drive that road every day on my way to work, and every day
2 I see kids walking the white line there on 4th Street going
3 across that bridge to get to school, and to see -- with our
4 fingers crossed, maybe we can see construction in 2020, and so I
5 just wanted to say thank you on that.

6 I just want to give you a little heads up. The
7 City of Flagstaff 18 years ago did a sales tax on transportation
8 infrastructure, and the residents passed that sales tax 18 years
9 ago. Well, it's coming up for a renewal in 2020, and so we're
10 going to be putting it on the ballot here in this November, in
11 2018, and we've done some preliminary work to see what are the
12 residents' thoughts of renewing this sales tax.

13 Well, it came back at 80 percent favorability of
14 renewal, and so we're excited that if that happens in November,
15 there is many more partnership opportunities for the future with
16 the City of Flagstaff and ADOT. Because this 4th Street bridge
17 project is a 50/50 cost share, and I'm really excited that with
18 these preliminary results, that after November of 2018, as we go
19 forward, that there's many more opportunities that we can
20 partner on. And so again, thank you for your time, and I
21 appreciate it.

22 CHAIRMAN CUTHBERTSON: Thank you.

23 Next item, Daryl Seymore, Mayor of Show Low.

24 DARYL SEYMORE: Good morning. Thank you,
25 Chairman Cuthbertson and board members. Happy to be here this

1 morning. And you should listen to Dawnafe Whitesinger,
2 Supervisor, Navajo County, because we do. And she's a great
3 person, but we're grateful to have her in support of these
4 projects as well.

5 We just want you to know that we have your -- our
6 continued support for the City of Show Low and the residents
7 there of the project that you currently have scheduled, three of
8 those. That's the ones that she spoke about as well, Highway
9 300 Sitgreaves, state routes, the 61, also Knottingham Lane, as
10 well as the Lion Springs widening outside of Star Valley. These
11 are very important projects, and we want to thank you for the
12 projects that you've recently done in our area, widening of that
13 major intersection going to Snowflake, Saint John's. That's
14 been a great help in our area.

15 But the one concern that we do have is the same
16 one that she shared with you, and that's the State Route 260
17 right there by the hospital, a very major intersection that is
18 probably the most dangerous intersection in the district up
19 there. There's been 92 accidents in the five-year period. The
20 only reason that there haven't been fatalities is because they
21 don't need to get in the ambulance. They can just gurney them
22 from the hospital right over. So, you know, it does save, you
23 know, things -- and things that way. But it is very close, and
24 they also have their helicopter pads right there landing, which
25 is a distraction for drivers that I don't know how you get rid

1 of that distraction. It's going to be there.

2 So we ask you to partner with us. We do have
3 some local partnerships there already, NACOG on their five-year
4 plan is willing to put in \$300,000 of an estimated \$700,000
5 project. We also have a developer on the southwest corner
6 that's looking at developing that if we were able to get a
7 design plan. They would also be able to participate some funds,
8 making that project happen. So it's a very important one.

9 But right away, we do need to have turn lane
10 signals at least installed there as soon as possible. Arrows,
11 green arrows, would be very helpful, and as well as widening
12 this intersection and doing right turn lanes, left turn lanes as
13 well, dedicated. So we just ask your consideration in
14 partnering with us. It will be a great improvement for the
15 community as people come from this area, as well, tourism. It
16 is one of the highest tourist places in the summer up there.

17 So we look forward to hosting you in the July
18 meeting in Show Low. So you guys can cool off a little bit,
19 too. But thank you so much for what you do.

20 CHAIRMAN CUTHBERTSON: Thank you.

21 Next, Bryn Stotler, a transportation planner for
22 the City of Prescott, Yavapai County MPO.

23 BRYN STOTLER: Good morning, Mr. Chair, members
24 of the Board. It's Bryn Stotler.

25 CHAIRMAN CUTHBERTSON: Bryn. Sorry.

1 BRYN STOTLER: And I work with CYMPO director
2 Chris Bridges, my colleague and mentor, in monitoring the
3 transportation needs in the central Yavapai region. We've
4 traveled here today to express our gratitude to the Board for
5 including the Highway 69 project in the tentative five-year
6 program. We're very excited to see that project move forward,
7 and we hope that as the Board concludes its important work on
8 the five-year plan next month that we'll see that included in
9 the final version.

10 So we just came down to thank the Board for its
11 consideration of our region, the important aspect of moving
12 people, goods and services into the Prescott -- in and out of
13 the Prescott area as it continues to grow, is, of course,
14 paramount in the work that we do every day, and we appreciate
15 your time and hard work on this plan. Thank you for the --
16 including the program. Thank you.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 Next, Craig McFarland, Mayor of the City of Casa
19 Grande.

20 CRAIG MCFARLAND: Good morning, Mr. Chairman,
21 board members and ADOT staff. My name is Craig McFarland. I am
22 the mayor of Casa Grande, and also the vice chair for the Sun
23 Corridor MPO. I'm here representing both. But I also want to
24 thank the Board for everything that you all do throughout the
25 year and also the current I-10 widening projects that we have

1 going on down on I-10. So thank you very much.

2 The City of Casa Grande would like to request
3 that the Kortsen TI, or traffic interchange, be added to the
4 tentative ADOT five-year plan. It's a major part of our
5 construction and infrastructure plan for the future. We have
6 dollars set aside. In fact, we have about 77 percent of all the
7 dollars set aside. We just need a little help to get it over
8 the top. It's a major connector for our east/west connections
9 with the current RTA plan, the Pinal County RTA. It provides
10 linkage for pedestrians, transit and other modal transportation
11 on and off and across I-10. It provides additional connection
12 between Casa Grande, Coolidge, the city of Maricopa. It also
13 ties a planned future Coolidge Parkway to the north/south
14 freeway as well.

15 Travel demands on the -- on our two current exits
16 and interchanges on Florence and McCartney are projected to be
17 over capacity by 2025. If we can build this interchange, it
18 will extend the life of those two interchanges to 2040. So it
19 would save all of us a lot of money. It also will relieve some
20 pressure on 287, which is another major exit into the city of
21 Casa Grande.

22 It also will provide redundancy in terms of
23 transportation and public safety response to our east side of
24 the city, which is growing very rapidly, especially with some
25 new projects that are going into the east side.

1 The dollars that we have set aside, we've already
2 -- already have the tier one environmental impact for \$350,000
3 that the City paid for. That's been completed. We were
4 currently just awarded the design concept, the DCR, which is a
5 joint project between ADOT and the City. That was 379,000 that
6 was awarded. We have final design dollars set aside through the
7 RTA, through the Pinal RTA, of almost \$4 million.

8 For the construction, actual construction of the
9 TI, we have \$15 million that the RTA is funding. We have 2
10 million that the City of Casa Grande has collected in impact
11 fees. So we are looking for \$7 million from ADOT to complete
12 that project. We also have another 2 million set aside for the
13 lead-ups to the interchange as well.

14 So we have almost 30 -- I think it's \$32 million
15 in this project, and looking for some help on \$7 million. So I
16 strongly urge the Board to include this Kortsen TI and the \$7
17 million into your ADOT five-year transportation plan. And thank
18 you.

19 CHAIRMAN CUTHBERTSON: Thank you.

20 Next I have John Moffatt, Director of Economic
21 Development, Pima County.

22 JOHN MOFFATT: Good morning, Mr. Chairman and
23 board members. I can assure you I was not the driver of the
24 carpool.

25 I've spoken with the Board many times about State

1 Route 189. Pima County and the City of Tucson are both on
2 record as supporting the full build out of that interchange. We
3 really need it. We -- you know, on the economic development
4 side, we work with Governor Ducey, the Arizona Commerce
5 Authority, (inaudible) and the Arizona-Mexico Commission. You
6 heard from Mr. Rubin. We are successful. There's much more
7 traffic and transportation and trade going through that
8 interchange. And my whole point is just strictly to ask you to
9 fully fund this. I know that there's some gap. The Legislature
10 didn't come through as we had hoped, but we hope we can get this
11 full build out. So that's -- that's our message. Thank you
12 very much.

13 CHAIRMAN CUTHBERTSON: Thank you.

14 We've worked our way through the stack of yellow
15 cards. I believe that's -- we'll conclude the call to the
16 audience for the public hearing, and we'll -- we'll be ready to
17 begin the third and final public hearings on the 2019 to 2023
18 Tentative Five-Year Transportation Facilities Construction
19 Program recommendations.

20 So I'll just remind the board members, we've had
21 an opportunity to review these in February and this -- we've sat
22 through the three meetings. So really, it's time -- this is the
23 time for the public to review and comment, and we'll be taking
24 these recommendations with us and gathering them in for next
25 month, our study session, early next month, and trying to come

1 -- to finalize our five-year program in the -- at the June board
2 meeting, so...

3 Okay. So with that, I'll invite Greg Byres, the
4 Division Director of the Multimodal Transportation Division, to
5 provide us with the staff's recommendations for the 2019 to 2023
6 ADOT Tentative Five-Year Transportation Facilities Construction
7 Program.

8 MR. BYRES: Thank you, Mr. Chairman, board
9 members. You only have to watch this just a couple more times
10 and we'll be done with this. But I'm going to go through Items
11 A through E that are currently on the agenda, and so we'll go
12 through those.

13 In this presentation, I'm going to go through the
14 background that's -- that goes with the tentative program as
15 well as the overview of asset conditions, the P2P process, the
16 tentative five-year highway delivery program itself, MAG's
17 tentative program, PAG's tentative program, the airport program,
18 and then what's coming up as we go through the process.

19 So in the background, this plan is developed
20 collaboratively between the State Transportation Board, all the
21 different divisions and our regional partners. It demonstrates
22 how the state and federal dollars are going to be spent over the
23 next five years for transportation. The approved -- this plan
24 is approved on an annual basis, with the fiscal year starting on
25 July 1, and it must be fiscally constrained.

1 So I'll just go through a quick review of our
2 assets. Currently, our highway system is valued at \$21.5
3 billion, but if we were to replace it, we're actually talking
4 somewhere in the neighborhood of about \$200 billion.

5 So on the bridge conditions, this is just a quick
6 chart that shows what we've got for current conditions. As you
7 can see, we've got 57 percent in good condition, 42 percent in
8 fair condition, and 1 percent in poor condition. You can also
9 see the trend of what we've got as far as how the conditions
10 have worked through the years. One of the things that you can
11 see is an uptick in the last two years, '16 and '17, and that's
12 due to the funding that was actually made available back in 2013
13 as those bridge -- bridges were worked on and completed.

14 On our pavement condition on the interstate
15 highway system, what you see here is we got 67 percent in good
16 condition, 32 percent in fair condition, and 1 percent in poor
17 condition. And on this one, you can see pretty much a flat
18 trend over the last couple years. We do not have '17 in this as
19 we didn't have all the data that was necessary to provide into
20 this. However, we have collected data in '17 -- or in '18 that
21 will -- we will project out as all that data becomes available.

22 On our non-interstate system, what we're looking
23 at is 52 percent in good condition, 46 percent in fair
24 condition, and 2 percent in poor condition. And on this, you
25 can also see somewhat of a trend as it's going down,

1 unfortunately.

2 One of the things I'm going to -- as we go on
3 with the presentation, we start talking about investment
4 categories, and so I just want to make sure that everybody's got
5 an idea of what the definition is of each of these different
6 investment categories. So preservation is the investment to
7 keep pavement smooth and maintain bridges. Modernization is
8 non-capacity investment that improves safety and operations, and
9 expansion is investment that adds capacity to highway systems.

10 So this is a look at our current -- our tentative
11 five-year plan that runs from 2019 through 2023, and it kind of
12 gives the different categories. So in the blue, you're looking
13 at expansion projects. That orange is planning costs. The
14 purple is development costs. The red is modernization projects,
15 and the green is preservation projects.

16 In the past we've targeted to have that \$260
17 million for preservation, but with the currently-passed long
18 range transportation plan, we actually bumped that to \$320
19 million, which is the black line that you see going across.

20 I'd like to kind of go through how projects are
21 determined, how they are put into the program or at least
22 addressed to go into the program. And we use our P2P process in
23 order to do that, which is the planning to programming.

24 So the way this works is we start off with
25 projects that come in from all different means and methods.

1 They come from all of our corridor profile studies. They come
2 from the COGs, the MPOs, from the different divisions. There's
3 just a whole means of where these projects come from. So as
4 they come in, we take and categorize them into the
5 modernization, the expansion, the preservation and non-highway
6 modes. Then once those are categorized, we take and go through
7 our ranking process, and take and rank each one of those
8 projects within those different categories. Once that's done,
9 then we can prioritize those projects. And again, all that
10 prioritization occurs within the different categories.

11 So the way it's determined, each of these
12 projects as we go through the ranking process, there are four
13 different categories that we look at as far as the criteria for
14 scoring. And those are broken up into the technical score, the
15 policy score, the safety score and our district scores. Each of
16 those are evenly weighted at 25 percent.

17 And so this kind of shows you how the program's
18 developed. Again, we've got the statewide preservation
19 projects, the modernization projects and the expansion projects.
20 We take and divvy those up in accordance with the long range
21 transportation plan and put those into the five-year program
22 using the recommendations that are coming out of the long range
23 plan.

24 This is a comparison of the current program, our
25 facilities program and what is our tentative program. You can

1 see there's not a whole lot of difference. Our expansion
2 changes by 1 percent. Our modernization stays the same.
3 Preservation goes up by 1 percent. So it stays pretty much the
4 same, and the reason for that is because we already had projects
5 that were programmed in the current program, and we've taken and
6 made sure that those carried through into the tentative program.

7 So for the Greater Arizona area five-year
8 program, what we're looking at is 63 percent preservation, 17
9 percent expansion and 20 percent modernization.

10 So as we get into the 2019 year, what you're
11 looking at for modernization -- or for expansion projects, we're
12 looking at the 189, which is at about \$69 million. Again,
13 that's a design build project that we were talking about the
14 TIGER grant for, but this kind of goes through and shows what
15 we've got at 294 million for preservation. We've got about 89
16 million for expansion, and 99 million for modernization.

17 We also have the 93 project that we're looking at
18 for the design portion that we're looking at with construction
19 out in years '24. We're also looking at the I-17 project, which
20 is from Anthem to Sunset Point. Again, we're looking for
21 construction somewhere '21-'22, with the Anthem to New River,
22 which is actually money that's being contributed through MAG,
23 for 2018. That's a \$10 million, and that's for design.

24 As we get into the 2020 year, we're looking at --
25 we've got 10.4 -- or \$10.2 million set up in there for the

1 4th Street bridge up in Flagstaff. Again, that's a 50/50 share
2 with the City of Flagstaff. We're looking at the 93 project.
3 West Kingman TI. That's looking at construction occurring out
4 in '24. We also have the gap project on 93 that we're looking
5 at at \$41 million.

6 As we get into FY '21 and FY '22 projects, we're
7 looking at the 69 project, which is the Prescott Lakes Parkway,
8 at about \$10 million. We're looking at the 93 project. Again
9 construction out in '23. That's the Cane Springs. We also have
10 the 260 project, which is the Lion Springs project that we're
11 looking at with construction in '23. And again, we have the
12 I-17 project, Anthem to Sunset Point, and as well as the
13 widening portion, which is north of Anthem, which again is
14 MAG-projected money for \$40 million.

15 This is kind of an overall view of the I-17
16 project, and again, just at the top, we've got the money that
17 we're looking at with -- in the five-year program. In '21,
18 we've got 62.4 million. In '22, we've got 65.9 million, and the
19 50 million that's being contributed through MAG, for a total of
20 178.3 million.

21 In FY '23, the expansion projects that we're
22 looking at, again, with the construction are on 93. We're
23 looking at Cane Springs as well as the Big Jim Wash design with
24 construction tentatively scheduled out in FY '25, and we also
25 have the Lion Springs project on 260 for construction at \$45

1 million.

2 Out in our development years, which runs from
3 2024 to 2028, you can see that we're trying to achieve that \$320
4 million in preservation. We looked at -- right now we have that
5 projected at being accomplished by 2026. Again, that's -- comes
6 out of the long range transportation plan. But we still have
7 expansion projects, again, with 93 in years 2024 and '25. I-19
8 project, which is Ruby Road TI -- or Rio Rico and Ruby Road TI
9 improvements in '26, and tentatively we have the I-10 project
10 through the GRIC, which is in 2027. In 2028, you'll see we have
11 no expansion projects, which goes along with the recommendations
12 from the long range transportation plan.

13 In the MAG region, we have multiple projects.
14 MAG takes and does its own planning. We take and incorporate it
15 into our long range -- or into our five-year program. They have
16 projects figured up on I-10, I-17, State Route 24, State Route
17 30, US-60, State Route 85, the Loop 101, the Loop 202, and
18 SR-303.

19 In the PAG region, again, they do their own
20 programming, and we put it into our five-year program. They
21 have work figured on I-10, I-19, SR-77, SR-86, and the SR-210
22 projects.

23 We also have as part of the program the Airport
24 Capital Improvement Program. In the current program, we had
25 \$3.5 million, which was only set aside for the FSL grants, which

1 is the federal, state, local, and that's a match program to
2 federal dollars. The other programs that we had were set at
3 zero. We did not utilize those due to the lack of funding from
4 sweeps that were taken out of the Aviation Fund.

5 For the tentative program, what we're looking at
6 is on our FSL matches, we're going to bump that up to 5 million,
7 a little over 5 million. We're still not going to bring back
8 our state/local grant program, but we are going to fund the APMS
9 program, which is the Airport Pavement Management Preservation
10 Program, at \$5 million. Grand Canyon Airport also has funding
11 that comes out of there. That's 785,000. And our airport
12 development group projects, which are at 800,000.

13 So this is the last hearing that we have on this
14 five-year program. We do have the study session that's coming
15 up June 5th, as well as the final program that we're looking at
16 trying to get approved on June 15th by the State Transportation
17 Board, and the program must be delivered to the governor by June
18 30th. Again, fiscal year for 2019 begins on July 1st. Thank
19 you.

20 CHAIRMAN CUTHBERTSON: Board Member Stratton, do
21 you have a comment? Question?

22 MR. STRATTON: When does the online commenting
23 period end? Is that today?

24 MR. BYRES: It runs through -- do you remember?

25 UNIDENTIFIED SPEAKER: It goes through the

1 hearing (inaudible).

2 MR. BYRES: So did you --

3 MR. ROEHRICH: Greg, could you state that so we
4 can hear it?

5 MR. BYRES: It goes through when?

6 UNIDENTIFIED SPEAKER: (Inaudible.)

7 MR. ANDERSON: No. It goes through June 5th.

8 UNIDENTIFIED SPEAKER: Yeah. (Inaudible.)

9 MR. BYRES: Through June 5th.

10 UNIDENTIFIED SPEAKER: Okay.

11 MR. BYRES: Thank you.

12 MR. STRATTON: I'd request then that after it
13 closes, that the Board will be supplied with a tally of all the
14 online comments broken down by project.

15 MR. BYRES: We can certainly do that, and we've
16 been telling them as we -- as -- from all of the hearings that
17 we've had as well as our online, as well as letters that we've
18 received as well.

19 MR. STRATTON: Okay. If we could have a full
20 tally, then I would appreciate it.

21 MR. ROEHRICH: Yeah. Mr. Chair, Mr. Stratton, I
22 want to make sure, because we sent out a draft the least already
23 one that (inaudible). Hopefully you received that.

24 MR. STRATTON: Right.

25 MR. ROEHRICH: We'll summarize them at the end,

1 and then we'll be able to provide the complete list of all the
2 comments to the board members.

3 MR. STRATTON: Thank you.

4 CHAIRMAN CUTHBERTSON: Okay. Other comments?
5 Questions by board members?

6 Okay. Thank you, Mr. Byres.

7 MR. BYRES: Thank you.

8 CHAIRMAN CUTHBERTSON: So having completed all
9 the items on the agenda for the public hearing, do I have a
10 motion to adjourn the public hearing of the 2019-2023 Tentative
11 Five Year Transportation Facilities Construction Program?

12 MR. STRATTON: So moved.

13 MR. HAMMOND: Second.

14 CHAIRMAN CUTHBERTSON: Got a motion by Board
15 Member Stratton. Seconded by Board Member Hammond.

16 All in favor signify by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN CUTHBERTSON: Any opposed say nay?

19 Okay. Ayes have it. Meeting adjourned.

20 (End of excerpt.)

21

22

23

24

25

Adjournment

A motion to adjourn the May 18, 2018 State Transportation Board Public Hearing was made by Board Member Stratton and seconded by Board Member Hammond. In a voice vote, the motion carried.

Meeting adjourned at 9:50 a.m. MST.

William F. Cuthbertson, Chairman
State Transportation Board

Floyd Roehrich, Jr., Executive Officer
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING MINUTES

**Friday, May 18, 2018
Immediately Following Public Hearing
Arizona Department of Transportation
Administration Building
Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007**

BOARD MEMBERS IN ATTENDANCE:

Bill Cuthbertson, Chair
Jack Sellers, Vice Chair
Sam Elters, Board Member
Gary Knight, Board Member
Michael Hammond, Board Member
Steve Stratton, Board Member
Jesse Thompson, Board Member

ARIZONA STATE
TRANSPORTATION SPECIAL
BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Arizona Department of Transportation
Administration Building Auditorium
206 South 17th Avenue
Phoenix, Arizona 85007

May 18, 2018

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

CALL TO THE AUDIENCE

MAY 18, 2018 BOARD MEETING

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1 (Beginning of excerpt.)

2

3 CHAIRMAN CUTHBERTSON: We'll move right into the
4 regular board member -- or regular board meeting for -- so the
5 May 18th, 2018 meeting of the State Transportation Board member
6 is called to order.

7 I'll go ahead and proceed with a call to the
8 audience. We'll have the same three minute time limit on this
9 call to the audience, and we'll start off with Paul Ward,
10 Executive Director of the Yuma MPO.

11 PAUL WARD: Good morning, Mr. Chairman, members
12 of the State Transportation Board. Actually, I'm not going to
13 use this. I was just threatening with it. That's all.

14 Wanted to briefly address you. You're probably
15 aware my MPO in this particular case, the Yuma metropolitan
16 region, the third largest region in the state. Unfortunately
17 within the project that we've just been looking at, apparently
18 we're not being treated particularly fairly from the point of
19 view of two other counties who have exactly -- or as close as
20 exact as we can get, within a few thousand either way, exactly
21 the same population, have approximately the four times the
22 amount of funds being programmed in their region.

23 Most importantly, rather than hash bad news like
24 that, in this particular case, I wanted to give you a heads up.
25 We will be coming to the Board at the next meeting, on the June

1 5th meeting, I believe, and we're sewing the seed for the next
2 program, realistically. We're looking for State Route 95,
3 arguably, depending on which way you view that, it's US-95 as
4 well. We're looking to have that particular project -- this
5 isn't news, obviously, to the Board -- but we'll be looking to
6 have that project programmed somewhere in the program,
7 preferably during the existing program, although that's kind of
8 cutting things a little bit fine.

9 But when you look at the current program, for
10 instance, the outer two years, almost the outer three years,
11 there are zero projects programmed in the Yuma County region.
12 That obviously has -- arguably has some explanation needed.
13 Obviously, it's not appropriate to ask for that at this
14 particular venue. Maybe that may come up in the next meeting.

15 From that point of view, we will be coming
16 forward, and we will be looking for some action. As to whether
17 that's going to be action in the future, in the next program or
18 not, obviously this isn't the sort of thing that happens with
19 the flick of your fingers. But thank you very much for the
20 opportunity to address you, and I look forward to seeing you
21 next month, sir.

22 CHAIRMAN CUTHBERTSON: Thank you.

23 Next Vincent Gallegos, Director of Lake Havasu
24 MPO.

25 VINCENT GALLEGOS: Good morning, Mr. Chairman,

1 members of the Board. Grateful to be here this morning.
2 Looking forward to having you all in Lake Havasu City in about
3 five months. So we're working on all the preparations for the
4 20th Arizona Rural Transportation Summit. Looking forward to
5 that. The plans are coming together great. Also working with
6 the ADOT tribal liaison office to have the annual tribal meeting
7 in conjunction with the summit. So looking forward to that,
8 also.

9 In addition to that today, I just wanted to kind
10 of give you a heads up on a project we've been working on for
11 some time now, and it's SR-95 in our Kiowa intersection project.
12 We're doing a number of safety improvements.

13 Back in 2016 there was a corridor study done on
14 SR-95, and it ran all the way from I-40 in Kingman, all the way
15 south to Yuma, to the I-8 intersection. So this is a 180-mile
16 corridor study. In that corridor study, the -- it was broken
17 into 13 segments. The one segment that rose up above the others
18 for a need of safety improvements in the priority list was right
19 in the heart of the MPO. It was right in Lake Havasu City.
20 It's a three-mile segment, and what was identified was about a
21 need for right around 35 to \$40 million of safety improvements
22 in that area.

23 Since that study, the MPO has been working with
24 ADOT, working with the City. We've committed at this point \$1.1
25 million to the intersection of SR-95 and Kiowa. Unfortunately,

1 what was not included in that is just north, just by feet, a
2 traffic signal that is absolutely going to help out traffic.
3 I'll tell you along that entire corridor, 180 miles, there's
4 been 159 crashes. Just in the corridor that I'm talking about,
5 out of that 180 miles, just in that three miles, we have about
6 70 percent of the crashes in that three miles of the 180-mile
7 segment.

8 So in that Lake Havasu MPO segment, we're looking
9 at about 24 -- I'm sorry -- about 92 crashes and 5 fatalities in
10 a five-year period. So we're working with ADOT staff. At this
11 point we've struck out on a few different places. Our district
12 engineer went after the minor district funds, which I would
13 encourage if at all possible the conversation in the near future
14 with the State Board and staff as to the minor district funds
15 and how that's gone from where there was the local jurisdiction,
16 if you will, to more of a competitive basis. Because in this
17 case, I think for a traffic signal, we're looking at about
18 560,000.

19 I believe the process before, we could have
20 resolved it at this point. However, we haven't. So I would
21 look forward to the conversation in the future. Look forward to
22 having you there. And really do want to thank ADOT staff,
23 who've been working with district engineer Alvin Stump, LPA
24 section and our planner, and they've been incredible. So we're
25 seeking a solution. Right now the MPO's looking to fund the

1 traffic signal 100 percent at this time. So I thank you very
2 much.

3 CHAIRMAN CUTHBERTSON: Thank you. Next I have
4 Miles Begay, the Tribal Transportation Manager for Navajo
5 county.

6 MILES BEGAY: Good morning, board members,
7 Chairman.

8 I'd just like to shed some light on a community
9 out in Cameron, Cameron Chapter, out on State Route 89. They
10 did submit a resolution, and just to shed kind of their
11 awareness on the school out there called Dzil Libei Elementary
12 School. It sits on the west side of State Route 89, and they
13 kind of see a speeding through there, which is a tourist spot
14 going towards Kayenta or Page. So it is towards and kind of
15 coming up, and they're kind of concerned about the kids within
16 the area, the speed limit and all that. So they would like to
17 drop that to 35 miles an hour. So that is a concern from
18 Cameron Chapter.

19 And I'd just like to say thank you on behalf of
20 Navajo County, as recently I did do a public comment on State
21 Route 87, BI-15, concern at that cross-section within the last
22 month. We did -- you guys did -- took the proactive and get an
23 assessment done out there. So I'd like to thank you guys for
24 that, and it is going -- it's one step closer to getting signs
25 out there, so thank you very much.

1 CHAIRMAN CUTHBERTSON: Thank you.

2 MILES BEGAY: Thank you.

3 CHAIRMAN CUTHBERTSON: So do we have -- we've got
4 all that. All right. Thanks.

5 Okay. We've worked our way through the public
6 comment cards, it looks like. So we'll go ahead and move on to
7 the -- Item 1 on the agenda. Mr. Randy Everett will -- Central
8 District Administrator will provide an update and overview of
9 issues of regional significance, including an update on the
10 current upcoming construction projects, operations, maintenance
11 activities, and regional transportation stance. For information
12 and discussion only.

13 MR. EVERETT: Good morning.

14 CHAIRMAN CUTHBERTSON: Good morning.

15 MR. EVERETT: Chairman Cuthbertson and the Board.
16 We have got a good year. My name is Randy Everett. I am the
17 senior division administrator for the Central District, and
18 welcome to the Central District today.

19 So we've got on lot going. Let me start. We
20 right now currently have 17 projects under construction, but
21 we've done 64 projects through this year, and so we are
22 administering quite a few projects. A lot of them are the local
23 projects the smaller projects, but we've got a lot going on in
24 this year.

25 So 17 currently going on. Our LPA projects.

1 Obviously our big one is our South Mountain project. That's
2 that 202 project that you all know about. That's our big one
3 here. Overall, our construction costs this year are \$1.025
4 billion in fiscal year 2018. And right now we've got estimates
5 earned of about 413 million. You can see down below we've got
6 the monthly estimates, and again, that's the district in the
7 darker, which is all the district, including South Mountain, and
8 then obviously South Mountain makes up a lot of what's going on
9 right now.

10 So as I said, we've got a lot of completed
11 projects. A lot of them are small, so I'm not going to bring up
12 all of the smaller projects. But we've got a lot of things
13 going on, coming up right, but now we've closed several big jobs
14 this year. One of them, I-17, that's the wrong way driver pilot
15 project, and that's a big one that we finished in November. A
16 lot of success already on that one. What's beautiful is this
17 I-10/303, you've probably seen the phase two construction that
18 is now done. It is gorgeous, and we are now just putting the
19 final touches on there with the landscaping. That's going on
20 currently.

21 I'd like to give our maintenance group some
22 kudos. I-17, the 7th Avenue bridge got hit this year. We are
23 in there -- we were in there -- that was got -- that got hit
24 last year, late last year, and they've been working on that.
25 They just got finished up in May with the final sign being put

1 on that, but that bridge is now in good shape, and it's back to
2 normal. That got hit on its outside girder by a truck.

3 Also, there were storms late last year on 88 that
4 really tore 88 apart. Our maintenance crews got in there and
5 did some early stabilization, but then Nesbitt Construction came
6 in and did a lot of emergency work on that, and we're back up on
7 that. So that looks really good as well.

8 Yes, sir.

9 MR. HAMMOND: Just a question on that repair, the
10 7th Street bridge.

11 MR. EVERETT: Yes.

12 MR. HAMMOND: Was that insured? Do we have
13 insurance for that kind of stuff?

14 MR. EVERETT: So there -- we do. There's a DR
15 process where if the truck -- and this truck was obviously
16 caught after the situation happened. So we do go after that
17 insurance wise. Yes. And we expect to recover, although I
18 don't know if we have yet.

19 MR. HAMMOND: What was the cost of that repair,
20 approximately?

21 MR. EVERETT: The cost of the repair was a little
22 over \$400,000, in that range, when all's said and done.

23 MR. HAMMOND: Thank you.

24 MR. EVERETT: So those are some of the big things
25 that have been completed. Ongoing projects, South Mountain,

1 that's our big one. We are at -- well, the contract amount on
2 that is \$916 million. 47 percent of that is complete at this
3 time. 59 percent time used. These are some of the big things
4 going on. I won't read them all to you, but we've got a lot of
5 things going on. All three areas now are opened up. My
6 understanding is that we are very soon going to be starting
7 through the mountain itself. There's some early preliminary
8 work on that at this time.

9 SR-347. It's exciting. It's finally off the
10 ground. As you can see by the percentage of time used and the
11 completeness of the project, we started off a little slow, but
12 they are out there right now in force, and we should be able to
13 catch up on that project is what we think.

14 SR-88. So in addition to the re- -- the
15 emergency work that was done out there, SR-88 is also getting a
16 facelift. And so we're going out there. We're leveling out
17 some of the turns, and we're going to be milling and overlaying
18 a good section of that SR-88, which it's obviously in great need
19 of, and that's going on at this time. About 62 percent of the
20 time is used on that, but that job is about 70 percent complete.

21 So these are the projects coming up in fiscal
22 year 2019. A big one, and these are big ones. So the Happy
23 Valley, Pinnacle Peak, Pinnacle Peak CM -- CMAR process. That's
24 going on right now. That job should start up here in the next
25 couple of months. I-10/Fairway Drive TI, that's a big one on

1 I-10, and we've got the big Princess job. That's on 101. It's
2 from I-17 to Princess.

3 Then down below that, on the Baseline portion,
4 from about 60 down to 202, we have that project on 101 coming up
5 a little bit. That should start early next year as well. And
6 then we've got a whole lot of FMS projects, which are our vision
7 projects, which are our ITS projects and local agency projects.

8 Any questions for me?

9 CHAIRMAN CUTHBERTSON: Yes. Board Member
10 Thompson.

11 MR. THOMPSON: You did mention that where damage
12 has happened to one of the roads, insurance repaid that to
13 rebuild that. Now, does this also apply to other damages on
14 other roads? You know, I don't know there may be several
15 accidents or damage to a lot of (inaudible) --

16 MR. EVERETT: Yes.

17 MR. THOMPSON: -- (inaudible) this apply to?

18 MR. EVERETT: It does. So any time a guardrail
19 or the guard wall gets hit or anything that gets hit out there,
20 we try to get a -- what is called a DR. We try to get a report
21 on that, and then what we do is we go after that -- the
22 insurance company for the driver for that money, and that -- and
23 we have a great success rate at this point in time of that money
24 coming back.

25 CHAIRMAN CUTHBERTSON: Thanks.

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

2 CHAIRMAN CUTHBERTSON: Dallas, you have --

3 MR. EVERETT: We may need some more information
4 on this.

5 MR. HAMMIT: It's different than my insurance,
6 because if we don't get insurance recovery, ADOT is
7 self-insured, so unless it reached a very high limit, it does
8 come out of Randy's budget when those happen. So we do go
9 after, in the case of the group that hit the bridge, but if we
10 -- we're not -- we don't recover from them, it does come out of
11 his budget. There's not, like, a policy that we claim against.

12 CHAIRMAN CUTHBERTSON: Okay.

13 MR. ROEHRICH: Well, Mr. Chairman, I think it's
14 important to remember that at the time of the accident, if
15 they're making the repair, it's going to come out of the budget,
16 regardless.

17 CHAIRMAN CUTHBERTSON: Right.

18 MR. ROEHRICH: But they've got to make the
19 repair. And if there is a damage report, the DR that we get,
20 then we will go after the insurance to recover as much as we
21 can. But when that recovery comes back, because it comes back
22 through the insurance program, it goes into the Highway Fund.
23 So it doesn't go back necessarily to replenish the district or
24 the funds that it came from.

25 Boy, now Kristine's jumping in.

1 MR. EVERETT: Well, a little bit. No. Here's
2 Kristine to tell you about it.

3 MS. WARD: We just got a legislative change on
4 that, and those funds will be going back into the maintenance
5 thanks to --

6 MR. ROEHRICH: Oh, well, we'll get an update in
7 the legislative report.

8 MS. WARD: It's about 3 and a half to \$4 million
9 a year that we end up recovering in -- from the insurance.

10 CHAIRMAN CUTHBERTSON: Okay. Thank you. Thank
11 you for that.

12 Mr. Sellers, any other comment?

13 MR. SELLERS: Yeah. What's the current projected
14 completion on South Mountain?

15 MR. EVERETT: We're still looking at late 2019.
16 That's still the projected finish date on that.

17 CHAIRMAN CUTHBERTSON: Board Member Hammond.

18 MR. HAMMOND: Is the litigation to stop the
19 construction still going on or has that been finally put to bed?

20 MR. EVERETT: So the final appeal happened, and I
21 believe that makes it done. We're moving forward as if no more
22 appeals are coming in.

23 MR. HAMMOND: Great.

24 MR. ROEHRICH: But --

25 MR. EVERETT: There's more.

1 MR. ROEHRICH: Mr. Chair, Mr. Hammond, since --
2 and that was the original appeal that was done by the
3 homeowners, a group of homeowners in Ahwatukee and the Gila
4 River Indian Community. That has completed its process. Since
5 then another group of homeowners have decided to file a lawsuit
6 on some different claims that we are dealing with right now, but
7 that has not to this point done any impact to the project.

8 MR. HAMMIT: Mr. Chairman, those claims are on
9 right-of-way purchases, and so it's not to stop the project and
10 saying you have to stop, but if they prevent us from getting the
11 land, that would in essence slow us down, if not delay us.
12 There is one very sizable development that we do need to take
13 some of their common land, and we're working through the
14 condemnation process in there.

15 CHAIRMAN CUTHBERTSON: Okay. Okay. Randy, thank
16 you.

17 MR. EVERETT: Thank you.

18 CHAIRMAN CUTHBERTSON: Okay. For Item 2, ADOT
19 Executive Officer Floyd Roehrich, Junior, will provide the
20 director's report. For information and discussion only.

21 MR. ROEHRICH: Thank you, Mr. Chair, members of
22 the Board. The director sends his regrets. He is out of the
23 office and not able to be here.

24 I only have one item I had just want to point to
25 you. In front of you each of you, you have a copy of the final

1 master -- airport master plan for the Grand Canyon Airport. And
2 I know you've been given presentations previously on staff, on
3 the plans for that. Our goal is to provide this copy for you.
4 It is also online for any of you who would prefer to take it
5 online. You can leave your copy here, and I'll take it if you
6 don't want to try to lug this thing. But if you haven't done
7 your reps today, your barbell reps, just do a few of these
8 things. This is yours, Michelle. I just haven't given it to
9 you yet, because I'm probably going to have to help you carry it
10 out to the car. But it is online.

11 I did talk with Sonya, and we've got a new
12 airport manager. They do want to come back to the Board in the
13 near future, and again, summarize exactly what's in the report
14 and then talk about some of the issues moving forward as what
15 they see for their implementation for the -- implementation of
16 some of the plan improvements. I know there's been a lot of
17 people in the audience coming up, talking about this from the
18 public.

19 They've also got a lot of comments during the
20 period to have public hearings on this. But we'll come back and
21 present something to the Board here in the near future, if not
22 the next study session, maybe one of them earlier on later this
23 summer to kind of talk about our plan moving forward. So yeah,
24 I just wanted to let you know why that's there and that we're
25 bringing something forward.

1 With that, Mr. Chair, I have nothing else.

2 CHAIRMAN CUTHBERTSON: Okay. Thanks. Comments
3 or questions?

4 Board Member Hammond.

5 MR. HAMMOND: I guess I better ask Michelle this.
6 Is it appropriate if I made a comment on SR-189? Is that --
7 it's under the five-year plan.

8 MS. KUNZMAN: That's okay.

9 MR. HAMMOND: It's okay?

10 I remember when we first started talking about
11 this project. I met with many of you that spoke today and
12 others, and there was a strong message coming from me and the
13 Board that Nogales needed to speak in unison. They needed to
14 get together if that full build out of 189 were to happen. And
15 regardless of whether we get this thing done or not, I really
16 want to applaud the community of Nogales and Santa Cruz County
17 on -- and Pima County on really doing their part. It's
18 unfortunate the legislation didn't pass. It was our last
19 element, but as you know, I'm very much in favor of trying to
20 get the full build out done, and I want to thank the southern
21 Arizona communities for doing their part to try to make this a
22 reality.

23 CHAIRMAN CUTHBERTSON: Okay. Thanks.

24 Other comments? Okay. Okay, Floyd.

25 Okay. We'll move on to Item 3 on the agenda.

1 The Board will consider items included in the consent agenda for
2 information and possible action.

3 Board members, are there any items on the consent
4 agent that you want pulled for individual discussion?

5 Okay. Hearing none, is there a motion to present
6 the -- to approve the consent agenda as presented?

7 MR. SELLERS: Move for approval.

8 MR. THOMPSON: Second.

9 CHAIRMAN CUTHBERTSON: Okay. I've got a motion
10 by Vice Chair Sellers, and a second by Board Member Thompson.
11 Any discussions?

12 All in favor indicate by saying aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN CUTHBERTSON: Any opposed, say nay.

15 Okay. The ayes have it. The motion carries.

16 We'll move on to Item 4 on the agenda. The
17 legislative report will be tag teamed this morning with a couple
18 of members of the government relations staff, Bruce Bartholomew
19 and Bill Fathauer, I believe. Is that right?

20 MR. FATHAUER: Yes.

21 CHAIRMAN CUTHBERTSON: Yes, Bill.

22 MR. FATHAUER: Yes. Mr. Chairman, Members, Bill
23 Fathauer, the legislative liaison for the Department. I just
24 want to give you a brief overview of several of the important
25 pieces of legislation that were passed during the recently

1 adjourned legislative session.

2 Senate Bill 1065. You've been hearing about
3 SR-189 earlier in the session. Senate Bill 1065 dedicates the
4 state highway portion of --

5 MR. ROEHRICH: Bill, could you make sure that
6 you're speaking into the microphone.

7 MR. FATHAUER: Sorry.

8 MR. ROEHRICH: You're fading out as you step
9 back.

10 MR. FATHAUER: I apologize.

11 MR. ROEHRICH: Thank you.

12 MR. FATHAUER: Senate Bill 1065 dedicates the
13 state highways -- State Highway Fund's portion of the \$75
14 overweight fee collected at the Nogales port of entry to
15 projects within 20 miles of that port of entry. It also allows
16 Santa Cruz County and the City of Nogales to enter into an
17 agreement with the Department to dedicate a portion of their
18 moneys from that overweight fee to those projects as well. So
19 this is going to enable further -- enable us to further aid in
20 the development of that project, as well as any other smaller
21 projects that fit that bill.

22 Senate Bill 1200 was one of the agency's bills
23 that basically got rid of about 20 percent of our administrative
24 rule making authority, which follows Governor Ducey's directive
25 to his state agencies to streamline our statutes and our

1 internal agency processes.

2 The bill also eliminates the Parkways Historic
3 and Scenic Roadways Advisory Committee, which handle the
4 designation requests for historic and scenic roadways through
5 the State of Arizona. Starting in June -- or sorry -- July of
6 2019, that responsibility will be transferred to the State Board
7 of Geographic and Historic Names. So at that point any of those
8 designation requests in the future will be decided by the Board
9 of Geographic and Historic Names and then reported back to the
10 State Transportation Board when those designation requests are
11 approved.

12 Senate Bill 1287 was another one of the agency's
13 bills, and it prepares ADOT's Motor Vehicle Division for the
14 capacity with the new internal database. This new system's
15 going to allow ADOT to look towards things like digital driver's
16 licenses and other credentials, and lot of other exciting
17 customer service-friendly capabilities, which will enable us to
18 continue to make ADOT's MVD a model motor vehicle division
19 nationwide.

20 House Bill 2166 requires the director of ADOT to
21 establish a highway safety fee to be imposed at the time of
22 registration. That will be used to fund the Department of
23 Public Safety Highway Patrol. I'm actually going to -- Kristine
24 Ward, when she comes up, ADOT's CFO, will have more information
25 if you have any questions on the implementation of that bill.

1 Several other pieces of the legislation that
2 didn't pass but that were transportation related included
3 further excise tax authority for counties that have capacity in
4 order to raise more money for transportation projects. There
5 does seem to be -- even though that did not pass, there does
6 seem to be a real genuine momentum at the Legislature towards
7 finding long-term sustainable funding solutions for Arizona's
8 transportation infrastructure needs. And so we look forward to
9 seeing those discussions move forward in the coming legislative
10 sessions.

11 I'd be happy to answer any questions about those
12 bills, and then I believe Bruce will have a federal update as
13 well.

14 CHAIRMAN CUTHBERTSON: Board Member Stratton.

15 MR. STRATTON: On the DPS funding, the way I
16 understand the bill is it depends on the budget that the
17 Legislature pass for DPS, and then the director has to assess a
18 fee accordingly to the number of vehicles and such like that.

19 MR. FATHAUER: Mr. Chairman, Board Member
20 Stratton, that is the case. Yes.

21 MR. STRATTON: Then my question being then
22 currently we have the opportunity to buy anywhere from one to
23 five years the tags. So assuming that a fee is assessed this
24 year, based on a \$140 million budget, and the person opts to go
25 ahead and buy five years, what happens in the other five years

1 if the assessment is higher? Will there be an additional bill
2 sent to each person or will there be --

3 MR. FATHAUER: Mr. Chairman, Board Member
4 Stratton, it's my understanding, and this hasn't been -- --

5 MR. ROEHRICH: Let him finish his question.

6 MR. FATHAUER: Oh, I'm sorry.

7 MR. ROEHRICH: Let him finish his question before
8 we answer.

9 MR. FATHAUER: I'm sorry.

10 MR. ROEHRICH: Mr. Stratton.

11 MR. STRATTON: That's okay. Go ahead.

12 MR. FATHAUER: I believe the intention is to have
13 that fee collected similar for a VLT, collected at the time of
14 registration for each year of the term of registration, so --

15 MR. STRATTON: So you're saying if --

16 MR. FATHAUER: It would be collected, the fee
17 would be collected twice, at the time of registration if the
18 person is registering for two years, five if they're registering
19 for five.

20 MR. STRATTON: Okay. So if I bought five years,
21 and during those five years if the budget went up, so the
22 director would have to up that fee accordingly if I understand
23 the bill correctly, would then an additional bill be sent to the
24 individual that purchased more than one year?

25 MR. FATHAUER: Mr. Chairman and Board Member

1 Stratton, Kristine might be able to better answer where we're
2 headed.

3 MS. WARD: Chairman Cuthbertson, Board Member
4 Stratton, would you consider joining the implementation team for
5 that bill? Those are the exact items that we are struggling
6 with right now in the implementation and how to iron those out.
7 Your questions are very insightful, but we haven't ironed out
8 all of those details. We are in just the initial assessment of
9 how do we implement this and then do the associated programming
10 for it.

11 MR. STRATTON: Thank you. I appreciate your
12 answer, and no, I wouldn't.

13 MS. WARD: Our loss.

14 MR. ROEHRICH: Yeah. I think, Mr. Chair and
15 board members, I think it's important to note they just signed
16 this bill, and as you realize with any legislation, we -- the
17 implementation details, the valuation of it, well, there's rules
18 are not -- in this case we don't think there's a rule, we think
19 we can move forward, but evaluating that whole thing, there's a
20 lot of staff there left to do.

21 CHAIRMAN CUTHBERTSON: Okay. Thanks.

22 Vice Chair Sellers.

23 MR. SELLERS: The bill you're talking about is
24 the one where the director sets the fee. There was another bill
25 that changed the fees on alt fuel vehicles, and there's some

1 confusion about how that money is going to be distributed as
2 well. I'm getting different versions from different senators on
3 that.

4 MR. FATHAUER: Mr. Chairman, Board Member
5 Sellers, I apologize. That was actually part of the same bill.
6 I apologize for not covering that.

7 That does -- the same bill that requires the
8 director to set the DPS or the highway patrol -- highway safety
9 fee also creates greater parity between alternative fuel --

10 MR. SELLERS: Okay.

11 MR. FATHAUER: -- VLT payers and your regular
12 vehicle VLT payers. It sets a higher -- it sets a formula based
13 on a higher percentage of MSRP for alternative fuel vehicles
14 purchased after January 1 of 2020.

15 MR. SELLERS: Okay. So the same rules then apply
16 for what percent of those funds get included in HURF and what
17 goes to Department of Public Safety.

18 MR. FATHAUER: Mr. Chairman, Board Member
19 Sellers, the distribution of those funds remains the same.
20 What's changing after 2020 is the -- your heavier duty alt fuel
21 vehicles will be paying based on a similar formula to what
22 non-alt fuel vehicles pay, and your lighter class alt fuel
23 vehicles will also be paying a higher but not quite as high base
24 formula.

25 MR. SELLERS: Okay.

1 CHAIRMAN CUTHBERTSON: Kristine, you have a
2 comment, also?

3 MS. WARD: Chairman Cuthbertson, Board Member
4 Sellers, if I understood your question correctly, you were
5 asking does the distribution -- does the distribution change in
6 the bill of for VLT, and our understanding is, no, it does not.
7 VLT will undergo it's same distribution. We're just charging
8 VLT on a broader base.

9 Does that answer your question, sir?

10 MR. SELLERS: Yeah. So there's no new protection
11 for sweeps?

12 CHAIRMAN CUTHBERTSON: That was the question.

13 MS. WARD: My goodness. What a question.

14 MR. ROEHRICH: Mr. Chair, all board members, I
15 don't believe we can answer that.

16 CHAIRMAN CUTHBERTSON: Okay. All right. any
17 other?

18 Board Member Thompson.

19 MR. THOMPSON: There's a process in place in
20 renaming a state route here in southern Arizona. How is this
21 impacted by Senate Bill 1200?

22 MR. FATHAUER: Mr. Chairman, Board Member
23 Thompson, the naming of highways, that process will not be
24 impacted. This process solely deals with the designation of a
25 highway as either historic or scenic. And furthermore, because

1 of the delayed effective date of July of 2019, current
2 designation requests will be continued to be handled under the
3 current process, through the Parkways Historic and Scenic
4 Roadways Advisory Committee.

5 CHAIRMAN CUTHBERTSON: Thank you, Mr. Fathauer.

6 Next is Bruce Bartholomew, please.

7 MR. BARTHOLOMEW: Good morning, Mr. Chairman,
8 members of the Board. Bruce Bartholomew, federal liaison, ADOT
9 government relations.

10 Not much has happened on the federal level since
11 you last met. It's because the transportation committees and
12 the House and Senate have been working on two major pieces of
13 legislation, the Water Resources Development Act and the
14 reauthorization of the FAA. So they have been busy, just simply
15 not in the surface transportation area.

16 The autonomous vehicle legislation that has been
17 stuck in the Senate since last November may move as part of one
18 of those two major pieces of infrastructure legislation, either
19 WRDA or FAA. They're both considered must-pass bills that given
20 Senate sponsors of the AV legislation a chance to attach their
21 bill. The House has had autonomous vehicle bill early last
22 year. They've just been waiting on the Senate to act. So you
23 may see action on that.

24 The -- another thing that's going on that's very
25 topical is the House and Senate are both working very quickly

1 through the appropriations bills. The possibility exists that
2 they could pass all 12 regular appropriations bills this year.
3 That has not been done in several decades. But they're moving
4 quickly.

5 They -- the House subcommittee on transportation
6 just passed the Transportation, Housing and Urban Development
7 bill. It's not anything near as generous as last year's or the
8 omnibus appropriation that you were briefed on last meeting that
9 provided up to about \$3 billion in additional money for surface
10 transportation, but the way the bill stands right now, it will
11 still add about \$540 million in additional discretionary funding
12 for highways. It also -- it will provide about \$750 million for
13 the TIGER grant program, which now -- has been renamed the BUILD
14 grant. The current year, FY '18, there's about 1.5 billion set
15 aside for BUILD grants. Next year, 750 million. That's still
16 -- that's a pretty sizable amount of money. Historically, the
17 TIGER/BUILD program has received about 500 million a year. So
18 they're well above that.

19 One key thing is last year's TIGER grants were
20 very heavily biased in favor of rural areas. We don't know yet
21 what this year's TIGER grants will look like, but next year --
22 excuse me -- BUILD grants now. Next year BUILD grants will not
23 have that rural bias. There will be no more than 33 percent
24 BUILD grants going to rural areas of the country as the bill
25 stands. Full committee has yet to take it up. That may change.

1 The House has been historically antagonistic to the TIGER/BUILD
2 program. You may very well see it zeroed out.

3 So while Congress is working on adding money, the
4 administration is still pursuing a rescission package about --
5 of about 1.3 billion. It's all targeted at the unobligated
6 balances of budget authority. Of the 1.3 billion, approximately
7 280 million are in transportation programs. We've done some
8 analysis of it and found out that the particular programs
9 targeted by the rescission are not likely to impact the
10 Department. Very minimal impact to the Department on the
11 highway side. There may be some impact on the transit side.
12 But it doesn't -- it doesn't look too bad. If the House and
13 Senate does approve the recission, it will not be that dramatic
14 of an impact to your programs.

15 Finally, the infrastructure bill. The
16 President's infrastructure package is likely dead for the year.
17 It looks as though Congress is going to sit on the 20 billion or
18 so in infrastructure money provided in the omnibus bill and the
19 Water Resources Development Act and the FAA reauthorization.
20 They're going to call that good for infrastructure for the year.
21 So perhaps next year we'll start again on trying to -- to see if
22 any of the elements of President Trump's infrastructure package
23 moves through the House and senate.

24 If there's any questions, I'll be happy to answer
25 them. Thank you very much for your time.

1 CHAIRMAN CUTHBERTSON: Questions? Yeah. Thank
2 you.

3 MR. ELTERS: Mr. Chairman.

4 CHAIRMAN CUTHBERTSON: Yes.

5 MR. ELTERS: I have a follow-up question for the
6 state -- for the bill (inaudible).

7 CHAIRMAN CUTHBERTSON: Yes.

8 MR. ELTERS: And that is related to House Bill
9 2166 and how the funding will be used -- I'm afraid I know the
10 answer, but I wanted to ask it anyway now that the bill is law.
11 How does the VLT and the safety funding relate to any potential
12 use for education with all the recent discussion in that arena?

13 MR. ROEHRICH: What the hell, man? Good luck
14 with that, Kristine.

15 MS. WARD: All right. Mr. Cuthbertson, if you'd
16 like, I'll just roll in and -- this was part of my financial
17 report.

18 CHAIRMAN CUTHBERTSON: Okay. Is that okay, Board
19 Member Elters?

20 MR. ELTERS: Absolutely.

21 CHAIRMAN CUTHBERTSON: Yeah. Okay.

22 MR. ELTERS: I just want to hear the answer,
23 whatever you have.

24 CHAIRMAN CUTHBERTSON: Okay. All right. Well,
25 so we'll go ahead and table that for Kristine's financial

1 report, which is next.

2 MS. WARD: Thank you, Lynn.

3 CHAIRMAN CUTHBERTSON: So Kristine Ward, Chief
4 Financial Officer.

5 MS. WARD: So we'll just skip the first part and
6 go straight to this question, and then we'll come back for the
7 other items.

8 So 2166, the highway safety. The way that -- the
9 way it works is, as Bill conveyed to you, they passed it and now
10 the director has the authority to determine the amount, and to
11 Board Member Stratton's point, it is. It's based on the Highway
12 Patrol budget. So we will be working in collaboration with DPS
13 to establish -- to establish the amount of that fee. The amount
14 of the fee has not yet been calculated. We -- like we said, we
15 just got this bill, and we're in that -- we're in that
16 implementation phase where we're doing the analysis to see what
17 that will look like when we actually get all the numbers
18 together.

19 The budget -- oh, the impact that this has is
20 that the budget then reduces the off-the-top -- you remember DPS
21 gets a transfer that comes off the top of HURF -- and what the
22 budget does is it reduces that off-the-top transfer by about \$84
23 million. That result of that diminished transfer is that 42 --
24 little over -- \$42 million will flow into the State Highway
25 Fund. However, the additional funding that flows into the State

1 Highway Fund is then transferred to the General Fund.

2 How that got prioritized after that, I cannot
3 speak to your direct question. That is up to the Legislature
4 and the governor to choose how to appropriate and apply that
5 General Fund. But that is the mechanics of the situation.

6 Ultimately, the State Highway Fund is held
7 harmless in all of this. We're receiving no more or any less
8 funding that the tentative program before you is based on. No
9 more, no less. Tentative program remains safe, other than a
10 very small impact to MAG and -- the MAG and PAG region. Local
11 governments are also held harmless in the bill.

12 Chairman Cuthbertson, Board Member Elters, does
13 that address your question?

14 MR. ELTERS: I just need to absorb what you just
15 said. It sounds complicated. I think in simple, we were really
16 hopeful that House Bill 2166 or the others that were going on
17 would provide some more certainty of higher protection for the
18 Highway Funds, and I'm not -- based on your response, I fully
19 understand you're explaining the law. You did not make it. But
20 I'm not sure that we got there, and I'd -- my concerns are we'll
21 -- as we'll -- as they will move forward, I -- you know, in
22 summary what I heard you say is \$84 million, sweep will not take
23 place on (inaudible), and that will be split in the normal
24 fashion with about half and half. That's -- that's encouraging.
25 Beyond that, the practice going forward will -- will still keep

1 it open for VLT dollars to run through the channels is what I
2 understood. But thank you for taking a shot at explaining such
3 a complex law.

4 CHAIRMAN CUTHBERTSON: Okay. Vice Chairman
5 Sellers.

6 MR. SELLERS: Yeah. Well, and certainly that
7 goes back to the point I was trying to make earlier, I believe.
8 But certainly it's encouraging to get this bill passed, because
9 it is, in the long term, beneficial to us.

10 MS. WARD: Uh-huh.

11 MR. SELLERS: It's just curious the timing of
12 being passed and coincident with other things being passed. But
13 I'm encouraged. Thank you.

14 CHAIRMAN CUTHBERTSON: Okay.

15 MS. WARD: All right. Let's see here. So let's
16 go back to the normal presentation that I'm suddenly feeling
17 some comfort from.

18 So HURF revenues are on track. We are on track
19 to hit our approximately 1.4 billion. I think our overall
20 forecast for this is 1 billion 464 million is what we're
21 anticipating in FY '18 for HURF, and we're on track for that.
22 We're a little, you know, .5 percent -- let's not get caught up
23 in the details -- below forecast. In April, we actually brought
24 in about 132 million in revenues. Year to date, like I said,
25 we're a little below forecast.

1 Gas tax is actually above forecast where all of
2 our other elements are running a little below forecast. So
3 except for gas taxes and registration, we're running just a
4 titch below forecast. When all of it comes together in the pot
5 though, we're .5 percent below forecast, which is not of
6 concern.

7 Moving on to the Regional Area Road Fund. Again,
8 we're on track to meet our estimate of about \$442 million in
9 revenues. Year to date actuals, we have collected \$322 million,
10 and we're at about 5.5 percent growth year to date. We've
11 forecasted growth in the fund of 4.3 percent. Again, in this --
12 in this one we're a little above forecast, but we're within
13 target range. No concerns here.

14 So one more update on legislative action which
15 would be associated with the Department's budget. So as I'm
16 sure you are all aware, or I hope I've communicated in the past,
17 that ADOT's operating budget is funded by the State Highway
18 Fund. And within our budget -- which also -- State Highway Fund
19 also funds the five-year program, the five-year construction
20 program.

21 So a large portion of ADOT's operating budget is
22 designated for maintenance. In 2018, we had about \$144 million
23 designated within our budget for maintenance. And as I've
24 reported over the years, so highways -- when we do not --
25 actually, I haven't reported it. Dallas has been reporting it.

1 If we do not properly fund the maintenance component, what ends
2 up happening is our future pavement preservation and other
3 preservation costs go up dramatically. And unfortunately, we
4 have lacked adequate maintenance funding for some time.

5 The Department in this budget cycle was
6 appropriated an additional \$25.6 million for maintenance, and
7 that will begin in 2019. Now, while this is a -- this is a
8 positive outcome in terms of we keep our roads in as good a
9 condition as possible, and we use the -- our very limited
10 dollars as efficiently as possible instead of spending, say, \$1
11 on maintenance versus \$6 in pavement preservation.

12 What this does, though, is that this is not new
13 money. We need to understand that. If we spend it on
14 maintenance, it is not available for the five-year construction
15 program. But nonetheless, it is a positive outcome in that we
16 will be utilizing those dollars more efficiently, and we will
17 not have to pay the higher costs of the pavement preservation
18 and so forth. That's the -- that is the largest element that I
19 think this Board would be concerned with or want to be aware of
20 with regards to the Department's operating budget that was just
21 -- that came -- that just came through.

22 All right. With that, I will take any questions.
23 Oh, this is good.

24 Okay. Chairman Cuthbertson, I actually am the
25 next agenda item as well.

1 CHAIRMAN CUTHBERTSON: Yes. That's right. So I
2 guess there were no questions.

3 We'll move on to Item 6, which is -- Kristine
4 will present a resolution supplementing and amended the master
5 resolution authorizing the Board's anticipated issuance of
6 transportation excise tax revenue bonds. For discussion and
7 possible action.

8 MS. WARD: So what we have here is because of
9 what Randy reported to you earlier, and he showed you that
10 little chart on South Mountain, and what's happening in terms of
11 expenditures, South Mountain is -- it's time to issue some bonds
12 to support South Mountain. And this was in a plan that I
13 provided when we rolled out the tentative program. I said
14 here's our forecasted bond issues. So what we are doing here
15 today is I'm seeking the Board's authorization to issue \$300
16 million of bonds to support projects. Those dollars will be
17 largely dedicated to the South Mountain project, and of course,
18 the actual volume of bonds you sell will be continued on market
19 conditions.

20 We expect, like I said, the bulk of the proceeds
21 be utilized on the South Mountain project. We have a couple
22 other little projects we might apply them to. A couple other
23 little -- no, the -- nothing's little compared -- South Mountain
24 is not little.

25 We're expecting to go to the market and sell

1 those in early August, and the bond issue is in keeping with
2 what I had presented to you earlier.

3 I will let you know -- excuse me -- that if you
4 were to go back and look at the plan bond issues that I had
5 provided to you earlier, you would see \$200 million, and you
6 would say, Oh my goodness. You can't calculate? This is \$300
7 million. Well, if you haven't been hearing, the feds have been
8 -- in March, they raised interest rates, and they are forecasted
9 to raise interest rates three more times in this year. This
10 calendar year. Since we knew we had the ability to expend those
11 dollars, we are going to increase the amount of our issue just
12 slightly, and instead of, well, delaying that issue and trying
13 and take advantage of the interest rates as they sit today.

14 With that, I would be glad to take any questions.
15 And I would seek the Board's authorization to proceed with the
16 sale of these bonds.

17 CHAIRMAN CUTHBERTSON: So is there a motion to
18 accept and approve the adoption of authorizing resolution
19 transportation excise tax revenue bonds 2018 series as
20 presented?

21 MR. STRATTON: I so move.

22 MR. ELTERS: Second.

23 CHAIRMAN CUTHBERTSON: So I've got a motion by
24 Board Member Thompson. Is that --

25 UNIDENTIFIED SPEAKER: Elters.

1 CHAIRMAN CUTHBERTSON: Okay. Sorry. I heard it
2 coming from that side of the room. Motion by Board Member
3 Elters and seconded by Board Member Stratton. Do we have any
4 discussion?

5 Yeah. Board Member Stratton.

6 MR. STRATTON: I'd just like to give kudos to
7 Kristine for watching out for the interest rates like that.
8 It's a very positive move to make right now in my belief.

9 MS. WARD: Thank you.

10 MR. ELTERS: Kudos.

11 CHAIRMAN CUTHBERTSON: Okay. That has been
12 properly moved and seconded. All in favor signify by saying
13 aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN CUTHBERTSON: Any opposed, say nay.

16 The ayes have it. The motion passes.

17 MS. WARD: Thank you very much.

18 And Chairman Cuthbertson, you might want to get
19 some wrist support, because there's going to be a lot of signing
20 to do. Thank you.

21 CHAIRMAN CUTHBERTSON: Signing. Thank you.

22 Okay. We'll move on to Item 7 on the agenda.
23 Greg Byres will present an update on the current planning
24 activities the pursuant to A.R.S. §28-506. For information and
25 discussion only.

1 MR. BYRES: Mr. Chairman, board members, I really
2 don't have a whole lot to report on. We're currently again
3 working on the five-year program, trying to address all the
4 comments that have come in so we can make an implementation into
5 the tentative program. So we're diligently working on that.

6 One thing I would like to report, though, is
7 there was a notice of funding opportunity that came out for the
8 BUILD grants that we are currently looking at and considering
9 projects for. That is due July 19th, and we're working on that.
10 That's -- has a total maximum of \$25 million that goes out with
11 it. So we're -- like I said, we're selecting projects as we --
12 as we speak.

13 CHAIRMAN CUTHBERTSON: Thanks. Any questions?

14 Okay. So we'll continue on to Item 8 on the
15 agenda. Greg will present the recommended PPAC actions,
16 including considerations of changes to 2018-2022 Statewide
17 Transportation Program. For discussion and possible action.

18 Mr. Chairman, board members, the Priority
19 Planning Advisory Committee brings forth with a recommendation
20 for approval several projects. Some are modifications. Some
21 have new projects. What I'd like to present is Items 8A
22 through -- I believe it's 8H. Let me make sure I've got that
23 right.

24 UNIDENTIFIED SPEAKER: (Inaudible.)

25 MR. BYRES: Oh, actually, let me start off with

1 one that we've got, 8A, which is the recommended economic
2 strength for projects, and what this is, is it's actually three
3 recommended awards. A would be to the City of Casa Grande. B
4 is to the City of Prescott, and C is to Cochise County. And
5 those are in the orders of 500,000 each to Casa Grande and
6 Prescott, and 475 thousand to Cochise County. Normally that's
7 \$1 million that we do on an annual basis. However, we had one
8 project that did not go last year. So that money was rolled
9 over for that one project. So that's why we have close to the
10 1.5 total.

11 CHAIRMAN CUTHBERTSON: Okay. Questions?

12 Do I have a motion to accept and approve the
13 economic strength projects listed in Item 8A as presented?

14 MR. STRATTON: So moved.

15 MR. HAMMOND: Second.

16 CHAIRMAN CUTHBERTSON: Moved by Board Member
17 Stratton. Seconded by Board Member Hammond. Any discussion?

18 Hearing none, all in favor signify by saying aye.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN CUTHBERTSON: Opposed, nay.

21 Ayes have it. Motion passes.

22 MR. BYRES: Thank you.

23 The next portion of projects that we're looking
24 at is project modifications, which are Items 8B through 8T, and
25 what we're looking at is a total of 19 projects that we are

1 recommending for approval.

2 CHAIRMAN CUTHBERTSON: Questions by any board
3 members on any of the projects?

4 MR. ELTERS: Mr. Chairman, I would like to have
5 further discussion on 8S.

6 MR. STRATTON: Yes. 8S. Do you want to just --
7 we'll just comment on 8S and then see if we to pull it or move
8 forward.

9 MR. ROEHRICH: Mr. Chairman, that's what I would
10 ask. Please ask a question, and let's see if we can get an
11 answer. And then if that is sufficient, then we'll just approve
12 it as mass like we do.

13 MR. STRATTON: Okay.

14 MR. ELTERS: Okay. Sounds good.

15 Mr. Byres, just can you walk me through that
16 increase? It's \$5 million and a half million, adds up to more
17 than 25 percent. Weeding through the details, it made reference
18 to (inaudible) and visual enhancement. I'm sure there's more to
19 it than that. Could you walk me through that so that myself and
20 other board members understand (inaudible)?

21 MR. BYRES: So on this particular project you're
22 correct in that what we're looking at is additional funding for
23 the desired aesthetics and visual quality. But we're also
24 looking at construction of pier design. Additional concrete and
25 steel was required in order to do that. And then there's other

1 items that were underestimated in the original -- in our
2 original estimate that we're having to make up for as well. So
3 it isn't just the aesthetics that we're looking at. We're
4 looking at other items in there that we're trying to make up for
5 that were underestimated.

6 CHAIRMAN CUTHBERTSON: Are you happy with that
7 explanation, Board Member Elters, or would you like to pull that
8 one and --

9 MR. ELTERS: I think your answer is satisfactory.
10 I guess it just makes the point that I think we're all concerned
11 with, and that is their cost is rising. With them
12 underestimating before, that is being reflected in many of these
13 items. And when I saw the visual -- enhanced visualization and
14 aesthetics, it just raised the flag in my mind. Given all the
15 other means that we have, I just couldn't in good conscience
16 build something like that knowing that we have a lot of other
17 means to fund it.

18 MR. BYRES: Board Member Elters.

19 CHAIRMAN CUTHBERTSON: Yes. Yes. Dallas, did
20 you have a comment, also?

21 MR. HAMMIT: Mr. Chairman, Mr. Elters, one thing,
22 this project is within the Tonto National Forest. When we build
23 projects, we do commit to a visual treatment on these roadways.
24 So it is not really even a -- an option if we want to go forward
25 with the project. You know, we did do negotiations to lessen

1 it, but when we're working in some of these federal lands, there
2 are some visual features that we have to adhere to. So it was
3 basically to match what was required from one of our federal
4 partners.

5 CHAIRMAN CUTHBERTSON: Okay. Thank you.

6 MR. ELTERS: Thank you.

7 CHAIRMAN CUTHBERTSON: Thank you.

8 Okay. I'm trying to recall if we have a motion
9 yet or if that was just a comment.

10 MR. ROEHRICH: Mr. Chairman --

11 CHAIRMAN CUTHBERTSON: Okay. Okay.

12 MR. ROEHRICH: -- you don't have a motion. All
13 they did was ask questions on --

14 CHAIRMAN CUTHBERTSON: Okay. So go ahead.

15 Let's -- do I have a motion to accept and approve the project
16 modifications Items 8B through 8T as presented?

17 MR. ELTERS: Mr. Chairman, I so move.

18 MR. KNIGHT: Second.

19 CHAIRMAN CUTHBERTSON: Okay. Moved by Board
20 Member Elters, seconded by Board Member Knight. Any discussion?

21 Okay. All in favor signify by saying aye.

22 BOARD MEMBERS: Aye.

23 CHAIRMAN CUTHBERTSON: Opposed, say nay.

24 The ayes have it. The motions passes.

25 MR. BYRES: Mr. Chairman, board members, for our

1 new projects, we have 15 new projects that we're proposing.
2 These are Items 8U through 8A I on these. So again we are
3 asking recommended for -- recommendation for approval.

4 CHAIRMAN CUTHBERTSON: Comments or any projects
5 board members like to discuss further?

6 Okay. Hearing none, can I -- do I have a motion
7 to accept and approve new project Items 8U through 8AI as
8 presented?

9 MR. SELLERS: Move for approval.

10 MR. THOMPSON: And I would approve. Move for
11 approval.

12 CHAIRMAN CUTHBERTSON: Okay. I've got a motion
13 for approval by chairman -- Vice Chairman Sellers and a second
14 by Board Member Thompson. Any discussion?

15 All in favor signify by saying aye.

16 BOARD MEMBERS: Aye.

17 CHAIRMAN CUTHBERTSON: Opposed, nay.

18 Ayes have it. The motion passes.

19 MR. BYRES: Mr. Chairman, board members, we also
20 have one additional item, which is Item 8AJ, which is an airport
21 project. And again, we are requesting or bringing this forward
22 with a recommendation for approval.

23 CHAIRMAN CUTHBERTSON: Comments from board
24 members?

25 Okay. Do I have a motion to accept and approve

1 airport project Item 8AJ as presented?

2 MR. SELLERS: Move for approval.

3 MR. HAMMOND: Second.

4 CHAIRMAN CUTHBERTSON: Motion for approval by
5 Vice Chairman Sellers, second by Board Member Hammond.
6 Discussion?

7 Okay. All in favor signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN CUTHBERTSON: Opposed, nay.

10 Ayes have it. Motion passes.

11 MR. BYRES: Thank you.

12 CHAIRMAN CUTHBERTSON: Thank you.

13 Okay. We'll move on to Item 9 on the agenda.

14 Dallas Hammit, the Deputy Director of Transportation and State
15 Engineer will report on the status of projects under
16 construction. For information and discussion only.

17 MR. HAMMIT: Thank you, Mr. Chairman.

18 Currently we have 107 projects under construction
19 totaling \$1.54 billion. In April we finalized seven projects
20 totaling 32.4 million, and year to date, we have finalized 89
21 projects.

22 I did want to, with your permission, add one
23 thing on this. This month, we have two of my senior members
24 that are retiring, and Mr. Thompson, your district engineer,
25 Lynn Johnson, who has served the state for 30 years, will be

1 retiring.

2 But here in the audience, I also have Mr. Steve
3 Beasley in the back, and he runs my contract section. So the
4 group that advertises these projects and gives me all the notes
5 when I can say we have reviewed the bids, well, I didn't do it.
6 Steve's team's reviewed those bids and briefed me. And he is --
7 he and his team have done a great job over the time, and he will
8 be retiring at the end of this month as well. And I did want to
9 recognize him and his team through him today at the board
10 meeting. Thank you, Steve.

11 CHAIRMAN CUTHBERTSON: Yes. Yes. On behalf of
12 the Board, Mr. Beasley, thank you -- congratulations first, and
13 thank you for your service. And could you please pass that on
14 to Mr. --

15 MR. HAMMIT: Johnson.

16 CHAIRMAN CUTHBERTSON: -- yes, Johnson as well,
17 the Board's appreciation and congratulations.

18 MR. HAMMIT: Thank you.

19 CHAIRMAN CUTHBERTSON: Thank you.

20 MR. HAMMIT: And that ends the state engineer's
21 report.

22 CHAIRMAN CUTHBERTSON: Board Member Thompson, you
23 had a comment.

24 MR. THOMPSON: I, too, would just like to say
25 that we have enjoyed working with Lynn Johnson over all these

1 many years. So we appreciate (inaudible) as well. Thank you
2 very much.

3 MR. JOHNSON: Thank you.

4 MR. HAMMIT: Thank you.

5 CHAIRMAN CUTHBERTSON: Thank you. Thank you.

6 Okay. So we'll continue on to Item 10 on the
7 agenda. Dallas will present recommended construction project
8 awards that are not on the consent agenda for discussion and
9 possible action.

10 MR. HAMMIT: Thank you, Mr. Chair. And on the
11 summary of contracts, and thank you for approving the four items
12 in the consent agenda. We do have five that need some
13 additional explanation.

14 Year to date, we have our low bid, if you total
15 up all of our projects, is \$373,540,000. The State's estimate
16 was 385,026,000, or it's been about 11.5 percent over our
17 estimate of 3 percent.

18 As you've seen since early January or so, just
19 looking at gas prices, we've increased about 30 percent. We
20 were pushing \$2, you know, just that ballpark. And as I came in
21 today, almost everywhere was at \$3 or above on my commute. So
22 we're seeing those gas prices and the stuff that brought in on
23 trucks, all those fuel trucks will come back into our bids. So
24 we are adjusting our -- as we go in our estimates, but the
25 projects that you will be considering today were actually

1 advertised either in December or January just because of the
2 time that we have them on the street and checking the bids. So
3 they have not been -- they were not adjusted for these
4 increasing fuel prices.

5 The first project that I'd like to discuss is
6 Item 10A. This is a sidewalk project in the -- in Page. The
7 low bid was \$589,259. The State's estimate was \$482,415.10. It
8 was over the State's estimate by \$106,843.90, or 22 percent. In
9 meeting with and talking to the contractor, we saw increased
10 pricing in the borrow, the material that had to be brought in to
11 the project, and the concrete items. We have reviewed the bids
12 and believe it is a responsive and responsible bid and recommend
13 award to McCaulley Construction, Inc.

14 CHAIRMAN CUTHBERTSON: Questions? Board member
15 Thompson.

16 MR. THOMPSON: Move for approval.

17 CHAIRMAN CUTHBERTSON: Okay. Got a motion to
18 accept and approved staff's recommendation to award the contract
19 for Item 10A to McCaulley Construction, Inc., as presented by
20 board -- motioned by Board Member Thompson. Do I have a second?

21 MR. ELTERS: Second.

22 CHAIRMAN CUTHBERTSON: Second by Board Member
23 Elters. Discussion?

24 All in favor signify by saying aye.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN CUTHBERTSON: Any opposed, say nay.

2 Ayes have it. The motion passes.

3 MR. HAMMIT: Thank you, Mr. Chair.

4 Item 10B, this is a demolition project on -- in
5 the area of I-10 near the Broadway curve. When Mr. Byres went
6 through the five-year program, one of the projects that we have
7 in an upcoming year is the expansion of I-10 from the 202 --
8 basically, from the 202 to the 202. And so getting out in front
9 of that so we're prepared, we have to remove by right-of-way and
10 demo some buildings. On this project the low bid was
11 \$149,143.25. The State's estimate was \$200,000. The bid was
12 under the State's estimate by \$50,856.75, or 25.4 percent. We
13 did see better-than-expected prices for pretty much throughout,
14 but more detailed in the sidewalk removal and the structure
15 removal. The Department has reviewed the bid and believes it is
16 a responsive and responsible bid and recommend award to
17 Breinholt Contracting Company, Inc.

18 CHAIRMAN CUTHBERTSON: Questions?

19 MR. SELLERS: Move for approval.

20 CHAIRMAN CUTHBERTSON: Okay. I've got a motion
21 for -- to approve and accept staff's recommendation to award the
22 contract for Item 10B to Breinholt Construction Contract, Inc.,
23 as presented by Vice Chairman Sellers. Seconded by Board Member
24 Thompson.

25 UNIDENTIFIED SPEAKER: No. It was Knight.

1 CHAIRMAN CUTHBERTSON: Oh, I'm sorry. Seconded
2 by Board Member Knight. I can hear a second coming from that
3 area, but I -- I wasn't sure who. Okay. Seconded by Board
4 Member Knight. Any discussion?

5 All in favor signify by saying aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN CUTHBERTSON: Any opposed, say nay.

8 Ayes have it. Motion passes.

9 MR. HAMMIT: Thank you, Mr. Chair.

10 Item 10C, this is a bridge replacement project on
11 State Route 80. On the project the low bid was \$1,989,981.41.
12 The State's estimate was \$1,642,879.48. It was over the State's
13 estimate by \$347,101.92, or 21.1 percent. As we looked at it,
14 this project, to keep traffic going, it will be -- have to be
15 built in phases. We underestimated that extra cost. When you
16 build it in phases, there's extra modes, lower production. We
17 didn't take that into full account, and so we saw
18 higher-than-expected prices in the demo of the bridge, the
19 structural concrete and the mobilization, because there will be
20 multiple modes. We have reviewed the bids and believe it is a
21 responsive and responsible bid and would recommend award to CS
22 Construction, Inc.

23 CHAIRMAN CUTHBERTSON: Questions?

24 MR. KNIGHT: Mr. Chair.

25 CHAIRMAN CUTHBERTSON: Yes. Board Member Knight.

1 MR. KNIGHT: When one comes in over bid like this
2 and it's funded by the feds and the State, do the feds still pay
3 the 90 -- 94 percent of the -- of the new amount?

4 MR. HAMMIT: Mr. Chairman, Member Knight, that is
5 correct.

6 MR. KNIGHT: Okay.

7 CHAIRMAN CUTHBERTSON: Further questions?

8 Okay. Do I have a motion to accept and approve
9 staff's recommendation to award the contract for Item 10C to CS
10 Construction, Inc., as presented?

11 MR. KNIGHT: So moved.

12 CHAIRMAN CUTHBERTSON: Motion by Board Member
13 Knight.

14 MR. ELTERS: Second.

15 CHAIRMAN CUTHBERTSON: Seconded by Board Member
16 Elters. Any discussion?

17 All in favor signify by saying aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN CUTHBERTSON: Opposed, nay.

20 Ayes have it. The motion passes.

21 MR. HAMMIT: Thank you, Mr. Chair.

22 Item 10D, this is a project in the Flagstaff area
23 on 89A, and it's to build a right turn lane and a bike lane.
24 The low bid was \$763,269.75. The State's estimate was \$507,001.
25 It was over the State's estimate by \$256,268.75, or 50.5

1 percent. On this project, we'll be working under traffic. It
2 -- we overestimated the production rates. When we met with the
3 contractor, they explained that they will get the production
4 that we had estimated, which will lead to higher-than-expected
5 prices for the excavation and in the work around the retaining
6 wall. We have reviewed the bid and believe it is a responsive
7 and responsible bid and would recommend award to Vastco, Inc.

8 CHAIRMAN CUTHBERTSON: Okay. Questions?

9 Okay. Do I have a motion to accept and approve
10 staff's recommendation to award the contract for Item 10D to
11 Vastco, Inc., as presented?

12 MR. STRATTON: So moved.

13 MR. THOMPSON: Second.

14 CHAIRMAN CUTHBERTSON: Moved by Board Member
15 Stratton. Seconded by Board Member Thompson. Any discussion?

16 All in favor signify by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN CUTHBERTSON: Opposed, nay.

19 Ayes have it. Motions passes.

20 MR. HAMMIT: Thank you, Mr. Chair.

21 Our last item is on Interstate 19 in the Tucson
22 area. This is the second phase of the Ajo Way traffic
23 interchange reconstruction. On the project the low bid was
24 \$31,991,711.56. The State's estimate was \$27,056,131.50. It
25 was over the State's estimate by \$4,935,580.06, or 18.2 percent.

1 As we looked through the bids, we saw than higher-than-expected
2 pricing for the concrete items, and we also, when we talked to
3 the contractor, they're taking into account fuel, as the higher
4 cost of fuel. So we did see higher prices. We have reviewed
5 the bids and believe it is a responsive and responsible bid and
6 would recommend award to FNF Constructions, Inc.

7 CHAIRMAN CUTHBERTSON: Comments or questions?

8 Do I have a motion to accept and approve staff's
9 recommendation to the award the contract for Item 10E to FNF
10 Construction, Inc., as presented?

11 MR. ELTERS: Mr. Chairman, I so move with a
12 question or comment to follow.

13 CHAIRMAN CUTHBERTSON: Yeah. Moved by Board
14 Member Elters.

15 MR. HAMMOND: And I will second.

16 CHAIRMAN CUTHBERTSON: We have a second by Board
17 Member Hammond.

18 Mr. Elters, can you open with the discussion?

19 MR. ELTERS: Just Dallas, fully understanding the
20 gas, you indicated the trend that we're seeing in prior board
21 meetings and today with these contracts. This is unique in a
22 way. It's nearly \$5 million more, and I'm not sure that there's
23 a specific quantity or answer, but at some point these increases
24 will begin to perhaps impact the ability of carrying projects
25 forward. So I'm just wondering what steps we're going to

1 continue to update as well as (inaudible).

2 MR. HAMMOND: Maybe I have a question, also.

3 CHAIRMAN CUTHBERTSON: Okay. Let's hear --
4 Dallas.

5 MR. HAMMIT: Mr. Chairman, Mr. Elters, you saw
6 that today. As we had in our PPAC items some of those requests
7 for extra funds are as we get closer the advertising, we see the
8 increases in prices. Pinto Creek is one of those. We had some
9 areas that we had to make adjustment, but we also adjusted for
10 those increases in unit prices, and so we're making those
11 adjustments in our planning before advertisement.

12 So we saw some of that today, and then we're
13 seeing that through our development process. As we adjust in
14 our planning, our development, we will be bringing those
15 increases to the Board through the PPAC, and then if we don't
16 account for it there, then I'm up here explaining it to you
17 again.

18 CHAIRMAN CUTHBERTSON: Okay. Board Member
19 Hammond.

20 MR. HAMMOND: Well, I found the answer. We had
21 three pretty solid companies bid on this, and this was the low
22 bid. But it does speak to Sam's point on hopefully we don't run
23 out of money for some very important projects.

24 MR. HAMMIT: And Mr. Chairman, I guess all board
25 members, I remember in 2006 I was a new district engineer in

1 what was then the Prescott district, and we actually mid-year
2 did have to rebalance our program, and projects, one of my mine,
3 did fall out of the project because of prices had gone up.

4 One of the things we're seeing, and we're going
5 to look to quantify is, when the economy gets going, you know,
6 there's different shortages. When building happens, my
7 workforce depletes. Not mine. Our contracting industry
8 workforce depletes. They have to pay more to attract them from
9 the builders, and then our prices go up. So it's great that the
10 economy goes, but as the commercial side builds, too, it is
11 direct competition to the highways as we go forward.

12 MR. ELTERS: Mr. Chairman.

13 CHAIRMAN CUTHBERTSON: Yes.

14 MR. ELTERS: Mr. Hammond, I'm with you. I fully
15 understand. I think we've come a full circle. The year 2000
16 that you reference as being -- you were the district engineer, I
17 was standing in your spot explaining to the Board why the costs
18 were higher. So I'm with you. It doesn't change the fact,
19 though, that it is higher, and projects are costing more, and we
20 are operating from a point of less resources to start with. So
21 I'm just looking out.

22 MR. HAMMIT: Right. Thank you.

23 CHAIRMAN CUTHBERTSON: Okay. Thanks. Any other
24 questions?

25 Okay. I think we have a motion on the table

1 that's been properly moved and seconded. All those in favor say
2 aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN CUTHBERTSON: Opposed, nay.

5 Ayes have it. The motions passes.

6 MR. HAMMIT: Thank you.

7 CHAIRMAN CUTHBERTSON: Okay. Thank you,
8 Mr. Hammit.

9 Okay. Item 11 on the agenda. Floyd will present
10 an update regarding the designation status of portions of former
11 U.S. Route 80. For information and discussion only.

12 MR. ROEHRICH: Thank you, Mr. Chair.

13 Just wanted to give a quick update, let the Board
14 know that staff is very close to winding down our analysis of
15 the -- a proposal that we received from Mr. Clinco on the
16 designation of the various different routes, former U.S. Route
17 80 as scenic. If you remember the routes that are within the
18 local jurisdictions have been designated, and we're working with
19 various local agencies as we move forward to develop our
20 memorandum of understanding so they can sign those and start
21 using that designation.

22 In addition, the important portions that are on
23 the state routes are the one that we're finalizing our analysis.
24 We hope to have that completed very soon. We're at the final
25 stages of reviewing a couple of them.

1 We're trying to reconcile a couple of different
2 aspects of it where the state route parallels the local route.
3 We didn't want to necessarily sign both routes to confuse the
4 public, so we're trying to work through -- especially through
5 the (inaudible) process the determine what's the appropriate
6 signing strategy for those routes.

7 We still do have to run it back through the state
8 library. We're trying to get that scheduled this summer. The
9 intent is to still bring this back to the Board for a final
10 recommendation and staff and action on those routes, former --
11 well, those sections of former U.S. Route 80 that fall on the
12 state highway system. Probably have that late summer, and I'm
13 -- since we do only a telephonic board meeting in August, I've
14 been asking staff to kind of target the September time frame.
15 So we'll see if that's holds.

16 Mr. Chair, that's my update.

17 CHAIRMAN CUTHBERTSON: Good. Questions?

18 Okay. Thank you. Thank you, Floyd.

19 Okay. Item 12 are the suggestions by board
20 members for items to be placed on future meeting agendas.

21 MR. ROEHRICH: Mr. Chair, as you're thinking on
22 that, I do want to quick remind the board. I know Mr. Byres had
23 discussed this, but just remember on June 5th, Tuesday, June
24 5th, we will be in our study session with the Board, and at that
25 time, we do bring forward the tentative program again. But now

1 we start reconciling all of the comments we received, comments
2 from board members, questions that have been asked, comments
3 from the public that we've received, and start looking at the
4 analysis of recommendations that we see for modifications and
5 have the opportunity for our board members to listen to that and
6 then start providing us input so we can continue to shape the
7 tentative program. Realizing that we do need final staff
8 analysis after that meeting to ensure we've got fiscal
9 constraint and that everything is met within the time frames
10 necessary. And then from that we make the final edits to the
11 report -- to the five-year program. Excuse me.

12 And on the June 15th meeting, which, again, will
13 be in Globe. This is where we'll bring the final program back
14 to the Board for approval and final discussion.

15 CHAIRMAN CUTHBERTSON: Yes. Thank you, Floyd.
16 It's been my experience that that June board meeting or board
17 meeting before the actual approval is important so that we are
18 all on the same page and get consensus for the five-year plan in
19 June. So we're looking forward to that.

20 (End of excerpt.)
21
22
23
24
25

Adjournment

A motion to adjourn the May 18, 2018 State Transportation Board meeting was made by Board Member Stratton and seconded by Board Member Hammond. In a voice vote, the motion carried.

Meeting adjourned at 11:10 a.m. MST.

William F. Cuthbertson, Chairman
State Transportation Board

Floyd Roehrich, Jr., Executive Officer
Arizona Department of Transportation

**STATE TRANSPORTATION SPECIAL BOARD MEETING
AND STUDY SESSION
Tuesday, June 5, 2018 at 9:00 a.m.
Human Resource Development Center (HRDC)
Grand Canyon Room
130 N. 22nd Avenue
Phoenix, AZ 85009**

BOARD MEMBERS IN ATTENDANCE:

Bill Cuthbertson, Chair
Jack Sellers, Vice Chair
Sam Elters, Board Member
Gary Knight, Board Member
Michael Hammond, Board Member
Steve Stratton, Board Member
Jesse Thompson, Board Member

Pledge

The Pledge of Allegiance was led by Board Member Sellers.

Roll call by Board Secretary Linda Priano

All members were in attendance. There were approximately 30 people in the audience.

Opening Remarks: Chairman Cuthbertson welcomed everyone to the special board meeting and study session. Chairman Cuthbertson stated he would do the call to the audience for the study session once the special board meeting was adjourned and the study session begins.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr. reminded all attendees to fill out the optional survey cards to assist our Civil Rights Department.

ARIZONA STATE TRANSPORTATION BOARD
SPECIAL MEETING AND STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Human Resource Development Center (HRDC)
Grand Canyon Room
1130 North 22nd Avenue
Phoenix, Arizona 85009

June 5, 2018

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1	JUNE 6, 2018 STUDY SESSION	
2	CALL TO THE AUDIENCE:	PAGE:
3	Craig H. McFarland.....	7
4	Bruce Bracker.....	9
5	Dr. Marcelino Varona, Jr.....	10
6	Greg Lucero.....	12
7	Richard Rubin.....	15
8	Lance Jungmeyer.....	18
9	Guillermo Valencia.....	20
10	Miles Begay.....	21
11	Mike Humphrey.....	22
12	Minerva Peters.....	25
13	Cecilia McCollough.....	27
14	Shellie Ginn.....	28
15	Rob Corbin.....	28
16	Paul Ward.....	29
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18	Anne Rogers.....	32
19	Robert Trumbull.....	37
20	Mary Trumbull.....	37
21	Rudy Molvera.....	37
22		
23		
24		
25		

1 (Beginning of excerpt.)

2

3 CHAIRMAN CUTHBERTSON: There's normally a call to
4 the audience. There is no request for comment on the special
5 board meeting. So we'll hold on the request for comments on the
6 study session until we start that meeting.

7 So with that, we'll move on to Item 1 on the
8 agenda. Greg Byres, the division director of the Multimodal
9 Planning Division will present recommended PPAC changes to the
10 Board, including consideration of changes to the 2018-2022 State
11 Transportation Facilities Construction Program. For
12 consideration and possible action by the Board.

13 MR. BYRES: Thank you, Mr. Chairman, board
14 members.

15 The PPAC committee brings forth a total of -- I
16 think we've got a total of 11 -- or I'm sorry -- 14 items. So
17 I'd kind of like to do this in three different sections.

18 Item 1A is an adjustment. There is a transfer of
19 balances to the Statewide Contingency Fund, and PPAC brings that
20 forward with a recommendation of approval to the Board.

21 CHAIRMAN CUTHBERTSON: Any comments or --

22 MR. HAMMOND: I make a motion to approve.

23 CHAIRMAN CUTHBERTSON: Okay. I've got a motion
24 to approve by --

25 MR. SELLERS: Second.

1 CHAIRMAN CUTHBERTSON: -- Board Member Hammond,
2 second by Vice Chair Sellers. Any discussion?

3 Okay. The item's been properly moved and
4 seconded. In all in favor signify by saying aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN CUTHBERTSON: All opposed, nay.

7 The ayes have it. Motion passes.

8 MR. BYRES: The next items I bring forward is
9 Items 1B through 1I. These are modifications to the program.
10 Again, this comes forward with a recommendation of approval from
11 the Priority Planning Advisory Committee.

12 CHAIRMAN CUTHBERTSON: Comments or questions by
13 staff?

14 MR. SELLERS: Move for approval.

15 MR. STRATTON: I vote -- second.

16 CHAIRMAN CUTHBERTSON: Moved to approve by Vice
17 Chair Sellers, seconded by Board Member Stratton.

18 All in favor to accept and approve the project
19 modifications Items 1B through 1I -- 1B through 1I, signify by
20 say aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN CUTHBERTSON: All opposed, nay. The
23 ayes have it. Motion passes.

24 MR. BYRES: And the last items that we're
25 bringing forward is Items 1J through 1N. These are new projects

1 that would be coming forward into the program. Again, these
2 come forward with the recommendation of approval from the
3 Priority Planning Advisory Committee.

4 CHAIRMAN CUTHBERTSON: Questions? Do I have a
5 motion to accept and approve new project Items 1J through 1N as
6 presented?

7 MR. STRATTON: So moved.

8 CHAIRMAN CUTHBERTSON: Moved by Board Member
9 Stratton.

10 MR. ELTERS: Second.

11 CHAIRMAN CUTHBERTSON: Seconded by Board Member
12 Elters.

13 All in favor signify by saying aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN CUTHBERTSON: Opposed, nay.

16 Ayes have it. The motion passes.

17 MR. BYRES: Thank you.

18 CHAIRMAN CUTHBERTSON: Thank you.

19 So we've addressed all the items on the special
20 agenda. Is there a motion to move -- to adjourn the June 5th
21 special meeting of the State Transportation Board?

22 MR. STRATTON: So moved.

23 CHAIRMAN CUTHBERTSON: Board by Board Member
24 Stratton.

25 MR. THOMPSON: Second.

1 CHAIRMAN CUTHBERTSON: Seconded by Board Member
2 Thompson. The motion carries. The special meeting is
3 adjourned.

4 (Special meeting adjourned.)

5 CHAIRMAN CUTHBERTSON: Okay. So we'll move
6 straight into the study session, and we'll begin with a call to
7 the audience. As always, if you have comments that you'd like
8 to make, fill out one of the white forms here. I have a large
9 stack of these forms, so a lot of interest in comments. I'll
10 remind speakers that we have a three minute time limit on the
11 comments, and as many speakers as we have today, it will be
12 important for us to impose it and we will. So please do not run
13 over, and if so, we'll ask you to wrap your comments up and
14 allow somebody else a chance.

15 So I'll begin with the first speaker, Craig
16 H. McFarland, Mayor of the City of Casa Grande.

17 CRAIG MCFARLAND: Sorry. It's hard to hear you
18 guys back there.

19 MR. ROEHRICH: You've got to get the mic real
20 close.

21 MR. MCFARLAND: Does it work?

22 UNIDENTIFIED SPEAKER: It works.

23 MR. MCFARLAND: Good morning, Mr. Chair and board
24 members and Director Halikowski. Good to see you this morning,
25 and ADOT staff. My name is Craig McFarland. I am the mayor of

1 Casa Grande, and I'm here this morning to talk to you about the
2 Kortsen TI, which I have spoken to you all before in hopes that
3 we can get it on the five-year plan.

4 Also, Director, thank you for issuing the RFP.
5 It came out last year. We appreciate that so we can get started
6 maybe on the I-10 piece as well. So thank you.

7 The City of Casa Grande would like to request
8 that the Kortsen traffic interchange be added to the tentative
9 ADOT five-year transportation construction program. The purpose
10 of the Kortsen TI is vital. It's a missing link, really, for
11 our east/west connections to the east side of our community, and
12 as it's becoming a more important connection route for the Sun
13 Corridor MPO as well.

14 It connects our east/west -- east side and west
15 side. It also provides linkage for pedestrian transit. It's
16 also the major form of transportation for on/off and I-10. It
17 provides additional connections between Casa Grande and Coolidge
18 and Maricopa. It ties our planned future Coolidge Parkway to
19 I-10. The travel demand forecast for the Florence -- Florence
20 Boulevard and McCartney traffic interchanges actually will be
21 over capacity by 2025. So construction of the Kortsen TI will
22 effectively extend the life of those two interchanges to 2040.
23 It also relieves traffic pressure on State Route 287 by
24 providing an alternate route.

25 Significant improvements access and rapidly

1 developing east side of Casa Grande with our Phoenix mark
2 actually picking back up. That interchange will be a vital
3 route to that facility. It provides redundancy in reducing
4 transit times, public safety response for our public safety.

5 The amount and estimated for the NEPA and design
6 construction for the Kortsen TI, including the approaches, is
7 \$30.2 million. The City of Casa Grande has programmed 2.7
8 million, and Pinal RTA has 20.8 million. Today I'm requesting
9 that ADOT program \$7 million for construction to be -- to make
10 the project whole so that we can complete it. And I strongly
11 urge the Board and include -- to include the project in the
12 tentative ADOT five-year transportation construction program.

13 And I just want to really again thank you all for
14 everything you do. I know that this is a high paid job, and
15 that you all deserve a great deal of thanks for everything you
16 do for the state. So thank you.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 Next is Bruce Bracker, County Supervisor for
19 Santa Cruz County.

20 BRUCE BRACKER: Good morning, Chairman
21 Cuthbertson and members of the Board. There's a large Santa
22 Cruz County/Nogales contingent today, so I will keep my remarks
23 short. We have worked very hard with ADOT in trying to build
24 the 189 plan for both northbound and southbound, and we truly
25 appreciate your consideration of both this morning. Thank you

1 very much.

2 CHAIRMAN CUTHBERTSON: Thank you.

3 Marcelino Varona, Junior, Nogales City Council.

4 MARCELINO VARONA, JUNIOR: Good morning, members
5 of the Board. My name is Dr. Marcelino Varona. I am a member
6 of the Nogales City Council. I am also a member of the
7 governing board of the Nogales Unified School District and the
8 Santa Cruz County Provisional Community College Board. I am
9 also here joined by Councilman Greg Lucero, who will also be
10 addressing you this morning.

11 I stand before you today to urge you to support
12 the full build out of SR-189 project. This is a local project
13 with regional and binational implications. This project is
14 essential on many fronts. The volume of traffic on Mariposa
15 Road to and from I-19 continuously backs up. It is not uncommon
16 to wait for several cycles of the stoplights before being able
17 to proceed. When you hear this, please do not hear this as a
18 simple complaint from a local resident. But rather, see it as
19 forcing thousands of trucks that are servicing just
20 anti-manufacturing supply chains and billions of pounds of fresh
21 produce that is designated for store shelves all over North
22 America. Waiting for three or four cycles of lights does not
23 seem like much, but when you multiply by the thousands of cars
24 and trucks that line up every day, the backups quickly add up to
25 the major congestion, and idling trucks and cars have a definite

1 negative impact on the air quality in the entire community.

2 It used to be that we would have heavy truck
3 traffic for about three or four months of the year. But with
4 the expansion of the maquila industry and fresh produce, we now
5 constantly see 1,200 trucks per day in each direction. And for
6 about six months of the year, that number grows to 1,800 to
7 2,000 per day.

8 Mariposa Road is also the main access point for
9 our high school, and thousands of students in buses, cars, or on
10 foot must intermingle with thousands of fully-loaded trucks
11 every day. We live with a constant fear of accidents between
12 trucks and our student body and their families. This situation
13 is simply untenable. As a former principal of Nogales High
14 School, I have personally had to deal with the complaints and
15 consequences of this situation. The full build out brings the
16 much-needed grade separation to ensure the safety of our
17 students and their parents that transverse Mariposa Road every
18 day.

19 Earlier this year we heard extensively from the
20 trucking industry about how unfair it would be to assess an axle
21 fee on trucks that cross the border. But with the truckers are
22 going to be among the biggest beneficiaries of this project.
23 With the new e-logs for truck drivers, every minute is literally
24 of great importance to a driver.

25 The modernization of SR-189 will also bring great

1 safety enhancements for truckers that rely on this road to
2 access to and from I-19.

3 Let me make one final point. Arizona is in
4 competition with California, New Mexico and Texas for trade and
5 tourism with Mexico. The Mexican government recently completed
6 a new connector between Mazatlan and Durango, allowing produce
7 trucks from Sinaloa and Nayarit to use the road to access the
8 U.S. market via the Texas border.

9 CHAIRMAN CUTHBERTSON: Dr. Varona, if you could
10 start finishing up your comments.

11 MARCELINO VERONA, JUNIOR: Texans are also
12 continuously visiting Sonora, Sinaloa, Nayarit and selling their
13 borders over ours. New Mexico is also investing heavily to
14 expand Santa Teresa, Columbus ports of entry. All California is
15 now deploying the unified cargo processor for trucks, a system
16 that was created in Arizona.

17 Our traditional commercial corridor with Mexico
18 is under attack, and we must invest in our infrastructure. If
19 we fail to do that, I fear that we will see Arizona lose market
20 share in Mexico, trade and tourism, and we lose the relative
21 investment and the jobs that we so desperately need. Thank you.

22 CHAIRMAN CUTHBERTSON: Greg Lucero, Council
23 Member, City of Nogales.

24 GREG LUCERO: Good morning, Mr. Chairman, members
25 of the Board. My name is Greg Lucero. I am a member of the

1 Nogales City Council and the Nogales Unified School District
2 governing board. I'm also vice president of Arizona Minerals, a
3 Canadian mining company that has started operation on a new
4 lead, zinc, silver and manganese mine just outside of Nogales.

5 On behalf of Arizona Mining, I wanted to inform
6 you that once we are fully operational, we expect between 150
7 and 200 trucks will be using portions of I-19 and SR-189 to
8 cross at Mariposa port of entry into Mexico 24/7, in both
9 directions for the next 30-plus year. We expect to be at full
10 capacity by the end of 2020. To put this into perspective, our
11 project will add about 110,000 more trucks per year to SR-189.
12 I suspect that the studies that were conducted to justify the
13 investments in SR-189 did not take this new volume into
14 consideration, but it will soon be a reality.

15 Arizona and the federal government have invested
16 over 250 million to date to modernize the Mariposa port of
17 entry. The modernization completed in 2013 expanded this port
18 from 4 car lanes to 12, from 4 truck lanes to 8, from 20 truck
19 docks in secondary inspection to 56, and has a fully-dedicated
20 pedestrian crossing facility, where before people had to walk
21 between cars to get to customs officers.

22 This is all also part -- the first part of the
23 entire U.S. border that has a dedicated bus lane. This port
24 also has the latest in design and is full of innovative
25 technologies that make it one of the most efficient ports on the

1 U.S. border. U.S. Customs and Border Protection and GSA have on
2 multiple instances expressed that the port of entry is ready for
3 growth, but that without major investments on SR-189, we are
4 simply moving the bottleneck from one location to another.

5 Over the past five years, according to the U.S.
6 Department of Transportation, the Mariposa port of entry
7 processed close to 20,000 more trucks per year, from 311,000 in
8 2013, to 333,000 in 2017. That's over a 7 percent growth. But
9 this is only northbound data. The reality is that you have to
10 double that number to account for both north and southbound
11 traffic to get a better picture of what happens at the port of
12 entry and on SR-189. That means that we are processing over
13 650,000 trucks at Nogales.

14 By the way, this -- sorry about that.

15 MR. ROEHRICH: (Inaudible) and you're all done?
16 Hey, that counts towards your time, buddy. That counts towards
17 your time.

18 GREG LUCERO: I get to start over?

19 By the way, this is does not include the impact
20 from our mining project. CBP estimates that over 26 billion
21 worth of goods cross at Nogales each year.

22 While Mexico invested in the Mazatlan-Durango
23 corridor, Director Halikowski fought for the Mexican government
24 to invest on Mexico Highway 15 that connects Nogales to Mexico
25 City. The Mexican government is finishing close to \$2 billion

1 in improvements, including bypasses at Guadalajara, Tepic,
2 Mazatlan, Culiacan, Ciudad Obregon and Hermosillo, and
3 converting the entire portion of MX 15 through Sonora, from
4 pavement to concrete, making the trip for truck from Mexico City
5 to Nogales faster, by some estimates as much as 12 hours or
6 more.

7 Our corridor is poised for --

8 CHAIRMAN CUTHBERTSON: Mr. Lucero, if you could
9 please start wrapping up you comments.

10 GREG LUCERO: The physical demands on SR-189
11 cannot be overstated. Without an effective, efficient and safe
12 connector between I-19 and the Mariposa port of entry, SR-189
13 will be the bottleneck for the corridor. The full build out
14 ensures that we can continue to grow and compete against Texas,
15 New Mexico and California. Thank you.

16 CHAIRMAN CUTHBERTSON: Richard Rubin, Maquila
17 Board of Directors, spokesman for INDEX (inaudible) Nogales.

18 RICHARD RUBIN: Mr. Chairman, members of the
19 Board, my name's Richard Rubin, and I am representing INDEX
20 Nogales, which is the maquila association, as well as my
21 company, Javid de Mexico, Javid LLC, which is a shelter company
22 in Mexico. I also sit on the Board of Directors of the Nogales
23 Port Authority and Economic Development Foundation. Four -- I
24 have four free jobs besides working my regular business.

25 The maquila industry is the single largest

1 industry in all of Mexico, shipping over 255 billion, that's
2 with a B, at cost back to the United States of America. The
3 maquiladora industry is the largest industry in Mexico, larger
4 than oil and tourism combined. Here in Nogales, at the port of
5 entry, the maquiladora industry is shipping \$23 billion annually
6 across the border at cost.

7 The merchandise in our trucks is extremely time
8 sensitive. As the more turns they can get, the more product
9 their customers can purchase and sell. Every minute we gain in
10 efficiency translates into increased revenues, and this can only
11 be done if we continue to improve our infrastructure through
12 better roads, as we have done by the \$250 million investment
13 made at the port -- the Mariposa port of entry by U.S. Customs,
14 the most modern port of entry along the entire U.S./Mexican
15 border.

16 We have over 100 maquiladoras just in Nogales,
17 and their only avenue to and from Mexico is the Mariposa port of
18 entry and SR-189. When ADOT first came down to our community to
19 discuss this very valuable improvement, you asked that the
20 community band together from the City, the county in Nogales,
21 and produce association and the maquiladora association private
22 sector. We were able to get 100 percent buy in from all
23 business members in the private sector as requested by ADOT.
24 Now that we have, what we need is your buy in and support to
25 push this extremely important project through the full build out

1 of SR-189.

2 Personally, I own a shelter manufacturing
3 business in Nogales that has more than 3,000 workers in Mexico
4 supporting 26 U.S. companies in 1.5 million square feet. A lot
5 of our -- a lot of the companies we have down in Nogales are
6 MTD, which is in Tempe, Avnet, \$35 million up here in Phoenix,
7 and personally, over 10 businesses in my shelter program are
8 from Arizona.

9 An interesting fact is 40 percent of every dollar
10 shipped back to the United States originates in the U.S.,
11 creating, according to Wharton School of Management and the U.S.
12 Commerce, 6.6 million jobs. And this is from the entire
13 maquiladora industry. If these businesses were to go to China,
14 these numbers would go to zero. When I bring new customers to
15 Nogales, one of the first things they want to see is the
16 logistics.

17 MR. ROEHRICH: Mr. Rubin, I'll ask you to wrap
18 your comments up.

19 RICHARD RUBIN: Okay. So one of their first
20 comments is they want to see the logistics, and they say to me,
21 I thought you said Nogales had the most modern port of entry.
22 Why is it that they didn't fix I-19 at the same time knowing
23 there would be an increase to their truck volume? I would love
24 to stop saying, It's in the works, and say that the project is
25 going to be built in 2019. I hope the ADOT board sees the

1 importance of this project and the urgency of getting this done
2 in 2019 as our business life depends on it. Thank you very much
3 for your consideration.

4 CHAIRMAN CUTHBERTSON: Lance Jungmeyer, Fresh
5 Produce Association of the Americas.

6 LANCE JUNGMEYER: Thank you, Mr. Chairman and
7 members of the Board. My name is Lance Jungmeyer, and I'm
8 president of the Fresh Produce Association of the Americas.
9 We're based in Nogales, Arizona, representing the importers and
10 distributors of Mexican produce. We've been around since 1944
11 helping them with their issues at the border.

12 The Fresh Produce Association represents over 6.2
13 billion pounds of fresh produce imported through Nogales. The
14 industry represents over 2,000 jobs in Santa Cruz County, and
15 according to the University of Arizona, over \$450 million in
16 direct and secondary economic output in Santa Cruz County, and
17 almost \$50 million in state and local taxes. That's according
18 to a 2013 study. I'm sure those numbers are up a little bit.

19 The products in our trucks are perishable and
20 therefore extremely time sensitive, or else the product will not
21 reach consumers. Every minute we gain in efficiency translates
22 into a direct value and long shelf life for each tomato, bell
23 pepper and cucumber.

24 We have over 110 warehouses in the Nogales/Rio
25 Rico area, and the principle gateway to North America from the

1 fields in Mexico is the Mariposa port of entry and the SR-189.
2 This is our welcome mat.

3 The importance for our jobs and the safety of our
4 residents of the region cannot be overstated. The industry in
5 many ways is under attack from the continued threat of seasonal
6 provisions to be included in the NAFTA agreement to increase
7 competition from Texas, New Mexico and California. Since Mexico
8 completed the Mazatlan-Durango bypass to get to the Texas
9 border, Nogales has been on the losing end of the proportional
10 share of U.S./Mexico trade, with cities like McAllen, Laredo and
11 El Paso being the biggest beneficiaries.

12 I'm very sad to note that in the past year
13 (inaudible) Texas actually surpassed Nogales in terms of total
14 pounds imported. We want to get that back.

15 Our Arizona-based members are in strong support
16 of the full build out of SR-189. So much so they actively
17 advocated for the Arizona Legislature to pass a bill that would
18 have assessed a \$1 per axle fee on every truck crossing at
19 Nogales. Unfortunately, the Legislature failed to pass the
20 legislation, in great part due to threats made and falsities
21 made by a small but powerful group in opposition of this effort.

22 Yet the issues and the urgency remain. We don't
23 have a complete package that would include not just the full
24 build out of SR-189, but also the modernization of interchanges
25 on I-19 and Ruby Road and Rico. Unfortunately the interchanges

1 will have to wait, but the full build out of SR-189 cannot wait.
2 Completing both phase one and phase two of this or 189 flyover
3 should be a top priority of the five-year plan.

4 Successfully completing this positions Arizona as
5 the location of choice for companies looking to relocate. The
6 anticipated time savings of the flyover, about 13 minutes
7 northbound, 9 minutes southbound, demonstrates magnitudes of
8 improvement for companies who are looking for a return on their
9 own warehouse and infrastructure investments.

10 By the state of Arizona, a strong investment in
11 SR-189 sends a clear message to corporate and individual
12 investors that Arizona is open for business. Thank you for your
13 attention, and we look forward to your vote. Thank you.

14 CHAIRMAN CUTHBERTSON: Thank you.

15 Guillermo Valencia, Chairman of the Port
16 Authority, Greater Nogales Santa Cruz County Port Authority.

17 GUILLERMO VALENCIA: Thank you. Thank you
18 Chairman, board members. Director Halikowski, thank you for all
19 the work that you've done throughout -- with us throughout the
20 years.

21 My name is Guillermo Valencia. I am the chairman
22 of the Greater Nogales Santa Cruz Port Authority. I'm also a --
23 in private business, I'm a customs broker with offices in
24 California and Texas.

25 I have hopes right up here to tell you about why

1 we think SR-189 is the way to go, why we need it. I think
2 everybody's said their statistics in their sleep. I'm going to
3 leave you with just this. I traveled to Texas last week. My
4 job takes me there. Two weeks ago, I was invited by the Mexican
5 Consulate to travel with them in the Calle Baja region, and to
6 see what's going on in Texas and California is fantastic.
7 That's why I opened offices there. But I'm from Arizona, and I
8 want Arizona to prosper. And we're in competition. We're under
9 assault. We're under attack by California and Texas and now New
10 Mexico, and we've got to do something about it.

11 If we want to keep our competitive edge, we have
12 to build State Route 189. That's what's holding us back. So I
13 am grateful to you, the ADOT, for the commitment to build phase
14 one of SR-189 modernization, but it does not address all the
15 critical issues that impact north and southbound traffic.

16 This project enjoys the support of many
17 stakeholders, including Pima County, the City of Tucson, MAG, to
18 name a few. Again, I urge you to support the full build out of
19 SR-189. It is essential to Arizona's ability to continue to
20 grow in a safe, efficient, and competitive manner. Thank you.

21 CHAIRMAN CUTHBERTSON: Miles Begay, Navajo Tribal
22 Manager For Navajo County.

23 MILES BEGAY: Good morning, Chairman, board
24 members. I'm just here to reiterate the SR-260. There was
25 emails that came to the ADOT email just from the White Mountain

1 community that they shared their concerns and issues about that
2 road that has been on the -- on plans to be improved along in
3 the past few years, but has been learned to find out that it has
4 been taken off.

5 So just to show their -- just to reiterate the
6 concerns of how they ensure the lane widenings, they would like
7 to see our better improvement on the turnouts that have caused
8 many people to run into animals. And this is becoming like a
9 tourist spot now for the valley to go up to towards the White
10 Mountain as well. That has created long lines of people, and
11 some daredevils are willing to pass in a no passing zone as
12 well, and then just emergencies as well.

13 As I was -- had to re- -- go through this road
14 just today -- or yesterday because of the fire, fire that's up
15 there. And there's long lines out there, and I'm -- with the
16 minimum width and everything, people are pulling off the road
17 just to be curious about the fire. It's kind of becoming a
18 hazard of people traveling through there just to get from one
19 spot to another. Then the Heber and Show Low, Pinetop areas as
20 well. So just to put that on there. Hopefully see some funds
21 go up there at some point through the year. So thank you very
22 much. Bye.

23 CHAIRMAN CUTHBERTSON: Mike Humphrey, a citizen
24 making comment on the median barriers on I-10.

25 MIKE HUMPHREY: Thank you for allowing me to

1 speak today. This is to Chairman Cuthbertson and the members of
2 the Transportation Board.

3 On May 14th, 2008, my wife, Pam, and sister, Ann,
4 were killed in a cross-median crash on I-10 on Milepost 171.
5 They would be alive today if there had been median cable
6 barriers installed in that section of the interstate.

7 My wife and sister's crossover crash is not an
8 isolated incident. According to a new report by ABC 15 here in
9 Phoenix, since 2001, there have been at least 155 crossover
10 crashes with 153 injuries and 46 fatalities in two uncabled
11 sections of I-10 between Tucson and Phoenix, which are Milepost
12 160 to 180 and Milepost 200 to 220. Among those fatalities were
13 a father and his daughter who died just a couple of hundred
14 yards from where my wife and my sister lost their lives.

15 Besides a lack of cable median barriers, this
16 section of I-10, which is a portion of the Safety Corridor, does
17 not have adequate warning signage alerting drivers to the danger
18 posed by oncoming cross-median vehicles. The signs that we have
19 says, No median barriers next 37 miles. Doesn't tell you one
20 thing about what you should do, what you should be looking for
21 and how you should behave as a driver.

22 It does not have a posted speed limit, which is
23 consistent with the maximum rated speed for this section of the
24 highway, which is 65 miles an hour. It does not have a highway
25 designed and constructed to accommodate current and future

1 traffic volumes. The current volume on this section of I-10 is
2 twice the design construction limit, and it does not have a
3 median width which can safely prevent a vehicle from crossing
4 into oncoming traffic.

5 At our crash site, the median is 81 feet.
6 According to the National Highway Safety Administration, a
7 vehicle going 70 miles an hour requires 387 feet to stop.

8 My understanding is that ADOT has known about the
9 dangers of this section of I-10 for some time, perhaps as far
10 back as 1999. Why, given the unsafe conditions on this section
11 of I-10, as reflected in the numbers of high -- high number of
12 cross-median crashes and fatalities, has this agency failed to
13 take action to mitigate the danger?

14 Median barrier cables are a highly effective,
15 relatively low cost technology which can positively impact the
16 safety of this roadway. Research has shown that median barrier
17 cables can reduce cross-median crashes by up to 95 percent.
18 Research has also shown that for every installed mile of the
19 median barrier cable, which costs approximately 200,000 per
20 mile, the overall cost benefit is \$420,000.

21 The Arizona State Board of Transportation must
22 address this critical highway safety issue with the agency it is
23 legally mandated to oversee. I request that you place this item
24 on the Arizona board of transportation agenda for discussion and
25 action. Prompt action will save the lives of many Arizona

1 residents and visitors. I look forward to working with you and
2 the Board on this issue. Thank you.

3 CHAIRMAN CUTHBERTSON: Minerva Peters, Chief of
4 Staff, Yuma Proving Grounds.

5 MINERVA PETERS: Good morning, Chairman and
6 members of the Board. I'm here from Yuma Proving Ground, as you
7 stated, to advocate for expansion of Highway 95 from Yuma to
8 Quartzsite, but particularly to Aberdeen Road, which is our most
9 dangerous area.

10 Our primary reason for advocating is for safety.
11 YPG is home to the Army's BCS test center. Basically, anything
12 that a soldier touches comes through YPG at some point during
13 its life cycle. As such, we have an extensive economic impact
14 to the Yuma community, and actually, to the state of Arizona.

15 To accomplish this testing, YPG has approximately
16 2,400 permanent employees, and we generate over 2,100 shipments
17 each year back and forth from YPG. These packages may be
18 something as simple as UPS shipments, but they can also be major
19 Army vehicles such as the joint life tactical vehicle.

20 In addition, YPG is also a training site for more
21 than 4,200 troops. Some are Marines. Some are military
22 freefall school trainees. The testing and training events
23 combine to bring an additional 35,000 visitors to the Proving
24 Grounds each year.

25 All of these individuals use Highway 95, a

1 two-lane highway, as their primary means of travel to and from
2 YPG. But this doesn't account for all the traffic. As I'm sure
3 this board is aware, Yuma has a large population of winter
4 visitors. I saw an estimate last night around 300,000 per year.
5 Between April -- September and April each year, who also add to
6 the traffic volume.

7 Finally, because Yuma is also a farming
8 community, we also have a variety of farm equipment traveling
9 through the road each day. For YPG employees, that means that
10 on a given day, we encounter a mix of POVs, farm equipment,
11 military equipment and RVs, some of them towing their own POVs.

12 All of this leads to a dangerous situation that
13 is exacerbated by the traffic moving between 25 miles an hour
14 for the farm equipment, and 70 miles per hour for some of the
15 employees trying to go back and forth. I know the speed limit
16 is not 70, but they do it. Add to that blind curves and
17 ill-defined passing lanes, and you have the potential for tragic
18 consequences.

19 For example, just last month on May 24th, there
20 was such an incident when a Ford pickup truck missed a curve and
21 struck head on a motorcyclist traveling in the opposite
22 direction. They killed the cyclist at the scene.

23 At YPG, we've done what we can. Many of our
24 employees now participate in V ride (phonetic) -- in the V ride
25 program to reduce the traffic, but it's not enough, and it

1 doesn't take care of the problem we need YPG highway 95
2 expanded. Thank you.

3 CHAIRMAN CUTHBERTSON: Cecilia McCollough, Mayor
4 of the town of Wellton to speak on behalf of the YMPO.

5 CECILIA MCCOLLOUGH: Good morning, Mr. Chairman
6 and members of the State Transportation Board and Director
7 Halikowski. Hello. I serve as mayor for the Town of Wellton
8 and currently Chairman of the Yuma Metropolitan Planning
9 Organization. I also serve as a board member for the Greater
10 Yuma Economic Development Council, and as a member of the board
11 of the Western Arizona Council of Governments.

12 I'm here today to -- in support in person of the
13 addition to -- of the improvements to US-95 to the State Highway
14 Transportation program. YMPO has adopted improvements to US-95
15 as the highest transportation priority in our region. Our
16 initial priority for improvements is the segment between 9 --
17 Avenue 9E in Yuma and Aberdeen Road. Ms. -- the YPG (inaudible)
18 kind of elaborated on that.

19 It's not a new request. The Yuma region and ADOT
20 have been looking for improvements to US-95 for well over 10
21 years; however, it is now our highest priority that we're
22 working on. You will have received letters from other
23 regional representatives supporting this request, and I in
24 person on behalf of YMPO have come to urge you and ADOT senior
25 staff to consider our request and proceed with the appropriate

1 action needed to include US-95 in the next five-year plan.

2 Thank you very much.

3 CHAIRMAN CUTHBERTSON: Next, Shellie Ginn, Tucson
4 DOT Interim Department Director.

5 SHELLIE GINN: Good morning, Mr. Chair, members
6 of the Board. My name is Shelly Ginn, and I'm an interim deputy
7 director with the City of Tucson, Department of Transportation.
8 I'm here today representing the City of Tucson and Mayor
9 Rothschild regarding the State Route 189 project.

10 The City of Tucson is in full support of the
11 build out of SR-189. We strongly encourage the Arizona State
12 Transportation Board to reallocate additional funding to close
13 the gap in the upcoming five-year plan. This is an important
14 project for our region and our state and is a major trade route
15 for imports and exports from and to Mexico.

16 You will be receiving a letter of support from
17 Mayor Rothschild expressing our strong support for the full
18 build out option. So thank you for the opportunity to share the
19 City of Tucson's recommendation for the full build out of
20 SR-189. I had to say that like seven times. They say that if
21 you say that enough times, that it sticks. Full build out of
22 SR-189. Thank you.

23 CHAIRMAN CUTHBERTSON: Thank you.

24 Rob Corbin, Deputy City Administrator, City of
25 Yuma.

1 ROB CORBIN: Good morning, Mr. Chair and members
2 of the Board. Ron Corbin, Deputy City Administrator for the
3 City of Yuma. I wanted to come down here on behalf of Greg
4 Wilkinson, our city administrator who couldn't make it today,
5 and urge the adding of the expansion of Highway 95 to the plan.

6 You've heard a couple speakers talk about the
7 safety issue, and that's really what I wanted to make sure you
8 guys were aware of, was the recent accident where a motorcyclist
9 was killed when a truck swerved into the other lane, because
10 it's a two-lane highway.

11 I believe that the members of the Board that were
12 in Yuma not too long ago saw the video of the traffic and have
13 seen that backup that happens at least twice a day coming and
14 going from Yuma, and we believe that for the safety of all our
15 visitors and our farmers and tractors and daily motorists that
16 we urge the expansion of that highway up to YPG. Thank you.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 Paul Ward, Executive Director of the Yuma MPO.

19 PAUL WARD: Mr. Chairman, members of the State
20 Transportation Board, this will probably not come as much of a
21 surprise, what I'm here to address you today: The expansion of
22 State Route 95. In this particular case, you've already heard
23 most of the commenters that we've had so far, and I have
24 produced -- as our chair had already mentioned to you, I've
25 already presented letters from all of the agencies from YMPO

1 supporting the request to have some expansion or the expanded
2 roadway of 95 to the state transportation plan -- program. I
3 beg your pardon.

4 And from that point of view, I'm not going to
5 waste your time any more. We've already been through all of the
6 reasons why it's -- we should be receiving this -- these funds.

7 The roadways -- it is a one-lane in each
8 direction carrying over 10 to 12,000 vehicles per day, average
9 annual daily traffic. From that point of view, there are plenty
10 of other roadways. I personally have identified eight different
11 roadways in different parts of the state which carry less
12 traffic or almost identical traffic and already have two lanes
13 in each direction, and I'd be prepared to present that
14 information to the ADOT representatives if it's going to make
15 any difference.

16 In this particular case, though, again, it's
17 time. The Yuma metropolitan region has not had what could
18 arguably be regarded as a fair shake with funds coming from the
19 State Transportation Board and under the ADOT program. And I'd
20 be happy to sit down with the senior ADOT representatives and
21 establish that fact.

22 And however, from that point of view, there is
23 one negative part. Unfortunately, I will not, although I have
24 been fortunate to be able to present to you in the past few
25 months, I will not be able to come in front of you in the Globe

1 meeting. And I know that may be devastating to you, but I'm
2 afraid you'll just have to get over it. I'm going to be
3 somewhere else. However, I'm sure we'll be able to have another
4 representative come and take my place.

5 Thank you very much, sir.

6 CHAIRMAN CUTHBERTSON: Thank you.

7 Next, Bertha Melendez. (Inaudible.)

8 BERTHA MELEDNEZ: (Inaudible.)

9 CHAIRMAN CUTHBERTSON: Pardon me?

10 MR. SELLERS: She said she gives her time.

11 CHAIRMAN CUTHBERTSON: Oh, you give your time.

12 Okay.

13 ANNE ROGERS: (Inaudible.)

14 CHAIRMAN CUTHBERTSON: Are you doubling up on
15 your three minutes?

16 MR. ROEHRICH: Are you allowing that?

17 CHAIRMAN CUTHBERTSON: I don't know.

18 MR. ROEHRICH: Each person gets three minutes by
19 the clock.

20 CHAIRMAN CUTHBERTSON: Yeah. You can. You can.

21 MR. ROEHRICH: By the agenda.

22 MR. HALIKOWSKI: It's not Congress.

23 MR. SELLERS: Yeah.

24 CHAIRMAN CUTHBERTSON: So is this -- are you
25 Bertha?

1 ANNE ROGERS: I am Anne Rogers.

2 CHAIRMAN CUTHBERTSON: Sorry. Excuse me. Anne
3 Rogers to speak about taking concerns in the Dusty Lane
4 community.

5 ANNE ROGERS: Yes sir.

6 Mr. Chair, members of the Board, my name is Anne
7 Rogers, and I am here from the Dusty Lane community. We are at
8 the -- we're at the edge of South Mountain Park. We are
9 surrounded on all sides by South Mountain Park and the Gila
10 River Indian Community.

11 The 202/South Mountain Freeway will be going
12 through our community. It has taken a third of our neighbors
13 through eminent domain, and it is now causing safety concerns in
14 our community. We are not against the Loop 202 freeway. We
15 understand it's progress, and we're excited for what it brings
16 to our community. We have grave concerns when it comes to the
17 Ivanhoe interchange.

18 We first initiated contact with ADOT regarding a
19 sound wall. They left the sound wall out of the plans. We have
20 -- at this point, we have gained that sound wall in our
21 community, but only at 12 feet. It is recommended that that
22 wall be 20 feet, and it does not appear that ADOT is following
23 the (inaudible) guidelines.

24 Our community, just to give you an idea of how
25 we're different, as I said, we are bordered on all sides by the

1 South Mountain Park and by the Gila River Indian Community. We
2 currently have multiple roads that will hit Dusty Lane, and
3 Dusty Lane is our only entrance or exit out of our community
4 that will go to 51st Avenue.

5 We all have acreage in our area. The Levine
6 Planning and Development board calls us the gem of Levine,
7 because we all have between one and five acres of land, and our
8 area is extremely rural, and we are, as I said, an isolated
9 community. We have approximately 85 residents, 37 homeowners,
10 and 25 homes in our community. We -- because we are surrounded
11 on all sides, then every street in our community is a dead end
12 street.

13 When this freeway comes through, then our only
14 exit out of our community to get to Dusty Lane will be Ivanhoe.
15 ADOT is proposing that they turn that exit for our community,
16 which sees approximately 25 cars per day, they are proposing
17 that that be the interchange that the casino uses.

18 When I spoke with ADOT, they said that the only
19 request for this interchange was coming from the Gila River
20 Indian Community. Levine does not feel that the Ivanhoe
21 interchange location is a good idea.

22 As far as safety in our streets, we've already
23 had the complication of ADOT closing those roads, which is --
24 which will be similar to what we will see once the freeway goes
25 through. And so our school bus -- our school bus could not come

1 into our community and turn around. We were told that our
2 children, our seven- and eight-year-olds, would have to walk a
3 half a mile through construction in order to be able to get to
4 the bus stop since the bus is no longer going to be able to turn
5 around.

6 The problem that we see is that this is not going
7 to just be a school bus. Once that interchange comes through
8 and you have between 2,000 -- 2,000 cars per on and off ramp,
9 according to ADOT, then our school buses will not be able to
10 come in and turn around to collect our children. If we have a
11 fire, someone throws out a cigarette, when you have 8,000 people
12 going through an interchange, then that is going to block off
13 our ability to leave our community. It will also prevent -- if
14 a fire truck has to come in, it will prevent that fire truck
15 from being able to turn around.

16 MR. HALIKOWSKI: Ms. Rogers, if I could.
17 Mr. Chairman.

18 CHAIRMAN CUTHBERTSON: Yes.

19 MR. HALIKOWSKI: Could I ask that we allow her to
20 finish? I mean, these are comments I'd like to get on the
21 record.

22 CHAIRMAN CUTHBERTSON: Yes. That's -- I agree,
23 sir.

24 ANNE ROGERS: Thank you very much, sir.

25 So the fire truck would not be able to turn

1 around coming into our neighborhood. We do not have any
2 turnaround spots. The only ability to get out of our
3 neighborhood would be to do a three-point turn. That's for
4 cars. So if you have something that is the magnitude of a
5 school bus or a fire truck, they will be trapped. The fire
6 truck cannot get out. We cannot get out. If there is an
7 accident in Ivanhoe at that interchange itself, we're trapped.

8 We do currently have fire hydrants. We have two
9 fire hydrants on Dusty Lane. It is -- during the time frame of
10 this -- of the South Mountain project, our status is trying to
11 be changed from working fire hydrants, which are still on
12 file -- which are still showing the fire prevention as well as
13 the city water department, they are trying to change that to the
14 designation of maintenance hydrants. So that would prevent us
15 from even having the two fire hydrants that we've been counting
16 on all these years. We would lose those with these proposals
17 from ADOT.

18 We currently have people that will come from the
19 casino since it is a drinking casino. We have had situations
20 where drunk drivers have come into our community, and we've also
21 had people that have passed out on Dusty Lane, which is barely
22 big enough for two cars to get through. ADOT does not feel that
23 anyone would be coming down Dusty Lane in order to access this
24 interchange, but it is the direct shot from 51st Avenue in order
25 to get there.

1 There are -- I'm trying to make sure I'm getting
2 everything. Sorry.

3 We also have -- because we only see 25 cars per
4 day, we have runners. We have children that are playing in the
5 streets. We have children that are riding their bikes. We have
6 cyclists. We have cyclists that come from Ahwatukee that come
7 through because we're such a rural area. And if we have the
8 multitude of traffic increase on Dusty Lane, then that is going
9 to prevent any of us from being able to continue with our daily
10 recreation. But I will say that we are more concerned with our
11 children and our special needs residents that live in our
12 community, because it could drastically put them in danger.

13 CHAIRMAN CUTHBERTSON: Okay. Thank you,
14 Ms. Rogers. Can I ask you to wrap up if you're not done?

15 ANNE ROGERS: Yes.

16 MR. HALIKOWSKI: I have apologies to make,
17 Mr. Chairman. I've usurped authority here.

18 ANNE ROGERS: So ADOT's proposed Ivanhoe
19 interchange does not consider the safety of the Dusty Lane
20 community. The sound barrier does not meet the recommended
21 specifications. It does not protect the Dusty Lane community
22 from casino traffic. It removes pedestrian egress, and it
23 removes fire hydrants. We request that the funds be delayed
24 until ADOT can present design changes that will protect our
25 community.

1 MR. HALIKOWSKI: Thank you, Mr. Chairman.

2 CHAIRMAN CUTHBERTSON: Yes. Thank you.

3 We have Robert Trumbull, also to speak about
4 Dusty Lane community, Ivanhoe interchange concerns.

5 ROBERT TRUMBULL: I'm Robert Trumbull here on
6 behalf of the Dusty Lane community, and I think Mrs. Anne Rogers
7 has adequately covered the concerns that I would have. We very
8 much appreciate your time. Thank you.

9 CHAIRMAN CUTHBERTSON: Yeah. Thank you.

10 I also have Mary Trumbull to speak about Dusty
11 Lane community, Ivanhoe interchange safety concern.

12 MARY TRUMBULL: I also think Ms. Rogers did a
13 good job. My only comment is that as an old lady, I have severe
14 allergies, and if that roadblock (inaudible) I have been near
15 close to death many times, and it's very frightening. Thank
16 you.

17 CHAIRMAN CUTHBERTSON: Thank you. The final card
18 I have is Rudy Molvera who -- Molvera -- I'm sorry -- Santa Cruz
19 County Supervisor. Rudy does not want to speak, but he does
20 want to publicly show his support for SR-189 improvements.

21 Yes.

22 RUDY MOLVERA: Everything's been said. Thank
23 you.

24 CHAIRMAN CUTHBERTSON: Thank you.

25 With that, I have gone through all of the public

1 request for comment cards. So the call to the audience is
2 concluded, and we'll move on to Item No. 1 on the agenda. Under
3 1, Kristine Ward, the CFO, and Greg Byres will present an
4 overview of the funding project modifications new projects on
5 the proposed 2019-2023 Tentative Five-Year Transportation
6 Facilities Program.

7 MS. WARD: Well, good morning. My time with you
8 will be very short. Greg will do the bulk of this
9 presentation. The purpose of me being here is to basically
10 cover with you fiscal constraint. Unfortunately, we have
11 constraints. But the tentative program that was provided to you
12 in January, we had reviewed, and --

13 MR. ROEHRICH: Kristine, could you make sure that
14 you get up to the microphone? We're having a hard time hearing
15 you.

16 MS. WARD: Oops.

17 MR. ROEHRICH: Sorry about that. Do your Taylor
18 Swift.

19 MS. WARD: I'm not very hip. I don't know much
20 about Taylor swift.

21 So the program that was presented to you, the '19
22 to '23 program that was presented to you in January was fiscally
23 constrained, meaning that we were not -- we are not projected to
24 expend more than we are projected to receive in revenue.

25 The tentative program, the revised tentative

1 program that is being provided to you today, we have also
2 reviewed thoroughly for fiscal constraint to ensure that, well,
3 it's -- you know, it's just kind of natural best practice to not
4 spend more than you have. We have reviewed that all the way
5 down to the fund source level, of course, and so what's being
6 presented to you does meet fiscal constraint. If there are
7 changes, if the Board decides to make changes while we're here
8 today, then we will need to rereview that to ensure that we
9 remain within those guidelines. Greg will review the individual
10 changes with you, and from that I have no -- nothing further to
11 present. Any questions?

12 CHAIRMAN CUTHBERTSON: Okay. Questions from the
13 Board?

14 Thank you, Kristine.

15 MR. BYRES: Mr. Chairman, board members, I'm
16 going to go ahead and present what we've got as far as what's
17 sitting in front of you, what was given to you today. But we'll
18 go through several different items. I'm trying to get all the
19 way through my program here. I pushed the wrong button as I was
20 walking up.

21 So one of the big things I'd like to start off
22 with is from January to what you see today in front of you as
23 far as the tentative program goes, we have had substantial
24 changes to. There have been -- there has been a coordinated
25 effort through ADOT. It has been a -- an effort that has been a

1 -- truly a one ADOT process in putting this together.

2 Our finance has been great to work with in
3 putting this together. All of my staff have worked extremely
4 hard putting this together. Our delivery IDO has been great in
5 putting this together. The director and all of the staff have
6 been great. So there's been a huge effort in putting this
7 together, and what you see in front of you, and as you can see,
8 there's been multiple changes from January through to today.
9 Most of those are just adjustments that have been made from
10 programs coming in or from our subprograms coming in and so
11 forth, but I'll go ahead and get going through all of this,
12 so...

13 So general changes to the Greater Arizona. Our
14 project adjustments. Again, you see your handouts out in front
15 of you that have a summary of all those changes. The proposed
16 expansion projects in the delivery program, the development
17 program, I'll be going through, our PAG tentative program, the
18 MAG tentative program, as well as the airport program and some
19 next steps that we have coming up.

20 There's been a total of 118 changes that you see
21 in that tentative program. We've reduced the budget on 26 of
22 those projects, increased the budget on 37 of those projects.
23 We've advanced one project into 2018. We've added 36 projects,
24 adjusted to the subprograms, but all of it comes out as revenue
25 neutral in the end.

1 There's been -- in the course of all of the
2 comments that we've been going through since January, there's
3 been three news releases issued to statewide media, the ADOT
4 website updates we've put together, social media updates as well
5 on both Facebook and Twitter. We've had media interviews. 162
6 SurveyMonkey comments have come through, 11 formal letters, and
7 49 email comments as of the 4th of June, 48 speakers at the
8 public meetings, not including the speakers that we've had
9 today.

10 There's been many helpful comments that we've
11 received through this time period, and I'd like to thank
12 everybody that has commented and put forth any of your issues.
13 The most common projects that were requested are the completion
14 of SR-189, both phases one and two. I-17 between Phoenix and
15 Flagstaff. The SR-191 through the Navajo Nation. SR-260, Show
16 Low through to Pinetop. SR-264 through Hopi and Navajo Nation.
17 SR-64 from Williams through to the Grand Canyon. US-93 and
18 I-40, the Kingman TI. US-95 in Yuma County as well. And as
19 we've seen with the speakers today, pretty much all of those
20 have been represented with some of the comments that have been
21 made already today. Other requests for consideration are
22 environmental factors such as the Grand Canyon, the night skies
23 and the dark -- night and dark skies.

24 Regarding project requests, the completion of
25 SR-189 phases one and two is in the tentative program. That

1 funding scenario, if you look through, you can see exactly how
2 we've funded that project through completion in the tentative
3 program. Other preservation and modernization projects. In
4 case of ongoing recent studies such as 191, 64, 260, 95, all of
5 those we have corridor profile studies on that we can utilize to
6 take and actually develop projects to address some of the
7 comments that have come through. That -- through this comment
8 period. All of those would be going through the next program
9 cycle as those projects are developed to be both -- both prior
10 to being programmed, of course, they'll go through our P2P
11 process and be part of a competitive process as we go through.
12 So they'll be viable projects that we can represent and
13 recommend to this board. Any other project recommendations
14 could also be considered complete with the project
15 recommendations statewide in the next program cycle.

16 As far as expansion projects go, they can be
17 considered for the next project cycle, in competition with the
18 expansion projects that are recommended statewide, but they
19 should be under one of the following scenarios: Federal grant
20 award is made. A third party provides funding contribution,
21 and/or public-private partnership is arranged. Consideration is
22 contingent on the project scoring high enough in ADOT's planning
23 to programming process to be eligible for funding. Otherwise,
24 no new expansion projects would be recommended. And again,
25 that's in accordance with the long range transportation plan

1 that this board approved earlier this year.

2 As far as the environmental factors, noise and
3 dark skies would be given consideration in ADOTs environmental
4 planning of any projects.

5 So as far as proposed expansion projects, I'll
6 kind of -- you guys have seen all this before, but I'll go
7 through it one more time.

8 This is in 2019. We've got the 189 project,
9 which is the full build out at \$134 million. We also have the
10 93 project at \$5 million, which is for design with construction
11 in FY '20. We also have 17, our I-17 at 15 million, which is
12 I-17 Anthem to Sunset Point, which would go to construction in
13 FY '21 and '22, as well as \$10 million Anthem to New River,
14 which is MAG funding.

15 In 2020, we have the -- we have \$10.2 million for
16 the 4th Street bridge. This is in partnership with Flagstaff
17 with a 50/50 share. We also have 93, which is \$10 million,
18 which is the I-40/US-93 West Kingman TI. That would go to
19 construction in '24. We have the SR-69 at 1.275 million. Let's
20 get it exact here. SR -- this is the Prescott Lakes Parkway for
21 a right-of-way and utilities, as well as US-93 we have at 41
22 million, which is the US-93, the gap project.

23 In 2021 and 2022, we have the SR-69 project,
24 which is in fiscal year '21, 8.725 million. Again, this is the
25 Prescott Lakes Parkway. In FY '21 we have 5 million for the

1 US-93 Cane Springs design, with construction scheduled for '23.
2 We also have State Route 260 with -- in FY '21 at \$5 million for
3 design. This is the Lion Springs design project with
4 construction in FY '23. And again, the I-17 FY '21 and '22
5 construction at 128.3 million. And that goes from Anthem to
6 Sunset Point, as well as 40 million coming out of MAG for the
7 widening north of Anthem.

8 And in 2023 we have the US-93 project, which is
9 35 million for Cane Springs, as well as 5 million for the design
10 of the Big Jim Wash, which is scheduled for construction in FY
11 '25 at \$33 million. As well as SR-260, \$45 million for
12 construction of the Lion Springs project.

13 In our development years, going forward, we still
14 have US-93 at 55 million. This is the I-40 93 West Kingman TI
15 phase one. We also have US-93 at 50 million, which is the US-93
16 Big Jim Wash, which occurs in 2025, as well as 33.5 million on
17 I-19 and Rio Rico/Ruby Road TI improvements in 2026. And then
18 in years 2027, we have 33.5 million set aside for I-10
19 improvements through the GRIC.

20 Proposed MAG changes to the tentative five-year
21 program. We've updated the MAG program. We've used the latest
22 cost estimates that have been put together for all of their
23 projects. We've used the latest project schedules that have
24 come through MAG, and those cash flows have been reviewed by FMS
25 for financial or fiscal constraint.

1 As far as PAG tentative program goes, we had some
2 adjustments that we had shown you in slides earlier through the
3 process since January. But we have I-10 projects, I-19
4 projects, SR-77 projects, SR-86 project, as well as the SR-210,
5 I-10 project.

6 Proposed airport changes to the tentative five-
7 year program. This is probably the biggest change that we've
8 had in the program from the past years. Again, we're following
9 statute that has already been set aside that we've been
10 following all along, but this kind of lays it out for you. One
11 of the big things is the Board shall distribute moneys
12 appropriate to the Department from the State Aviation Fund. The
13 Board shall distribute these moneys according to the need for
14 these facilities as determined by the Board.

15 So one of the big things that we've done in this
16 is we've actually laid out all of the projects so that they are
17 truly fiscally constrained to each of the different grant
18 programs. So in the federal match grants program, which is the
19 FSL, we have \$5 million set aside for it, a little over 5
20 million, and the state and local grants, that program is still
21 dormant. It will come back to life next year, in the 2020
22 program. The Airport Pavement Management preservation, which is
23 the APMS, has the \$5 million programmed for it. Grand Canyon
24 National Park Airport has \$785,000, as well as the ADOT airport
25 development group projects, which is \$800,000, for a total of

1 \$11,588,600.

2 Oops. (Inaudible.) Flip that through there.

3 So next steps. Again, this is the study session
4 here today. We'll present the final program to the State
5 Transportation Board June 15th in Globe. We'll have something
6 to you well before then. The program must be delivered to the
7 governor by June 30th, and the fiscal year '19 begins July 1st,
8 2018.

9 So that's all I have for presentation. Now we
10 can --

11 CHAIRMAN CUTHBERTSON: Just from my
12 understanding, from looking at that on the expansion projects,
13 you've made a lot of changes to make all of this happen, so I
14 don't want to simplify it too much. It sounds like the big
15 thing in the expansion projects, the big change that I saw was
16 the full build out of 189 in 2019. Everything else looked about
17 the same. Is that fair to say?

18 MR. BYRES: Mr. Chairman, yes. That is fair.

19 CHAIRMAN CUTHBERTSON: Okay. Just wanted to make
20 sure I wasn't missing anything.

21 MR. BYRES: So as we continue down our agenda,
22 Floyd's going to -- there's three items particularly that were
23 called out under Item No. 1, so...

24 CHAIRMAN CUTHBERTSON: Yes. Okay. Board Member
25 Stratton, did you have a -- did you have a comment?

1 MR. STRATTON: I did. One of the changes you're
2 showing is a left turn lane on King's Ranch Road. Is that an
3 additional lane on the eastbound traffic, or are you putting a
4 left turn lane on the westbound side?

5 MR. BYRES: Mr. Chairman, Board Member Stratton,
6 wow, you're putting me on the spot. That's a project I'm not
7 really familiar with it.

8 MR. STRATTON: The reason I'm asking is if it's
9 on the westbound side, there's nothing to turn to other than a
10 straight U-turn.

11 MR. BYRES: Yeah. That wouldn't be the case
12 then.

13 MR. STRATTON: So it would be an additional -- it
14 would be two left turn lanes on the eastbound?

15 MR. BYRES: Dallas might have more information on
16 that.

17 MR. HALIKOWSKI: The state engineer wants to shed
18 some light on this.

19 MR. HAMMIT: Mr. Chairman, Mr. Stratton, I don't
20 have a lot more -- I know this was a minor project submitted by
21 the district. And I can get you more details, but this was
22 through our minor project program that the district submitted.
23 But I can get you the details very quickly.

24 CHAIRMAN CUTHBERTSON: Well, Mr. Chairman,
25 Dallas, So everybody understands how the major and minor

1 projects work.

2 MR. HAMMIT: Thank you, Director.

3 Mr. Chairman, if I may, each year in the program
4 there's \$20 million set aside for a minor project program. The
5 maximum size of those projects can be \$4 million. The districts
6 as well as our traffic signals folks compete. They put in a
7 proposal for those projects, and they compete and are listed.
8 Once a -- staff through the state engineer's office ranks those,
9 brings them forward, they come into the program. So it's a
10 competitive process.

11 CHAIRMAN CUTHBERTSON: Are there other questions
12 or comments from board members?

13 MR. HAMMIT: I'm sorry. Go ahead.

14 CHAIRMAN CUTHBERTSON: Board Member Elters, did
15 you have a comment?

16 MR. HALIKOWSKI: Once you give Floyd the mic,
17 he'll never give it back.

18 MR. ELTERS: We'll get it to you, Floyd, real
19 quick. I'll be brief. My question is related to SR-189. I see
20 that we've fully funded the project by adding \$65 million to it.
21 Two, there are three sources.

22 MR. HALIKOWSKI: 189. 189.

23 MR. ELTERS: Two of them are basically self-
24 explanatory. One just basically said at state. So at funding
25 source, state fund, just interested in the breakdown of that and

1 if that had any impact on any other projects (inaudible).

2 MR. HALIKOWSKI: Mr. Chairman, I'd probably bring
3 Kristine back up. I think that may refer to the commitment by
4 the City or the County to donate part of their overweight permit
5 fees into the State Highway Fund so that we can pledge against
6 those dollars. But I don't want to get too far out of the...

7 MS. WARD: I was hoping this was going to be
8 short. Okay. So I thought there might be a couple of questions
9 on this, so this is a separate handout that will kind of
10 break down 189 a little more as well as some additional
11 financial --

12 MR. HALIKOWSKI: So is that accurate, though?
13 These are their -- the local dollars being put into the highway
14 fund?

15 MS. WARD: That's a -- I'm sorry. Mr. Chair,
16 Director, that's a portion of the overall equation.

17 MR. HALIKOWSKI: So Mr. Chairman, as you know,
18 there was a bill that was going to establish a per axle fee that
19 was mentioned. That portion of the bill was not successful in
20 being approved by the Legislature. However, the bill was
21 amended so that local fees that are derived from these
22 overweight permit fees that we sell in that 25 mile hour -- or
23 25 mile border zone. A portion of those fees can be put into
24 the State Highway Fund. The reason that was important to get
25 that into legislation is that once they are deposited in the

1 State Highway Fund per agreement with those local entities,
2 Ms. Ward can now use those as pledged revenues for bonding
3 purposes. So we didn't get the fee, but we did get a very
4 relevant piece related to the current (inaudible) that are being
5 (inaudible).

6 CHAIRMAN CUTHBERTSON: Board Member Stratton.

7 MR. STRATTON: On the axle fee, do you foresee
8 that going back to the Legislature next year?

9 MR. HALIKOWSKI: Mr. Chairman, I have absolutely
10 no idea whether or not that will go back, but you know,
11 personally my opinion is after the reception it received this
12 year, I think it's going to be a tough lift.

13 MS. WARD: Anything further?

14 CHAIRMAN CUTHBERTSON: Board Member Thompson.

15 MR. THOMPSON: Obviously a lot of additional way
16 or options may be available on there to get revenue for roads
17 improvement. I think a lot of these options need to primarily
18 be reviewed by the governor's office, and I had hoped that that
19 letter went to him with some kind of a -- in a way to have the
20 chairman make a recommendation through this board to say how we
21 can make additional revenue coming primarily for the (inaudible)
22 project. And have we heard anything from the governor's office
23 in response?

24 And the other thing is I believe there are a lot
25 of communities in Arizona that have more opportunities in

1 getting other revenues. Locally, maybe even state or at the
2 federal level (inaudible) very hard for them. So I'm asking
3 whether or maybe (inaudible) even though a lot of these projects
4 have -- we've obligated some dollars for those projects, and
5 continue to -- have them continue to acquire additional revenue
6 (inaudible) so that maybe (inaudible) that's been obligated by
7 this board and use it for other community projects out there
8 that don't necessarily have that opportunity to gain additional
9 revenues. Again, question and maybe a comment as well. So
10 thank you very much.

11 MR. HALIKOWSKI: Mr. Chairman, if I understand
12 the question properly, as you know, this project for a full
13 build out has been discussed for several years now, and the
14 reason that the Department is supporting the full build out is
15 that by combining the two, northbound and southbound lanes,
16 there's at least a \$12 million savings since we don't have to go
17 back and reissue contracts and restage contractors in the
18 future.

19 You've also heard there's some significant safety
20 concerns. We've exhaustively looked at all revenue resources,
21 and the Fresh Produce Association, the City, the County in the
22 Nogales area have all stepped up to put portions of their
23 overweight permit fees in. They also really worked hard at the
24 Legislature to try and get that private revenue source, which
25 was no easy lift, working with the Fresh Produce Association and

1 other entities there.

2 In addition, we've gotten TIGER grants and other
3 funds that we've applied for, not to mention that the
4 Legislature put \$25 million in General Fund money, as you
5 recall, to speed up and advance the project.

6 So in answer to the question, we have
7 exhaustively, I think, as a community and a state put a lot of
8 effort forward to try to bring funds into this. The axle fee
9 was the piece that was not successful, because as you know,
10 there is often opposition to anything that looks or smells like
11 a toll, and that's exactly how it was portrayed at the
12 Legislature.

13 So from my perspective, we've really pulled
14 together, I think, with a lot of support from around the state
15 for this project. We'll continue to look for other funds.
16 Again, I can't predict what people might do in the next
17 legislative session. By no means is that piece over, because
18 as you see, Ruby Road and Rio Rico TI are two still significant
19 safety and economic improvements that are needed in the area.

20 So I hope that answers the question. I mean, we
21 work with all the local folks on different types of federal
22 grants and offer them as much assistance and letters of support
23 as we can. This has been a really concerted effort by many
24 public-private government entities.

25 CHAIRMAN CUTHBERTSON: Okay. Thank you.

1 A question I had. So these changes that we made,
2 particularly in 2019, how does that impact the mix of
3 modernization and preservation projects for 2019? Does that
4 change the bar? I know we were targeting something. Did it
5 impact that a lot?

6 MR. BYRES: The majority of the changes that you
7 see from the original tentative to this one, we took -- we had
8 money set aside or money appropriated in the subprograms that we
9 took and developed projects through this time period that we put
10 into the program. So that's the majority of what you see in the
11 changes that we've done, so...

12 MR. ROEHRICH: Were you going to review that
13 spreadsheet, Greg, the one you handed out to board members in
14 case they got specific questions? I think that's where
15 Mr. Stratton's comment came from --

16 MR. STRATTON: Yeah.

17 MR. ROEHRICH: -- and I thought you were going to
18 just quickly summarize what the spreadsheet meant.

19 MR. BYRES: Yeah. We most certainly can. And
20 let me kind of go through that if you don't mind.

21 CHAIRMAN CUTHBERTSON: Sure. Sure. Please.

22 MR. BYRES: So you have --

23 MR. ROEHRICH: Can I ask one question? We never
24 answered Mr. Elters' question about the finance on 189. Did you
25 want to step into that discussion after Kristine hit her

1 comments or --

2 MR. HALIKOWSKI: Maybe we answered part of it --

3 MR. ROEHRICH: Right.

4 MR. HALIKOWSKI: -- but is there another piece
5 you want to --

6 MS. WARD: If I may, I think if I give the
7 overall financial view, what you will hear from Greg is the
8 detail of how we achieved that overall financial view. So
9 basically, what I have to show you on that slide is that the
10 tentative program that was provided to you in January didn't
11 include \$65 million for the total build out, Mr. Elters. You
12 nailed that, and you mentioned -- you were like, okay, so how
13 did we pay for the \$65 million. Well, the 65 was brought down
14 because the Department applied for and was awarded the TIGER
15 grant. That brought us down to a \$40 million figure.

16 What we did is we changed -- I changed the way
17 the bonding structure that we're doing. I accelerated some HURF
18 bonding. We overall -- the program that I presented to you in
19 January, the bonding increases a little, but overall, our
20 bonding levels don't change much. The reason they increase
21 slightly is because of the commitment by the locals that gave us
22 additional authority. So we increased our bonding by the amount
23 of additional authority that we could command from those
24 revenues.

25 The way the program -- the way that remaining 40

1 million -- 65 minus the 25 TIGER grant -- that remaining 40
2 million is paid for in two ways. One of the biggest way is the
3 detail that Greg is going to go into, and that's the changes to
4 the actual program. Shifts in the program, and that's largely
5 around our subprograms within the program.

6 The other area that paid for it, paid for part of
7 that \$20 million, is I took our balances down lower, even lower,
8 so that there are -- there's two components to how this was paid
9 for. Excuse me. I'll say three because of the bonding
10 component. Oh, the locals, in totality, when the bonding is all
11 said and done, it's estimated that the local participation will
12 be about \$12 million over time.

13 The other component is adjustments to the program
14 that was presented to you in January, and usage of the ending --
15 some ending balance, and that's -- now Greg will go into what
16 were the changes to the program, what were the movements in the
17 program that freed up money for -- for 189. Does that -- does
18 that help?

19 CHAIRMAN CUTHBERTSON: Board Member Stratton.

20 MR. STRATTON: Thank you.

21 And I'm not quite sure who should answer this
22 question. Maybe the director, maybe someone else. And I want
23 to make it clear I'm supportive of the build out, so I don't
24 want my questions to be misconstrued by anyone. Obviously it
25 will expedite the current traffic that we have when we cross our

1 border, but it will also -- is anticipated it will increase the
2 traffic due to the modernization Mexico has done and some other
3 marketing on our part. Is there an idea of what that impact is,
4 what the increase is and what the revenues for Arizona would be?
5 An estimate?

6 MR. HALIKOWSKI: Well, Mr. Chairman, I don't have
7 anything in front of me. I don't know if someone from the
8 association is able to comment. But when we talk about the
9 expansion of the port, you know, that was a 250 million GSA
10 project. Unfortunately, the federal government expanded the
11 port but none of the surrounding infrastructure. And if you
12 look at the truck traffic, it's steadily increasing over the
13 years, and we anticipate that trend will continue.

14 There are a lot of moving parts to this, as was
15 noted. I've been to Mexico City a number of times and secured
16 pledges for improvements to MX 15, because we are seeing effects
17 of the Mazatlan-Durango Highway. We're seeing that many of the
18 industries, name brands that you purchase, that are in the state
19 of Mexico are shipping to Texas, and in many cases backtracking
20 to California.

21 So we believe that we can, through improvements,
22 offer the infrastructure to lure more industry on both sides of
23 the border, as they've done through the Texas model. If you
24 look at the way they are situated in east Texas, you've got a
25 lot of manufacturing logistics centers positioned there. We'll

1 never match the size, but I think we can certainly be a lot more
2 competitive than we are.

3 So it's again one of those things that one of the
4 speakers pointed out. If I'm going to locate here, what's the
5 infrastructure? And it's not just the highway. I don't want to
6 leave it at that. It's also that there will need to be
7 improvements with local streets in the future and bridges,
8 because many of these things were built in the '50s and '60s.

9 So my anticipation is that as we keep shrinking
10 wait times at our ports of entry -- in one case now with the
11 dual inspection with CBP, we've taken an eight-hour inspection
12 and shrunk that down to less than 60 minutes -- that people will
13 find our ports attractive.

14 And I don't want to speak just for Nogales.
15 Obviously there's a lot of interest in the Yuma sector as to
16 what happens there, because we'd like to improve the traffic
17 there, and also in the Douglas area. So I don't have the
18 numbers in front of me. I don't know that we've done a study,
19 per se, but I'll be glad to look into that with our folks and
20 see if we can get something back to you soon.

21 MR. STRATTON: Nothing concrete. I was just
22 wondering what our ROI would be on this and how fast it would
23 come back. That's all.

24 MR. HALIKOWSKI: Sure.

25 CHAIRMAN CUTHBERTSON: Mr. Elters.

1 MR. ELTERS: Mr. Chairman, thank you. Kristine,
2 appreciate the answer. That is really what I was looking for.
3 Just to be clear, I do understand the value of the project as
4 well. I applaud the collaboration, the local unity and the
5 unified front that has been presented and the effort it took to
6 get to this point. I just wanted to understand how we got to
7 this point and if -- and what impact this had on the rest of the
8 program.

9 And that leads me to just one more question, and
10 that is as I look at these three sheets, I saw a number of
11 projects that were deleted, about a handful of them. Some were
12 primarily pavement preservation. My question is or is -- or
13 what I'm hoping -- let me rephrase that.

14 My question is are these being deleted due to
15 funding constraints, or are they being deleted because
16 conditions have changed to where they are no longer needed?
17 What -- how -- how -- what are the bases for these projects
18 being deleted?

19 CHAIRMAN CUTHBERTSON: Yes.

20 MR. BYRES: Mr. Chairman, board members, you hit
21 that right on the head. As we added projects to the program, we
22 constantly went through a prioritization process. So as these
23 rose up, obviously something drops off. So that's exactly what
24 is happening. It is a matter of prioritization as to why these
25 projects have dropped off.

1 So as we added new ones coming through, and it's
2 been an ongoing process since January trying to get to this
3 final document. So you're absolutely correct in that. It is a
4 change in the priorities that dropped it out, not necessarily
5 the funding. The funding has stayed neutral as we've come
6 through the program.

7 MR. CUTHBERTSON: Mr. Byres, do you want to lead
8 us through the details of the changes? Or is that --

9 MR. ROEHRICH: Can I -- excuse me.

10 CHAIRMAN CUTHBERTSON: Sure.

11 MR. ROEHRICH: Mr. Chair, maybe let's -- maybe we
12 can finish up 189 right now. So we went through the finance.
13 We went through the port. I think the point to make here is we
14 were adjusting the program and staff reviewed the program. We
15 did not move projects out to create funding for 189. Is that a
16 fair statement?

17 We reprioritized, whether it's a bridge
18 preservation, pavement preservation or project in the program
19 that wasn't going to be delivered on time or had had
20 implications that said it needed to be delayed. We started
21 rebalancing off the program, and as Kristine has said, once
22 other financing became available, it continued to shrink the gap
23 to the point where we were able to close it out with the
24 adjustments that we felt had to be made to the program in order
25 to again balance it but be sure it's deliverable with the

1 projects under that delivery.

2 And specifically on 189, now that we've got the
3 full funding in that, I did want to just finalize with the Board
4 then our actions to move forward. Because part of the funding
5 that we got was the Legislature, \$25 million they gave out of
6 the General Fund to accelerate this project two years earlier to
7 make sure we could move forward, and that's exactly where we're
8 at.

9 We're at a point now where once this program gets
10 approved in -- at the June board meeting, we move forward, our
11 development team is working towards getting a proposal on the
12 street for the design builder next spring, well, May of 2019, go
13 through the selection process, get a contract on board by that
14 fall, and then within the two-year period, have that project
15 completely done.

16 And again, through the design build process, we
17 get the efficiency of time, but as well as the contractor, the
18 designer working together with the Department, and then input
19 from our local stakeholders to ensure that that final scope of
20 that project meets the intended purpose and it gets done, as we
21 said, on time.

22 So that is our schedule. We feel it addresses
23 the Legislature's concerns about giving us additional money to
24 accelerate it. It moved it up two years in the program with the
25 schedule that we've presented in the tentative. And upon

1 approval by the Board, we'll move forward with this for
2 implementation. So within a two-year period, in this case
3 fiscal year '21, we will have that project complete.

4 So I just wanted to close out the 189 discussion.
5 I do think it's important, though, to dig into that spreadsheet
6 a little bit, Greg, if you could just make sure that you've
7 overseen that, because there's quite a few changes. Want to
8 make sure the Board understands if there's any specific
9 concerns.

10 CHAIRMAN CUTHBERTSON: Okay. Thanks.

11 MR. BYRES: So as you go through the tentative
12 program that was handed out today, you'll see all the
13 highlighted in red or orangish color the different projects.
14 Those are all associated with the spreadsheet that you received
15 that shows what those changes are to the program, whether or not
16 there was a deleted or what the changes are coming through that
17 whole thing.

18 So you'll see the yellow are the new projects.
19 Red are the deleted projects. Blue are combined projects. I
20 think we have three projects that were combined together into a
21 single project. So that's kind of what you see as you go
22 through that.

23 And every single one of them, there may be
24 funding source changes. There may be funding change -- the
25 funding amount changes going through each one of those, and you

1 can see exactly through the spreadsheet what those changes are.
2 And again, this has been a long, rigorous process
3 in putting all this together. This is the best way that we
4 could come up with to try and show you what the previous
5 tentative program looked like and compare it to what we're
6 presenting today, with all of the changes that have come through
7 over the past several months.

8 If you have any questions on that, I'll certainly
9 answer.

10 MR. THOMPSON: Chairman.

11 CHAIRMAN CUTHBERTSON: Yeah. Yes. Board Member
12 Thompson.

13 MR. THOMPSON: At one time when these projects
14 were not deleted, they were considered doable.

15 UNIDENTIFIED SPEAKER: Can you speak into the
16 microphone, please?

17 MR. THOMPSON: They were considered doable, and
18 so I'm assuming that these aren't completely being deleted, but
19 rather (inaudible) being delayed for the time being, and that's
20 what I'm hoping that -- that's what it means, because there are
21 (inaudible) you know have been.

22 CHAIRMAN CUTHBERTSON: Yes.

23 MR. THOMPSON: (Inaudible.) Thank you.

24 CHAIRMAN CUTHBERTSON: Fell off the five-year
25 plan. Do you want to speak to that?

1 MR. BYRES: Mr. Chairman, Board Member Thompson,
2 you're absolutely right. These are not deleted and going away.
3 All it is is it's -- these dropped down in the prioritization as
4 compared to the projects that were added into the program. So
5 in next year's program, these projects will probably rise to the
6 top. So they will be the highest priority projects. So it's
7 just when they're compared to the projects that are currently in
8 the program.

9 MR. THOMPSON: Thank you.

10 CHAIRMAN CUTHBERTSON: Okay. Thank you.

11 Board Member Elters, you got a question?
12 Comment?

13 MR. ELTERS: Just a comment.

14 Greg, just a comment. You said earlier this was
15 a one department effort. I want to compliment you. It clearly
16 is. Takes a lot of work to get to this point. We've been
17 juggling a lot of things, so for my part, I appreciate the
18 effort to get us here, and I appreciate the explanation you
19 provided.

20 MR. BYRES: Thank you.

21 CHAIRMAN CUTHBERTSON: Yeah. Thank you Board
22 Member Elters.

23 MR. ROEHRICH: So Mr. Chairman, I did want to
24 talk about a couple other items that had been brought up before,
25 as we said. So we went through the 189, State Route 189, and

1 with the full build out in there, we really appreciate all the
2 effort that the Board has working with staff and obviously our
3 local stakeholders.

4 The second one I wanted to talk a little bit
5 about was the I-15. Interstates 15, as you know -- thank you,
6 Lynn -- you know, this has been presented to the Board for a
7 number of years, and it -- I think it precedes all the current
8 members of the Board when we started talking about this
9 corridor. So it's been around for quite a while.

10 As we identified, there are seven -- eight
11 bridges at seven locations along that corridor, and the bridges
12 are some of our oldest bridges as well as some of our most worn
13 and used bridges along that corridor. It's a little 29-plus
14 mile stretch of interstate in Arizona which really can -- you
15 can't access it in Arizona. You actually have to either go to,
16 like, Nevada or to Utah. We have one -- two communities on
17 there. Liverfield and Beaver Dam, I think, are the two
18 communities right off of it, and it's on, like, one interchange.

19 MR. HALIKOWSKI: Floyd, it's Littlefield, not
20 Liverfield.

21 MR. ROEHRICH: Did I say liver? Well,
22 Littlefield. It's just my lisp. I'm still trying to learn how
23 to talk with my new lips.

24 Anyway, so as we've identified this, it's a
25 corridor that had over \$300 million worth of needs on those

1 bridges at a time when our economy obviously was shrinking and
2 our program was shrinking. We were struggling with how to
3 approach this. And yes, it's an ADOT responsibility. It's in
4 our state, so we have a responsibility to move forward with
5 this.

6 So we've taken the strategy of the best way to
7 move this forward is to start taking these bridges one at a
8 time, space them out every few years, fit them in the program,
9 try to pull together -- similar as we've gone with other
10 projects like 189. Find funding sources, state highway funds,
11 bridge funds, preservation funds, any opportunity we can to find
12 funds within the program, but start taking these bridges one at
13 a time.

14 So so far, and I guess I'd like to point out --
15 you may not be able to see it -- but the red numbers up there
16 are the locations where the bridges are at. They're all single
17 bridges with the exception of location number five up there.
18 That section needed a double bridge, bridges side by side.
19 Otherwise, they're single structures, functioning as a single
20 structure, and there's a (inaudible) lotion where they're at.

21 MR. STRATTON: So Floyd --

22 MR. ROEHRICH: We've completed --

23 MR. STRATTON: -- we've also got some TIGER
24 grants, too, right?

25 MR. ROEHRICH: Yes, sir. I was go to talk about

1 that.

2 So so far we've addressed this, we completed our
3 first bridge on that corridor, which was bridge number six, and
4 that was the bridge that was identified with the most critical
5 condition at the time. That was completed around 2016, and as
6 part of that, we've got almost \$21.6 million TIGER grant to help
7 with the overall cost of that bridge. It was somewhere around
8 about \$30 million.

9 Since then, in the program you're going to see
10 for 2020, we've got our next bridge replacement, which is bridge
11 number one. That's at \$50 million. So these bridge sites are
12 fairly expensive for a number of reasons. One, it's a tight
13 working condition. It's an environmental sensitive area, and
14 these are pretty large structures because they're -- you know,
15 they handle both directions of traffic. So you got four lanes,
16 shoulders, other components on it.

17 So when we originally estimated these
18 improvements, probably, you know, seven, eight years ago,
19 obviously, yes, the construction costs and everything else
20 increased. We're seeing an increase in those bridge construct
21 costs as well. Originally we programmed this bridge, bridge
22 number one that's in the program, at 33 million, but it has
23 increased to 50 million as we've refined scope, bid them,
24 prepare the design elements and get the project ready to go.

25 So we're going to see a continuation of cost

1 increase on this board as we address did other bridges. But
2 because of the strategy, not having all the money to do these
3 bridges all at once or all at one time, having to spread them
4 out, we're also seeing an increase in some of the preventative
5 measures we have to take in the meantime.

6 In the program, you're going to see in fiscal
7 year 19, \$6.6 million for bridge deck work. Those are on
8 bridges two, four, and then the two bridges at five. Again,
9 because it's time, these continue to see large volumes of
10 commercial vehicles and traffic on these -- this corridor, we're
11 seeing a degradation of the bridges as well. We don't have the
12 money to completely replace them, so we're going to have to do
13 preservation work.

14 So I want to point out that in this program,
15 we're addressing one more bridge, but there's also a need to
16 address some of the bridgework as a preventative maintenance
17 measure as we continue to look at funding the replacement of all
18 those bridges. Will it take another decade or so to replace all
19 those bridges? Probably, because I think in the -- there's only
20 one bridge in this five-year program. I think the development
21 program, we were going to try to fit one or two more bridges in.
22 I think we're studying that, the cost for that. And again,
23 we're going to continue to look for opportunities.

24 As we develop those projects, we're also looking
25 for opportunities to go after grants, to talk to our neighboring

1 states about partnering opportunities, maybe their support to
2 give us greater weight when we go after grant opportunities.
3 But we are going to continue to pursue every opportunity we can
4 to find the funding to move this project -- to move these
5 improvements forward and to accelerate these bridge projects in
6 the program.

7 These bridges, as I said, are in a deteriorated
8 state. That is continuing to obviously see those impacts.
9 We'll continue to address them through our maintenance budget
10 and through our programming budget as necessary as we look for
11 the full replacement of those bridges. But it is taking time,
12 and we're taking them one piece at a time. And I know there was
13 some discussion, previously board members had asked about other
14 funding opportunities or we'd looked at, like, public-private
15 partnerships and other possibilities.

16 Yes, we will keep those open, but at this point
17 we've not identified the ability to put together a package on a
18 P3, but we have identified possibly other federal grant programs
19 and other grant programs that we can go after to get help, help
20 funds.

21 So it's instrumental that we keep developing
22 these projects, getting them, if you will, shovel ready so we
23 can go compete competitively for those funds, and we find the
24 funds, then start addressing those bridges. But right now we're
25 on a path of doing one every few years until we can get through

1 the full number of bridges. So with that, I'd ask if there's
2 any questions from the Board.

3 CHAIRMAN CUTHBERTSON: Board Member Stratton.

4 MR. STRATTON: Big surprise, I have questions on
5 I-15, Floyd. Several months ago I asked about the effects of
6 trucks pulling triples on those bridge decks, and you were going
7 to have someone look at that. Did anything ever come back?

8 MR. ROEHRICH: Mr. Chair, Mr. Stratton, my
9 understanding is that we're still gathering information. I'm
10 going to have to defer to the state engineer to see where we are
11 at in analyzing that. But you know this corridor, our
12 maintenance groups in Littlefield are on this corridor every day
13 monitoring those bridges, evaluating it, evaluating the traffic
14 on there. It's a continued effort. I don't know about pulling
15 together a specific analysis of that degradation.

16 MR. HALIKOWSKI: Mr. Chairman, never shy to stick
17 my nose into this, but you know, the problem is really more than
18 just the triples, which have been using that bridge, as you
19 know, in Arizona or those set of bridges for a number of years.
20 It's the only place in Arizona where triples can run, and the
21 feds froze our size and weight configurations back in 1990. So
22 we've been running triples well before and since then.

23 The issue is that these bridges were built in the
24 19- -- late 1960s, early 1970s, and shortly after I took over as
25 director of ADOT, the bridge engineer requested a meeting with

1 me. And he said, you know, we've got to fix these bridges up on
2 I-15, because they're two-girder bridges, and we don't even
3 build two-girder bridges anymore, because if one girder goes
4 out, guess what happens to your bridge?

5 And we took a trip up there, and we actually --
6 Floyd talked about the maintenance issues, but you know, we're
7 holding these things together as best we can. And I asked why
8 wasn't this taken care of before? It's a tough sell to a board
9 of transportation, because we get no economic benefit from this
10 particular section of interstate. The feds, in their wisdom,
11 thought it was such a pretty drive, they would drop down through
12 this corner of Arizona. It is one of the most environmentally
13 sensitive places on earth.

14 The problem is we can't detour, because it's a
15 260-mile detour if we close this route. And as has been pointed
16 out from the other states, it's your problem. You get bridge
17 funding. You get money. You need to fix it. I think we had
18 250 million in the program at one point because we wanted to go
19 in and fix all the bridges at once, because you can imagine it's
20 a traffic control nightmare as you're trying to funnel these
21 things through, fixing bridges one at a time.

22 But the Board at that point took the 250 million
23 out -- and I'm not criticizing the decision -- but they really
24 felt it needed to be applied to Greater Arizona and not this
25 particular area. And Chairman Feldmeier at that point

1 instructed us to go find money via perhaps a P3, and we
2 diligently undertook that and filed a letter of interest with
3 the federal government to toll this 28-mile section through
4 Arizona.

5 Because you've got this ADT, average daily
6 traffic, of 21,000 trucks a day. And if you go up there and
7 stand under those bridges, you can see the shaking and the
8 pounding from these 18-wheelers and bigger vehicles. But the
9 problems is once we've filed that expression of interest, which
10 is just asking the federal government if we could consider it
11 under their pilot program, the wheels came off pretty much at
12 that point. Mohave County Board of Supervisors passed a
13 resolution against it. Of course, our own trucking industry
14 here in Arizona is strongly opposed to tolling anything on
15 Arizona's highways. And then we had a lot of issues with the
16 Utah governor, calling Governor (inaudible), saying how dare you
17 impose on a toll on our citizens on their way to Nevada. So
18 there was a lot of public opposition, even though we never began
19 any formal action.

20 So I think with this issue, timing is everything,
21 and what we've been able to do in the meantime is repair some of
22 the worst. But as we move forward, either we're going to look
23 at a long, drawn-out process of doing these one at a time, or
24 we're going to have to figure out some other way to get it done.
25 And it's a tough sell, as I said, because we get really -- very

1 little economic benefit and very little fuel tax or anything
2 from the traffic passing through.

3 MR. STRATTON: And I don't disagree with what
4 you're saying. I know we have to maintain them. However, as we
5 sit here and listen to the people from Yuma and Santa Cruz and
6 Show Low and everywhere else in Greater Arizona that need things
7 done for safety reasons or new -- hire ADTs of whatever the
8 reason may be, it's really difficult to sit here and deny
9 citizens that we -- that drive on our roads, Arizona citizens
10 that drive on our roads and we maintain while we put money from
11 Greater Arizona into this particular stretch of road, and as you
12 said, get nothing back from it other than a lot of expenditure
13 that denies the rest to Greater Arizona.

14 But my -- back to my point on the triples,
15 because we're doing work on the bridge decks to try and hold
16 them together, and it is going to take a long time to do all of
17 this, I'm wondering if we limit it -- if we could limit to
18 doubles, would that let the bridge decks stay longer and do less
19 damage to the bridge? As you said, they shake if you're
20 standing under them. Well, obviously they're going to shake
21 more with triples than with doubles.

22 MR. HALIKOWSKI: It's quite an experience to be
23 under those bridges while those trucks are going over, and I'll
24 let the state engineer comment. I mean, there's the dead weight
25 of the vehicle, and then there's the axle distribution. But if

1 we are unable to maintain these at that level, then I think one
2 of the things he'll talk about is do you begin to close lanes or
3 restrict traffic. Dallas.

4 MR. HAMMIT: Mr. Chairman, Mr. Stratton, as we've
5 looked at it, and the director hit it pretty close there, the
6 biggest detriment to the bridges are the axle weight, and the
7 triples aren't increasing the axle weight. It's spreading it
8 out. You have longer a way. You have got more axles. So we
9 aren't increasing the total weight per axle on those bridges.
10 It's just a longer vehicle.

11 Now, I don't know that we've ever tried to
12 calculate, and I need to talk to our bridges folks, having the
13 three trailers hit it and how to do an analysis of theirs,
14 because most of ours is either on the dead weight, and they're
15 not overweight for sure, but then it's on axle weight. And
16 again, if anything, it's probably lighter on the axles with the
17 triples than it is with the fully-loaded double trailers or
18 single -- the 57-foot trailers.

19 MR. HALIKOWSKI: So I guess I'd add,
20 Mr. Chairman, is, you know, we all do sit here and hear the
21 needs around Arizona, and obviously there's not enough funding
22 to go around and answer everything, which is why you guys have
23 the tough choices to make based on our recommendations. But if
24 we're to somehow look at doing a public-private partnership and
25 some kind of toll in the future, it would be really useful to

1 get support from Greater Arizona and a lot of the entities out
2 there, because as we saw with the Legislature, even though the
3 industry wanted to impose an axle fee on itself for improvements
4 in Nogales, that was very, very hardly fought at the State
5 Legislature. So if we go out as ADOT and try to impose a toll,
6 it really is a four-letter word among a lot of people within the
7 state of Arizona, and you have to have a lot of support, I
8 think, in order to be able to do that.

9 MR. STRATTON: And I don't disagree with that at
10 all. But I believe the support has changed in the past year as
11 we have received multiple resolutions asking to find alternative
12 funding sources for that particular stretch of road from MPOs,
13 counties, cities, towns and the whole gamut. And again, as we
14 were in Kingman this year and I sat with the board of
15 supervisors and mentioned the very fact that they had -- she had
16 no knowledge of that and said, I can tell you from my point of
17 view, she said, I am not opposed to a toll. So the feeling of
18 Mohave County may have changed or may not have. It could just
19 be her view. But I don't know if it's worth looking at again or
20 not, I guess, is my point, because I don't see another
21 alternative there.

22 MR. HALIKOWSKI: Well, Mr. Chairman, as I said,
23 Board Member Stratton, I think it's an issue of timing. It's
24 something that I'm not going to rule out that we would look at
25 again. But again, you know, very often -- and I'll just tell a

1 little story here. As we were talking about doing some major
2 improvements in a particular region by adding a new road. I was
3 talking with some of the mayors, and they said, well, you know,
4 it's not that it's a bad idea. But John, we got elections
5 coming up in two months here or whatever, and you're talking
6 about a toll, and that's really hard for a local politician to
7 support. So again, I think it's a question perhaps of timing.

8 CHAIRMAN CUTHBERTSON: Board Member Hammond.

9 MR. HAMMOND: Yeah. And this is three and a half
10 years into this board. We've been discussing this issue for at
11 least three and a half years that I've been on the board. And
12 you know, I think as we approach -- the approaches that we've
13 looked at in the past, whether it's Utah, Nevada, our own
14 residents in Mohave County, P3s, tolls, none of that dynamic has
15 changed.

16 I guess the question I would have -- this is more
17 of a rhetorical -- is what could we do to change that dynamic?
18 I mean, for example, if we said, okay, if there's 10,000 trucks
19 going through that, okay, we're going to limit it to five. You
20 know, you two states decide which 5,000 get to cross. I mean,
21 we'd probably get sued by somebody. But where's the -- where's
22 the leverage or the items that we can do that change the dynamic
23 that we now have? Because that's the only way something's going
24 to happen, is where somebody says, okay, now you've done it.
25 Now we -- and we -- whatever we've done, we did legally. You

1 know, now you've got my attention. And yeah, we'll sit down and
2 talk about something, tolls, funding from these neighboring
3 states that use it. Is there any leverage, legal leverage, or
4 we just are stuck with the same discussion three years from now?

5 MR. HALIKOWSKI: Well, Mr. Chairman, I will point
6 out besides Floyd being the caretaker of the Board and the
7 executive director, he also runs ADOT's P3 program, and I don't
8 know that we'll be stuck with the same discussion three years
9 from now. But here's what's evident to me as the director, is
10 again we have a lot of needs. And I listen to people come up
11 saying that this project that I'm talking to you about is the
12 most important project in the state or it's very important for
13 my region, for the economy, or we need, you know, maintenance,
14 we need (inaudible). There's just not enough to go around.

15 And if you look at a state again -- I'll use
16 Texas -- they fund a lot of major projects through public-
17 private partnerships and tolling. It's not always popular
18 there, but there seems to be a unity that that's the way that
19 we're going to do business in that state. I don't know that we
20 have that unity yet in Arizona, because it can get very personal
21 on a local level, and as it did up here when we talked about
22 tolling I-15. The residents of Littlefield and some of the
23 other communities were saying, why should I have to pay a toll
24 to get to my house?

25 And so we're going to need, I think, some real

1 unity that this is the direction that we're going to move
2 forward to do business. Because back when the P3 laws passed,
3 we were criticized for not going after more P3s, and I remember
4 talk to an elected official who said, well, what's the problem?
5 And I said, well, people don't like tolls. Well, no one ever
6 told us when you were passing P3s that there was going to be a
7 toll. I said, well, where did you think the revenue was going
8 to come from? It just doesn't appear out of the air. I have to
9 pay back the money that we're borrowing. And I think there's a
10 real disconnect at times between the toll and what it's paying
11 for and the public's perception of it.

12 MR. ROEHRICH: So Mr. Chair, Mr. Hammond, I'd
13 also comment on there, because I think you bring up a very good
14 point, and that is the operations of our not only interstates,
15 but our highway system as well. And I will give credit to
16 Dallas and a whole -- his whole team out there in the
17 maintenance and the development side (inaudible) side and TSMO
18 side.

19 We're constantly evaluating that. And there have
20 been examples where there have been concerns either with a
21 bridge or with a stretch of road somewhere that we've limited
22 either the weights on it or we've put in speed limit
23 constraints, things like that. We will be analyzing this
24 corridor. If we did not view it was safe, we would take those
25 measures, but I don't think we're going to arbitrarily take

1 those measures until we have the justification and the reasoning
2 why we're either going to limit it to one lane or we're going to
3 slow down the speed limits on that in order to control the
4 traffic.

5 As we look at doing one project at a time, one
6 bridge at a time, and this takes longer, would it degrade to the
7 point where those measures may have to be in place? Dallas'
8 team is looking at that, and when they recommend that and they
9 say that's the measure we have to do, we are going to implement
10 those exact options, because I think you're right. If you look
11 at the long-term impact of not seeing an increase of revenue on
12 our system, as Greg has pointed and Kristine has pointed out
13 month after month, and we slowly -- or rapidly, actually, we're
14 accelerating towards only preservation, very little expansion or
15 even modernization, maybe a slight (inaudible), you're going to
16 probably see operational impacts over time if we don't increase
17 the funding to the point where we can really address those
18 expansion needs and address the aging infrastructure.

19 To me it's a telling sign every time we go
20 through this programming cycle. When Greg puts up the slide and
21 it's that vertical bar chart that shows at the red, here's our
22 critical bridges and pavements. Here's the yellow. Here's our
23 fair, and then here's the green. And you see the red, the poor
24 and the red condition. We're fighting just to keep that as
25 minimal as possible, but you see that yellow constantly growing.

1 If you look at what's been happening as he's identified, like, a
2 10-year period -- I think you usually show about a decade's
3 worth or so -- you see that yellow constantly growing. We're
4 keeping the red, just fighting the way we are with our funding,
5 but we are losing ground on what's going in the yellow, and over
6 time those will continue to cycle through, obviously in stronger
7 deterioration.

8 Could there become a point where we have to make
9 those operational adjustments? Absolutely. But we are and
10 Dallas' team and our whole technical team and our maintenance
11 team and everybody out there is constantly analyzing that to
12 ensure when we do it, we've done it at the best safety of the
13 public. And we as an agency are going to then stand behind
14 those decisions when we have to implement them.

15 CHAIRMAN CUTHBERTSON: Okay. Board Member
16 Elters.

17 MR. ELTERS: Just for reflecting back. We've
18 been talking -- I think the director said and a couple of board
19 members said we've been talking about this for a while, and to
20 my recollection, it's somewhere between 13 and 15 years. I want
21 one hand to give credit to the Department for taking the
22 initiatives to get some federal grants done and to fix one
23 bridge that was in dire need, and they're working on at least
24 another one.

25 My concern is in the -- we've been talking about

1 it for 13 to 15 years. The one thing that has changed for sure
2 is that the conditions have deteriorated, probably in varying
3 degrees and will continue to. Understanding that this is an
4 interstate and there's only so much you can do operationally to
5 restrict or limit, my concern is unless something -- unless
6 we're visionaries and we're proactive and we get ahead of it, we
7 could very potentially reach that point where the larger money
8 that the director mentioned will need to be expended, and it
9 won't be available, and it will more than likely impact the rest
10 of the system, the program.

11 And truly, that is -- that is the point that I'm
12 concerned with as I look ahead. It may not be next year. It
13 may not be -- you know, I just got on the board. It may be
14 after, you know, I move off the board. But it will come,
15 because that's what happens to infrastructure over years. It
16 degrades and deteriorates, and I truly and sincerely believe
17 there isn't an easy answer. If there was one, somebody would
18 have found it through the department and previous boards, but I
19 did not believe we can just kick this can down the road a whole
20 lot longer, and something needs to be done. Some initiative
21 should be taken. We -- if it takes educating locals,
22 neighboring states, whatever it takes to get to that point, I
23 think we have to start somewhere and do something.

24 Thank you, Mr. Chairman.

25 CHAIRMAN CUTHBERTSON: Okay. Thank you.

1 Board Member Thompson.

2 MR. THOMPSON: That was my thought. With
3 (inaudible) comment. What efforts have been made by the DOTs in
4 Utah and Nevada working with the State of Arizona coming up with
5 some idea to partner up on, you know, some funding resource or
6 scheduling? Has that happened? And if so, what was the
7 communication between the three DOTs?

8 MR. HALIKOWSKI: So Mr. Chairman, we've had
9 discussions with the DOT directors in Utah and Nevada, and it's
10 been some years since I've brought it up. But I mean, the point
11 they're making is that -- especially in Utah, they've already
12 got partial tolling on I-15. You know, they've got Fast Pass
13 lanes and things like that. But it's your choice whether you
14 want to pay to use that. So it's not a fully tolled facility.

15 But the point they make is that each state does
16 get its apportionments from the federal government for bridge
17 repairs, for, you know, state highway systems, for interstates,
18 and that, you know, I would not anticipate either of those
19 states providing us with any of their funding to fix I-15. I
20 think they're going to wait and see how Arizona takes care of
21 the issue itself.

22 As I said when we tried to resolve it, at least
23 by asking the question could we do a public-private partnership
24 and toll it, Nevada was -- and not as opposed, but Utah was very
25 opposed, as was Nevada. So we could talk about partnerships,

1 but getting any direct funding or anything from those other
2 states, it's probably a better bet to talk to Congressional
3 delegation and see if there's anything they can do to help us
4 with federal funding.

5 However, having said that, I don't know if
6 Washington, DC knows exactly where it is on transportation these
7 days. You know, the last I heard from the President's plan is
8 we were going to have to come up with an 80 percent match to
9 draw down federal funds, and I will tell you given the State of
10 Arizona's finances, that's just not going to happen. We're not
11 going to be players in that game.

12 And what Congress may or may not come up with, I
13 can't tell you. I mean, Speaker Ryan has said any increases in
14 gas tax are off the table. So whether the next speaker might
15 entertain something or not, I don't know. But the problem is we
16 have no coherent plan coming out that I can predict the future
17 from the federal perspective. So bottom line here, and I don't
18 mean to be Debbie downer, but other than getting, you know,
19 vocal support from other states or maybe their support if we're
20 applying for a grant, I don't anticipate them financially
21 participating in this.

22 CHAIRMAN CUTHBERTSON: All right. Thank you.
23 Board Member Stratton.

24 MR. STRATTON: Realizing this is an election year
25 and it is a sensitive project or subject, is there any

1 possibility -- as you said, we do receive moneys from the feds
2 for bridge repair and freeway and such. Is there any way to
3 take a portion of this or this -- for this particular road off
4 the top before the money is split so the impact to Greater
5 Arizona is not as significant? That we still are paying a lot
6 of it, probably the largest portion, but at least there would be
7 some moneys left to take care of some of the needs of the
8 Greater Arizona?

9 MR. HALIKOWSKI: Well, I think, Mr. Chairman,
10 it's certainly -- I think, Mr. Chairman, certainly it could bear
11 some discussion, but if I were going to use an example for that
12 sort of interregional cooperation, I'd say take a look at I-10
13 between Phoenix and Tucson. I mean, it's no secret that
14 economically, there's great benefit to both those large
15 metropolitan areas from I-10, and yet as we begin to talk about
16 working respectfully with the Gila River Indian Reservation,
17 with that community to widen I-10 through that 28-mile stretch,
18 I would say that it would be really great if you could get
19 regional cooperation within that to pay for Greater Arizona's
20 portion. So it's possible to talk about paying for I-15 off the
21 top, but I guess I'd also look at where else might that example
22 fit within Arizona, whether it's I-10 or I-17 in the future.

23 MR. STRATTON: And I wouldn't be opposed to those
24 collaborations. Just, as I've said, I'm just trying to find
25 some way to --

1 MR. HALIKOWSKI: I appreciate that.

2 MR. STRATTON: -- help the needs of Greater
3 Arizona.

4 MR. ROEHRICH: And Mr. Chair, Mr. Stratton, I
5 think that's great, but remember it's just one time. Do you
6 want to break it up into eight pieces of pie or 12 piece of pie?
7 It's just one pie, and so the volume's not changing. Without an
8 increase of revenues, it just means you are to take it from
9 other places.

10 MR. HALIKOWSKI: Floyd's saying we need more pie.

11 MR. STRATTON: And I don't disagree with that.

12 MR. ROEHRICH: I do like pie.

13 MR. STRATTON: That's why I'm a big supporter of
14 tolling that particular piece. But as Sam said, this has been
15 discussed for over a decade.

16 MR. ROEHRICH: Oh, the state engineer before me
17 had this problem.

18 MR. STRATTON: Yes. Well, that may not be a
19 permanent solution is the for pieces of pie. It may be helpful
20 solution for a stop gap measure.

21 MR. ROEHRICH: More pieces of pie just means
22 smaller pieces of pie.

23 MR. HALIKOWSKI: So I guess it's just very
24 interesting, Mr. Chairman, as we look at these issues and we
25 talk about getting more funding. We saw this incredible

1 phenomenon this year where teachers came from all over the state
2 and demanded more funding for education and got it.
3 Unfortunately we don't have that kind of constituency and that
4 sort of unity when it comes to increasing transportation
5 funding. That's very difficult for people to get focused on
6 anything outside of their sort of narrow area that they utilize.

7 CHAIRMAN CUTHBERTSON: Okay. Mr. Hammond. Board
8 Member Hammond.

9 MR. HAMMOND: Give me the last word here. I
10 think we should reduce the speed limit to 15 miles an hour on
11 that stretch, and we'd get somebody's attention.

12 MR. ROEHRICH: Mr. Chair, I will make sure that
13 the state engineer gets that comment.

14 MR. HALIKOWSKI: That is his -- fully his
15 responsibility Mr. Chair.

16 CHAIRMAN CUTHBERTSON: Okay. All right. So
17 we've address add couple of your bullets there. We still
18 have --

19 MR. ROEHRICH: Yes, sir. Then the last one. I
20 know it's been brought up a number of times, and that's the U.S.
21 95, Avenue 9E through the Imperial Dam Road, specifically was
22 asked by Mr. Knight, but again, US-95 through the whole
23 corridor, U.S. State Route 95, different segments as the
24 citizens have identified here.

25 Greg, you alluded to the fact that we've got

1 corridor profiles on these and that they could be developed into
2 projects that would go through the program process. Did you
3 want to talk about that?

4 MR. BYRES: (Inaudible.)

5 Mr. Chairman, board members, we have recently
6 completed our corridor profile study on US-95, and with that we
7 can now start taking a look and developing projects. So that's
8 one of -- that's exactly what we were in the process of doing
9 right now.

10 So we work with the different districts. We
11 worked in the different MPOs to start doing that. And so now
12 that we have this corridor profile study -- and I'd just kind of
13 give you a quick example of one of the things that we look at in
14 these profile studies, is we take and break -- these are long
15 profile -- or long corridors. So we take and break these up
16 into segments, trying to use our logical (inaudible) into each
17 one of the different segments. So that as we develop projects,
18 they obviously can fulfill need within each of those segments.

19 And we take and look at the different criteria.
20 We look at the pavement. We look at bridge. We look at
21 mobility. We look at safety. We look at freight. And we take
22 and rank each one of those in the different segments. So -- and
23 we've done that all the way up and down US-95. So do we have
24 issues with US-95? Yes, we do, and they've been identified in
25 the profile study. So now that we know those shortcomings on

1 each of the different segments, we can start developing projects
2 that would go through.

3 But as we develop these projects, if it winds up
4 being an expansion project to take and satisfy a certain
5 criteria, again, that's going to have to compete against the
6 rest of the expansion projects throughout the state, as well as
7 if it's a modernization project or if it is even a preservation
8 project. All of them, as we develop these projects, will go
9 through our prioritization process in order to compete on a
10 statewide basis. It's not just on a single corridor, but rather
11 on a statewide. But that's exactly how our process works. So
12 that's exactly what (inaudible).

13 CHAIRMAN CUTHBERTSON: So for adding lanes to 95
14 in the particular section between Yuma and the Proving Grounds,
15 that would be an expansion project. But you have enough
16 information now that you would be able to program that into the
17 process that you evaluate projects every year and rank it, and
18 if it falls out on a -- at a higher level than other projects,
19 then that would be included in the next phase of planning for
20 the five-year plan.

21 MR. BYRES: Mr. Chairman, that is correct.

22 CHAIRMAN CUTHBERTSON: Hypothetically speaking.
23 Yeah. That's the way it would work.

24 MR. KNIGHT: Mr. Chair.

25 CHAIRMAN CUTHBERTSON: Board Member Knight.

1 Yeah.

2 MR. KNIGHT: Yes. Thank you for filling us in
3 with that information. My question is 95, all we're really
4 looking at is about 16 miles, and it's primarily for us a safety
5 issue (inaudible) high traffic volume, specifically between 9E
6 and YPG. We've got four lanes to 9E. From 9E to YPG, it's all
7 two lanes, and it is really dangerous, particularly during the
8 time of day, early in the morning and in the afternoon when all
9 of the employees from YPG are either going to work or coming
10 home, and it gets a whole lot worse in the wintertime.

11 Looking back on this with a little history,
12 there's a 16-mile corridor that goes from 9E to Aberdeen Road,
13 which is a little farther but -- I think it's about four or five
14 miles farther than the YPG turnoff, and it was divided up into
15 four segments. The first segment had the Fortuna Bridge in it,
16 and that first segment was taken to 95 percent design
17 completion, and then it was decided to remove the bridge and do
18 that separately.

19 So we've got two miles from 9E to 11E that the
20 design is 95 percent completed. And I understand the funding
21 problem. But if we could just take the rest of that first
22 segment, which is two miles, and do the acquisition of right-of-
23 way and get the funding just for -- just for that small portion
24 on the two miles, the acquisition of right-of-way and the
25 utility would have to be (inaudible) so that we're moving -- so

1 we're moving forward on the whole -- the 16 miles, but we're
2 doing it, as you said, a segment at a time.

3 And this is the remaining portion of the segment
4 that contained Fortuna Bridge, which is done, which is very
5 nice, and it's done, four lanes, although only two are being --
6 only a quarter portion of it or a half a portion of it is being
7 actually used. The rest is not. But that's fine. I understand
8 it's there for future. I just don't want to see us have to do
9 major bridge repairs before we ever get to use the whole bridge.

10 So -- and -- and I'm looking at it more from a
11 safety aspect than an expansion. I mean, it's -- Highway 95
12 with 8,500 average daily traffic is being overloaded. It just
13 -- it just doesn't -- because it all happens at specific times
14 of the day. It's not like you're going to be spreading 8,500
15 cars out over a 24-hour period or a 12-hour period. It's all
16 happening either early in the morning when those employees are
17 going to work or later in the afternoon when they're coming
18 home. And so it's -- that congestion is occurring, and at the
19 same time every day, and it's all at once.

20 So we refer to that section of highway as the YPG
21 500. It's almost impossible to pass, but (inaudible) and as it
22 was mentioned earlier, we just recently had another fatality
23 with a head-on collision, which I'm sure could have been avoided
24 if you would have had more lanes.

25 So at this point all I'm really asking for is

1 just enough funding to do the right-of-way and the utilities and
2 carry forward on that two miles that the bridge was a portion
3 of, and it seems like when the bridge got taken out, to do the
4 rest of it just fell by the wayside. And we've already gone as
5 -- that far with that two-mile stretch, so if we could just
6 concentrate on 9E to 11E and -- since it's 95 percent design
7 complete, I think -- anything that could be done would, you
8 know, (inaudible) would be much appreciated.

9 MR. BYRES: Mr. Chairman, Board Member Knight,
10 you just described pretty much a perfect scope. So with that,
11 we can take and develop a project that we can take and run
12 through our two -- our P2P process for expansion projects and
13 see where it ranks. I mean, to me, there's -- the way you just
14 described it, especially with the safety issues, it may rank
15 much higher than something that we currently have in there that
16 we could put into -- in the project.

17 But the big thing that we're trying to do is just
18 trying to make sure that we're maintaining our system that we
19 have in place, being the P2P process, being the prioritization
20 process that we have. But you just described a very good scope
21 that would go into our P2P process, and we can work with the
22 district and we can work with the MPOs in developing that
23 project scope so that we have something that's -- that we can
24 put through the competitive process. So that's exactly what we
25 will be doing.

1 MR. KNIGHT: Thank you.

2 MR. ROEHRICH: But Mr. Chair, I want to make sure
3 that we understand the timing of this. Because we're now at the
4 final stages of this five-year program, finding the money now
5 would require us to move something out. So when Greg says we
6 want to do that process, we want to do that process in the next
7 programming cycle, which means that we will do that as part of
8 our evaluation later this year as we bring to the Board in
9 January the tentative program with those options moving forward.

10 If you were hoping to get it in this five-year
11 program, I'm saying we don't have the ability to do that now,
12 because we don't have the analysis to determine how much money
13 that is. But if you do want to put money in this five-year
14 program, that means you've got to move something out.

15 So I guess my question is if you're attempting or
16 you want to do that now, I guess we'd have to decide or if you
17 have a recommendation on how to move forward with that. But if
18 you take staff's recommendation, we've got the corridor studies.
19 We're going to develop an implementation plan similar to what we
20 did like I-15 and some of these other corridors, and we'll be
21 able to present something to you in the next programming cycle.
22 Because we go through this yearly, we will always have the
23 ability to continue to modify projects. As you see, we brought
24 you modifications this year. So I guess I want to make sure I
25 understand your expectations.

1 MR. KNIGHT: Well, I do have some numbers for
2 you.

3 MR. ROEHRICH: Okay.

4 MR. KNIGHT: They came from ADOT.

5 MR. ROEHRICH: Okay.

6 MR. KNIGHT: (Inaudible.)

7 UNIDENTIFIED SPEAKER: Can you get the
8 microphone, please?

9 MR. KNIGHT: The cost that I have here,
10 particularly referring to the right-of-way and utility, since --
11 and probably finishing out the 5 percent, we're looking at about
12 \$5 million. So whatever we could do with that, I don't know
13 whether you've got a contingency for that small amount with
14 contingency funds.

15 MR. ROEHRICH: Mr. Chairman, Mr. Knight, I did
16 cite one point to Greg's staff to take that look at it and then
17 come back with a plan. But again, I guess I would like to say
18 in order to get this approved by next Friday, let's evaluate
19 that, and every month we bring you feedback adjustments to the
20 program if we're ready to move forward with it.

21 And if we could determine something before next
22 programming cycle, then we would bring that back to the Board to
23 action as part of our program modifications. If not, if we go
24 through the analysis and then we prepare and bring it forward as
25 a longer strategy for that corridor, then we would present that

1 next programming cycle.

2 So absolutely I'd like to have that information.
3 But I want to make sure that I understand the expectation, and
4 if we're going to try to force something in here as we try to
5 finalize this program.

6 My recommendation is let's move that past this
7 program, and let's finish it today. Again, as long as the Board
8 is concurred with it, you're ready to action it next Friday. We
9 always have the ability to modify it from there, but then look
10 for the longer strategy to address that corridor just as we have
11 done on our other corridor implementation plan.

12 MR. KNIGHT: Okay. I'm satisfied with that,
13 Floyd.

14 CHAIRMAN CUTHBERTSON: Okay. Other questions or
15 comments?

16 In general, on the plan itself, we have -- we've
17 got about ten days, and we're going to come back together and
18 try and finalize the five-year plan going forward. So I guess
19 if there's other questions or comments, now is the time to bring
20 them up and...

21 Okay. Hearing none, I guess we'll move on to
22 Item 2 on the agenda is suggestion for future topics. I know
23 one of the speakers today had a suggestion about -- was it -- it
24 was the guardrails that had -- cable guardrails or something,
25 some kind of -- maybe there's been a study on it. I don't know

1 if there's --

2 UNIDENTIFIED SPEAKER: Median cables.

3 CHAIRMAN CUTHBERTSON: Median cables. Yeah. I
4 think he was just -- my understanding was he was just
5 requesting, you know, a --

6 UNIDENTIFIED SPEAKER: Discussion.

7 CHAIRMAN CUTHBERTSON: -- discussion or a study
8 or something to see if there was a possibility of using that.

9 MR. HALIKOWSKI: Mr. Chairman, we're still in
10 litigation over some particular issues there.

11 CHAIRMAN CUTHBERTSON: Okay.

12 MR. HALIKOWSKI: So I'd just like to maybe
13 table that.

14 CHAIRMAN CUTHBERTSON: The timing isn't good
15 for that right now. Okay. All right.

16 Other discussions for next or future board
17 meetings? Okay.

18 MR. ROEHRICH: So Mr. Chair, I just wanted to
19 remind the Board that the next board meeting will be our
20 standard, traditional board meeting next Friday, the 15th of
21 June. It will be at the Globe City Hall, and Ms. Priano is
22 finishing up the agenda and getting that ready. So you should
23 see that later this week.

24 But if there are any agenda items that you want
25 for that meeting, if you could let us know probably today or

1 early tomorrow so we can finalize it and get it to printing so
2 we can get it distributed by the end of the week, which is our
3 time line that the Board has asked us to meet, we'd appreciate
4 it. Thank you.

5 CHAIRMAN CUTHBERTSON: Okay. Thanks Floyd.

6 (End of requested excerpt.)
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Adjournment

A motion to adjourn the June 5, 2018 State Transportation Special Board Meeting and Study Session was made by Board Member Knight and seconded by Board Member Thompson. In a voice vote, the motion carried.

Meeting adjourned at 11:25 a.m. MST.

William F. Cuthbertson, Chairman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

July 20, 2018

RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for the construction of Interstate Route 40 within the above referenced projects to the County of Yavapai.

The right of way to be abandoned was previously established as a state highway, designated U.S. Route 66, by the State Highway Commission Resolution of September 09, 1927, entered on Page 26 of its Official Minutes, as depicted on its Official Map of State Routes and State Highways, and incorporated by reference therein. Resolutions of June 08, 1945 on Page 70; and September 02, 1947, on Page 218 led to its inclusion in the National System of Interstate Highways. The Resolution of May 02, 1957, on Page 155 in the Official Minutes, proclaimed that all roads of the National System of Interstate and Defense Highways within the State shall be designated as fully access controlled highways. The modern alignment of the Kingman-Ash Fork Highway Corridor was established by Resolution 61-32, dated August 23, 1960. Under the above referenced projects, right of way was established as a controlled access state highway for the Chino Section by Resolution 65-41 of April 21, 1965, and for the Juniper Mountain - Chino Section by Resolution 66-82, dated October 14, 1966. The American Association of State Highway and Transportation Officials gave its approval for elimination of the U.S. Route 66 designation, and the renumbering and redesignation of portions as either State Route 66, State Route Business 40, Interstate Route 40, or as State Route I-40 Frontage Roads by Transportation Board Resolution 84-10-A-64 of October 26, 1984, as disclosed therein.

July 20, 2018

RES. NO. 2018-07-A-030
 PROJECTS: I-40-2(46)106; and I-40-2(58)102
 HIGHWAY: KINGMAN - ASH FORK
 SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
 ROUTE NO.: Interstate Route 40
 ENG. DIST.: Northwest
 COUNTY: Yavapai
 DISPOSAL: D - NW - 001

The right of way to be abandoned is no longer needed for state transportation purposes. The Yavapai County Board of Supervisors has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated May 30, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced projects.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the KINGMAN-ASH FORK HIGHWAY, Chino Section, Project I-40-2(46)106"; and on those entitled: "Right of Way Plan of the KINGMAN-ASH FORK HIGHWAY, Juniper Mtn.-Chino, Project I-40-2(58)102", and is shown in Appendix "A" attached hereto.

July 20, 2018

RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

Should the County of Yavapai, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose.

I further recommend that the right of way depicted in the attached Appendix "A" be removed from the State Highway System and abandoned to the County of Yavapai, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated May 30, 2018, and as provided in Arizona Revised Statutes § 28-7207 and 28-7209, and Code of Federal Regulations 23CFR § 620 Subpart B and 23CFR § 710 Subpart D; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on said maps and plans.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

July 20, 2018

RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

This resolution is considered the conveying document for the right of way to be abandoned. No further conveyance is legally required.

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 20, 2018

RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 20, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of portions of right of way within the above referenced projects.

The right of way to be abandoned is no longer needed for state transportation purposes. The Yavapai County Board of Supervisors has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated May 30, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the KINGMAN-ASH FORK HIGHWAY, Chino Section, Project I-40-2(46)106"; and on those entitled: "Right of Way Plan of the KINGMAN-ASH FORK HIGHWAY, Juniper Mtn. - Chino, Project I-40-2(58)102", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

July 20, 2018

RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

WHEREAS the Yavapai County Board of Supervisors has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated May 30, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS if the County of Yavapai, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

July 20, 2018

RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the County of Yavapai for a continued public transportation use, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated May 30, 2018, and as provided in Arizona Revised Statutes § 28-7207, 28-7209 and 28-7210, and Code of Federal Regulations 23CFR § 620 Subpart B and 23CFR § 710 Subpart D; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced projects; be it further

July 20, 2018

RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

RESOLVED that if the County of Yavapai, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Director provide written notice to the County of Yavapai evidencing the abandonment of the State's interest.

July 20, 2018


RES. NO. 2018-07-A-030
PROJECTS: I-40-2(46)106; and I-40-2(58)102
HIGHWAY: KINGMAN - ASH FORK
SECTIONS: Chino; and Juniper Mtn. - Chino (Fort Rock Road)
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 001

CERTIFICATION

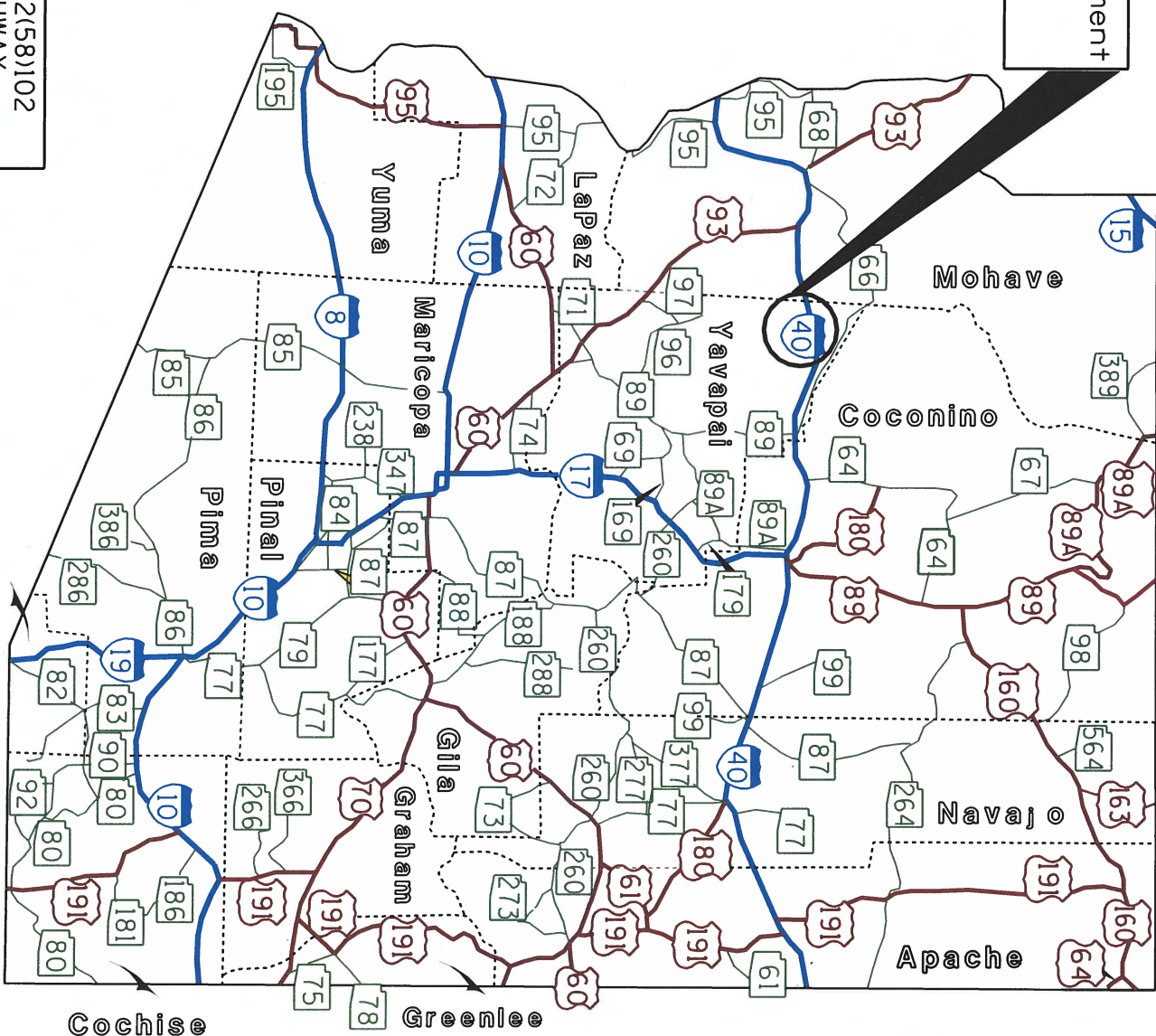
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 20, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 20, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form

Areas of Abandonment
See Sheets 2 - 4
for Details

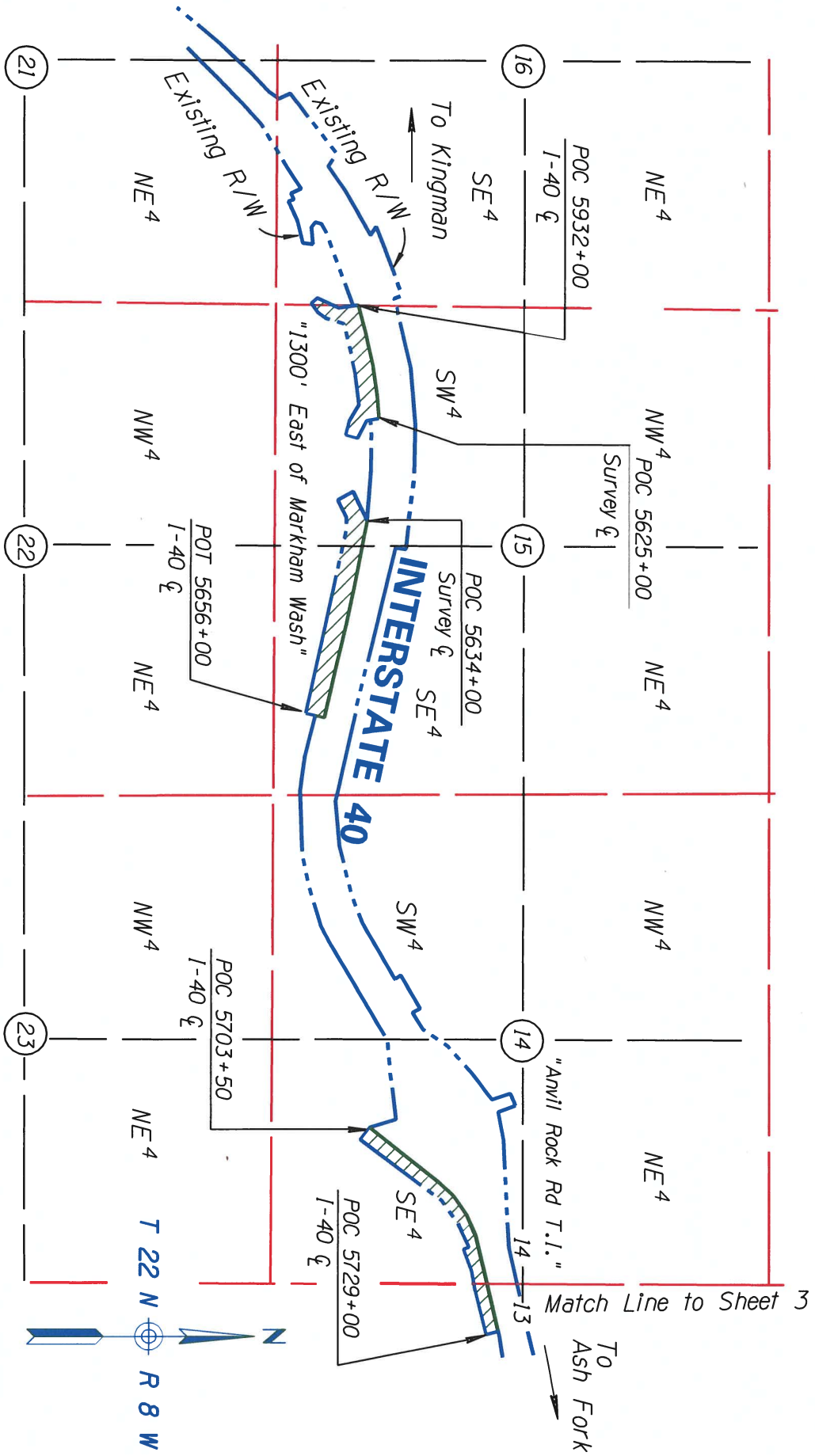


I-40-2(46)106; and I-40-2(58)102
KINGMAN - ASH FORK HIGHWAY
Chino Section; and Juniper Mtn.
- Chino (Fort Rock Road)
Yavapai County

Sanita Cruz

APPENDIX "A"

2018-07-A-030
July 20, 2018
Sheet 1 of 4



I-40-2(46)106; and I-40-2(58)102
KINGMAN - ASH FORK HIGHWAY
Chino Section; and Juniper Mtn.
- Chino (Fort Rock Road)
Yavapai County

Areas of
Abandonment

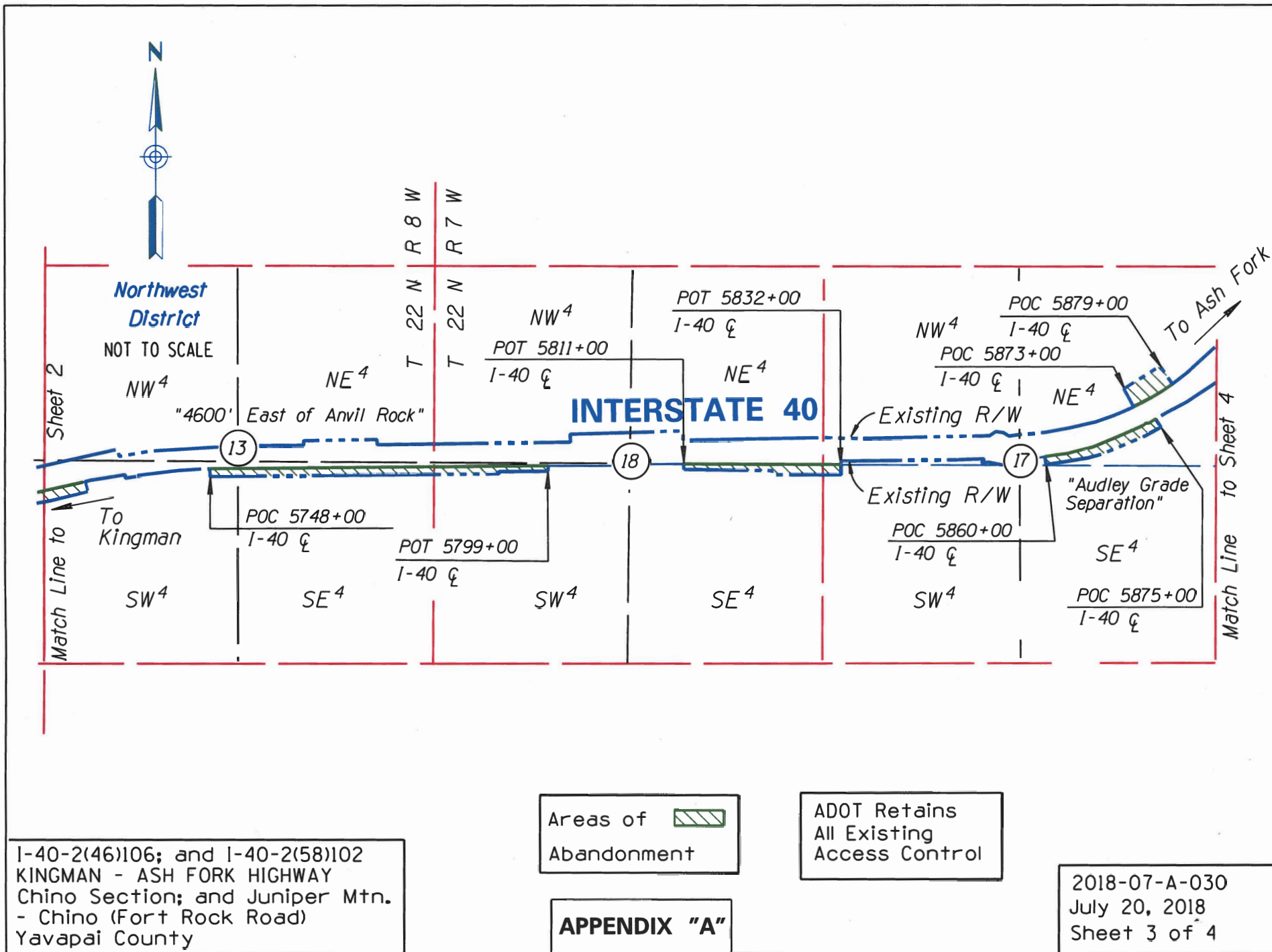
ADOT Retains
All Existing
Access Control

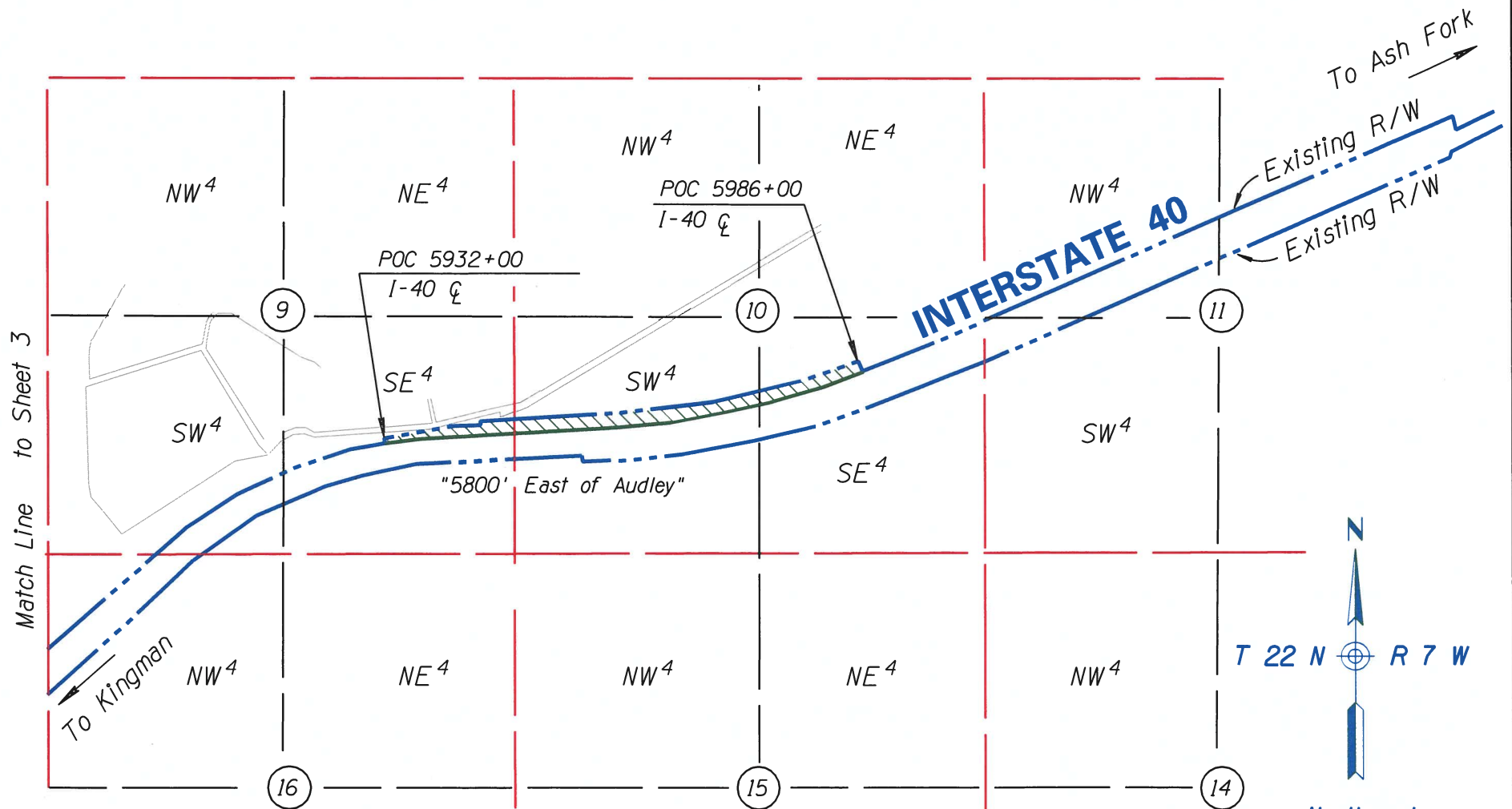
APPENDIX "A"

2018-07-A-030
July 20, 2018
Sheet 2 of 4


Northwest
District

NOT TO SCALE





I-40-2(46)106; and I-40-2(58)102
KINGMAN - ASH FORK HIGHWAY
Chino Section; and Juniper Mtn.
- Chino (Fort Rock Road)
Yavapai County

Areas of 
Abandonment

ADOT Retains
All Existing
Access Control

APPENDIX "A"

2018-07-A-030
July 20, 2018
Sheet 4 of 4

July 20, 2018

RES. NO. 2018-07-A-031
 PROJECT: 089 YV 330 H8278 / 089-B(209)A
 HIGHWAY: PRESCOTT - ASH FORK
 SECTION: Road 4 North Roundabout
 ROUTE NO.: State Route 89
 ENG. DIST.: Northwest
 COUNTY: Yavapai
 DISPOSAL: D - NW - 010

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for the improvement of State Route 89 at Road 4 North within the above referenced project.

The right of way to be abandoned was previously established as a state highway, designated U.S. Route 89, by the State Highway Commission Resolution of September 09, 1927, entered on Page 26 of its Official Minutes, depicted on its Official Map of State Routes and State Highways, and incorporated by reference therein. The Resolution dated October 28, 1933, shown on Page 414 of the Official Minutes, established the location and relocation of the Prescott - Ash Fork Highway. Resolution 62-20, dated August 22, 1961, established a relocated alignment as a state highway; and Resolution 63-14, dated January 31, 1963, established additional right of way for widening and improvements as a state highway, which was thereafter amended by Resolution 66-33, dated May 06, 1966, to encompass additional relocation and improvements. Thereafter, Resolution 92-08-A-56, by the Arizona State Transportation Board, dated August 21, 1992, renumbered and redesignated this portion of U.S. Route 89 as State Route 89. Under the improvement project referenced above, Resolution 2013-09-A-038, dated September 13, 2013, established new right of way as a state route; and Resolution 2014-05-A-017, dated May 09, 2014, established the right of way as a state highway.

July 20, 2018

RES. NO. 2018-07-A-031
PROJECT: 089 YV 330 H8278 / 089-B(209)A
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 4 North Roundabout
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 010

The right of way to be abandoned is no longer needed for state transportation purposes. The Town of Chino Valley will accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 01, 2018.

Accordingly, I recommend that the State's interest in the right of way be abandoned; subject to the retention of all existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PRESCOTT - ASH FORK HIGHWAY, Road 4 North Roundabout, Project 089 YV 330 H8278 / 089-B(209)A", and is shown in Appendix "A" attached hereto.

July 20, 2018

RES. NO. 2018-07-A-031
PROJECT: 089 YV 330 H8278 / 089-B(209)A
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 4 North Roundabout
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 010

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the Town of Chino Valley, in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 01, 2018, and as provided in Arizona Revised Statutes § 28-7207 and 28-7209; subject to the retention of all existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned. No further conveyance is legally required.

July 20, 2018

RES. NO. 2018-07-A-031
PROJECT: 089 YV 330 H8278 / 089-B(209)A
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 4 North Roundabout
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 010

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 20, 2018

RES. NO. 2018-07-A-031
PROJECT: 089 YV 330 H8278 / 089-B(209)A
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 4 North Roundabout
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 010

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 20, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of right of way along Road 4 North to the Town of Chino Valley within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The Town of Chino Valley has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 01, 2018. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PRESCOTT - ASH FORK HIGHWAY, Road 4 North Roundabout, Project 089 YV 330 H8278 / 089-B(209)A", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

WHEREAS the Town of Chino Valley will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 01, 2018; and

July 20, 2018

RES. NO. 2018-07-A-031
PROJECT: 089 YV 330 H8278 / 089-B(209)A
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 4 North Roundabout
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 010

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain all existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the Town of Chino Valley, in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 01, 2018, and as provided in Arizona Revised Statutes § 28-7207, 28-7209 and 28-7210; be it further

July 20, 2018

RES. NO. 2018-07-A-031
PROJECT: 089 YV 330 H8278 / 089-B(209)A
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 4 North Roundabout
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 010

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains all existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Director provide written notice to the Town of Chino Valley, evidencing the abandonment of the State's interest.

July 20, 2018

RES. NO. 2018-07-A-031
PROJECT: 089 YV 330 H8278 / 089-B(209)A
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 4 North Roundabout
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 010

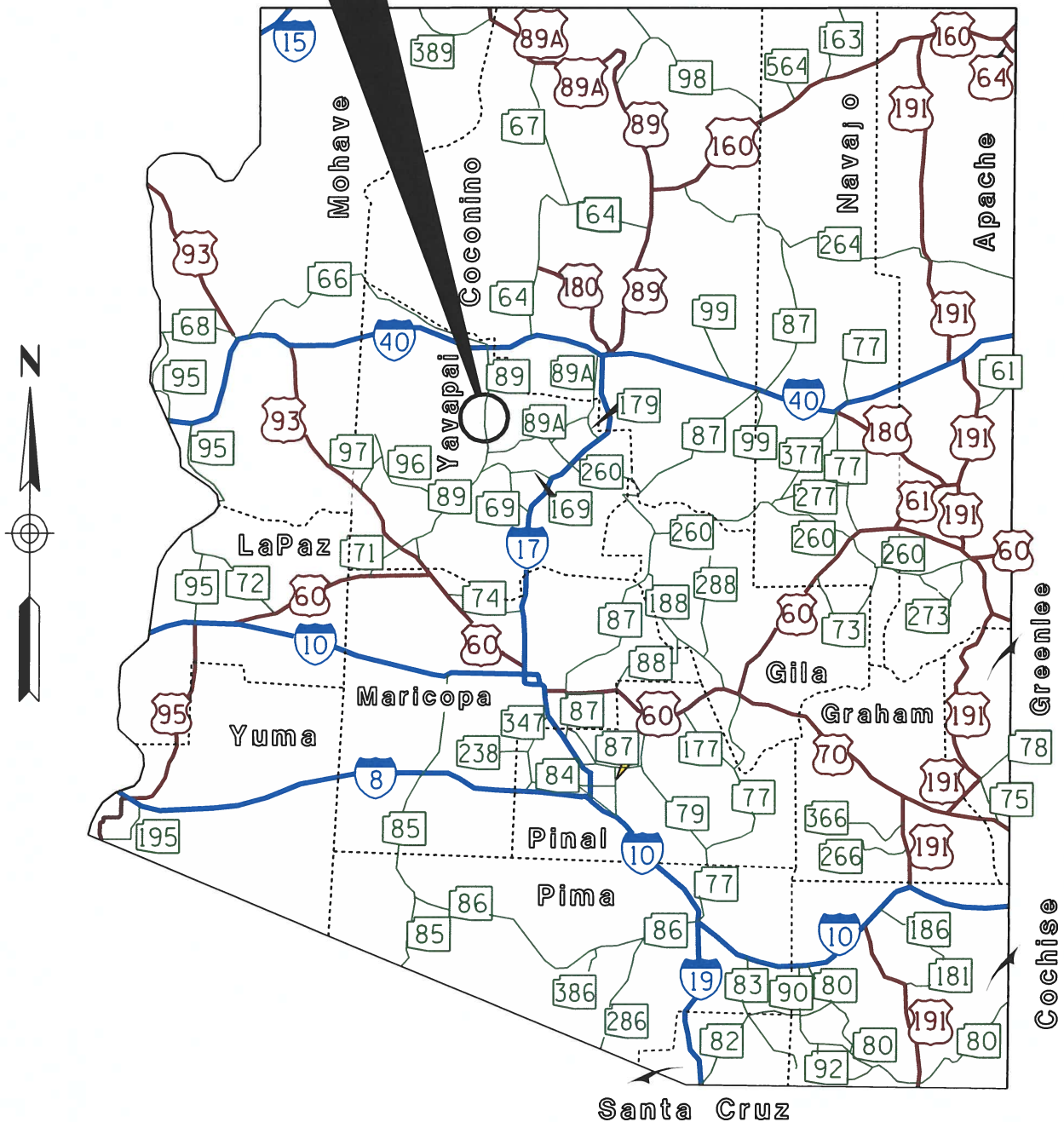
CERTIFICATION

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 July 20, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 20, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

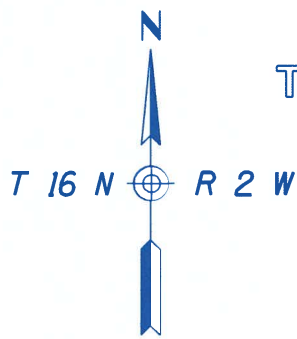
Area of Abandonment
See Sheet 2 of 2
for Details



2018-07-A-031
July 20, 2018
Sheet 1 of 2

APPENDIX "A"

089 YV 330 H8278 / 089-B(209)A
PRESCOTT-ASH FORK HIGHWAY
Road 4 North Roundabout
Yavapai County



TOWN

Northwest
District

NOT TO SCALE

OF

Existing R/W
ROUTE 89

SE⁴

P.O.T. 15+70.47 Sec. Line and
Road 4 North Const. ζ

P.O.T. 11+35.74 Sec. Line and
Road 4 North Const. ζ

Road 4 North

Section Line

P.O.T. 18+65.00 Sec. Line and
Road North Const. ζ

P.O.T. 07+98.00 Sec. Line and
Road 4 North Const. ζ

STATE

CHINO


NE⁴

West Industrial Dr

Commerce Way

To
Prescott

VALLEY

Area of 
Abandonment

2018-07-A-031
July 20, 2018
Sheet 2 of 2

APPENDIX "A"

089 YV 330 H8278 / 089-B(209)A
PRESCOTT-ASH FORK HIGHWAY
Road 4 North Roundabout
Yavapai County

July 20, 2018

RES. NO. 2018-07-A-032
 PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
 HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
 SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
 (Scottsdale Road T. I.)
 ROUTE NO.: State Route 101 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D - C - 014

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for State Route 101 Loop within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of M.A.G., the Maricopa Association of Governments, the right of way to be abandoned was previously adopted and approved as the State Route Plan for the Northeast Outer Loop, a future controlled access state highway, by Arizona State Transportation Board Resolution 85-09-A-64, dated September 20, 1985; and Resolution 86-09-A-60, dated August 15, 1986, and was therein designated State Route 117. Thereafter, Resolution 87-11-A-105, dated December 18, 1987, renumbered and redesignated State Routes 417, 117, 218, and part of State Route 220 as the State Route 101 Loop. Thereafter, this segment of the State Route Plan Corridor was designated and established as an access controlled state highway to accommodate the construction phase by Resolution 98-06-A-016, dated June 19, 1998, under the above referenced project.

July 20, 2018

RES. NO. 2018-07-A-032
PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
(Scottsdale Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 014

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Scottsdale will accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned; subject to the retention of all existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the NORTHEAST OUTER LOOP, Scottsdale Rd. - Doubletree Ranch Rd., Project 101L MA 034 H0830 01R / RBM-600-1-703", and is shown in Appendix "A" attached hereto.

July 20, 2018

RES. NO. 2018-07-A-032
PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
(Scottsdale Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 014

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Scottsdale, in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2018, and as provided in Arizona Revised Statutes § 28-7207 and 28-7209; subject to the retention of all existing facilities and structures of the State Transportation System, if any; and is subject to the reservation of a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on said maps and plans.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned. No further conveyance is legally required.

July 20, 2018

RES. NO. 2018-07-A-032
PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
(Scottsdale Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 014

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 20, 2018

RES. NO. 2018-07-A-032
PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
(Scottsdale Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 014

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 20, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of portions of right of way to the City of Scottsdale within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Scottsdale will accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the NORTHEAST OUTER LOOP, Scottsdale Rd. - Doubletree Ranch Rd., Project 101L MA 034 H0830 01R / RBM-600-1-703", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

July 20, 2018

RES. NO. 2018-07-A-032
PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
(Scottsdale Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 014

WHEREAS the City of Scottsdale will accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain all existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

July 20, 2018

RES. NO. 2018-07-A-032
PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
(Scottsdale Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 014

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Scottsdale, in accordance with that certain 120-Day Advance Notice of Abandonment, dated March 14, 2018, and as provided in Arizona Revised Statutes § 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains all existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said facilities and structures, including, but not limited to: drainage, signage, utilities, landscaping, access control, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Director provide written notice to the City of Scottsdale, evidencing the abandonment of the State's interest.

July 20, 2018

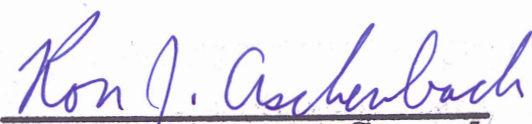
RES. NO. 2018-07-A-032
PROJECT: 101L MA 034 H0830 01R / RBM-600-1-703
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Scottsdale Rd. - Doubletree Ranch Rd.
(Scottsdale Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 014

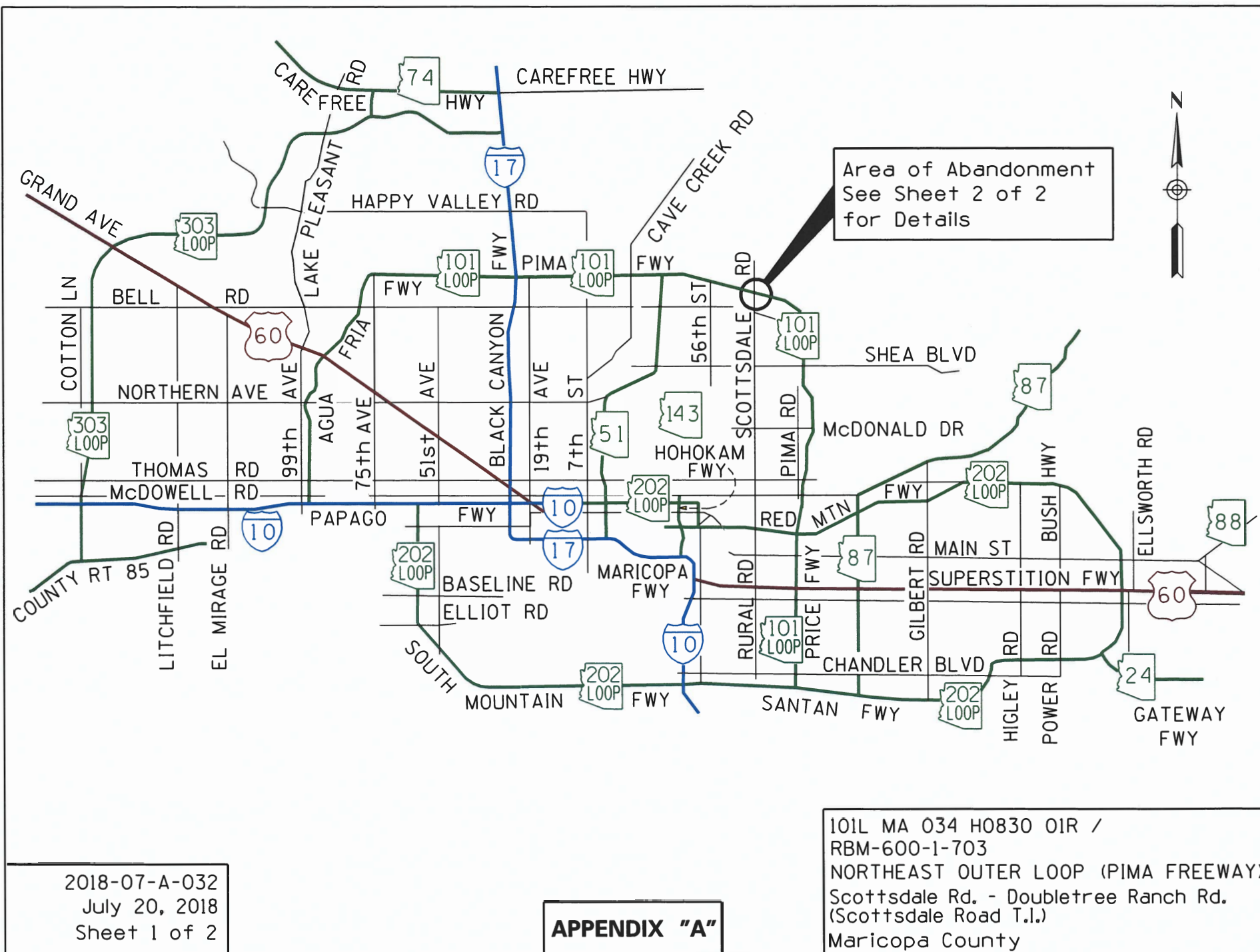
CERTIFICATION

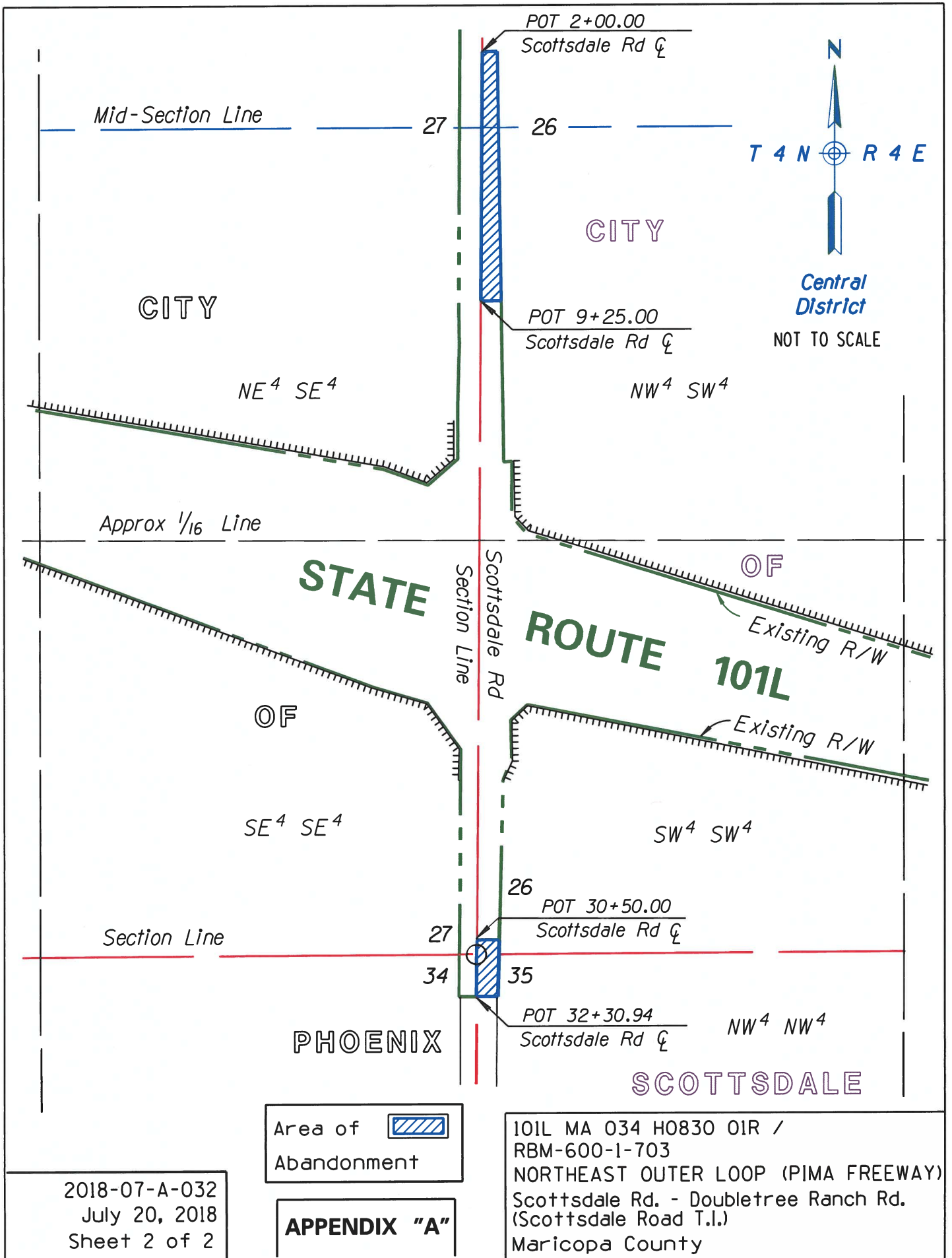
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 20, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 20, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form





July 20, 2018

RES. NO. 2018-07-A-033
 PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
 HIGHWAY: RED MOUNTAIN FREEWAY
 SECTION: Higley Road - US 60 (90th Street and Broadway Road)
 ROUTE NO.: State Route 202 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D - C - 037

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for construction of the Red Mountain Freeway within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of M.A.G., the Maricopa Association of Governments, the right of way to be abandoned was previously adopted and approved as the State Route Plan for the Red Mountain Freeway by Arizona State Transportation Board Resolution 85-04-A-34, dated April 26, 1985, and was therein designated as State Route 220. Resolution 87-08-A-78, dated August 21, 1987, refined the State Route Plan for the Red Mountain Corridor and authorized advance acquisition. Thereafter, Resolution 87-11-A-105, dated December 18, 1987, renumbered and redesignated State Routes 216, 217, and part of State Route 220 as the Red Mountain Freeway portion of the State Route 202 Loop. Resolution 2000-03-A-028, dated March 17, 2000, further refined portions of the corridor of the State Route Plan, and due to design change, established additional right of way as a state route. Prior to construction, the Higley Road - US 60 Section of the Red Mountain Freeway was established as an access controlled state route and state highway under the above referenced project by Resolution 2004-12-A-075, dated December 17, 2004, which was later amended by Resolution 2005-10-A-054, dated October 21, 2005, to establish additional right of way needed due to further design enhancements.

July 20, 2018

RES. NO. 2018-07-A-033
PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
HIGHWAY: RED MOUNTAIN FREEWAY
SECTION: Higley Road-US 60 (90th Street and Broadway Road)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 037

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa and the County of Maricopa will accept jurisdiction, ownership and maintenance responsibilities of the right of way, as their interests may appear of record, in accordance with those certain 120-Day Advance Notices of Abandonment, dated March 19, 2018.

Accordingly, I recommend that the State's interest in the right of way be abandoned; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the RED MOUNTAIN FREEWAY, Higley Road-US 60, Project 202L MA 000 H5401 01R / RAM 600-8-804", and is shown in Appendix "A" attached hereto.

July 20, 2018

RES. NO. 2018-07-A-033
PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
HIGHWAY: RED MOUNTAIN FREEWAY
SECTION: Higley Road-US 60 (90th Street and Broadway Road)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 037

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Mesa and the County of Maricopa, as their interests may appear of record, in accordance with those certain 120-Day Advance Notices of Abandonment, dated March 19, 2018, and as provided in Arizona Revised Statutes § 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

July 20, 2018

RES. NO. 2018-07-A-033
PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
HIGHWAY: RED MOUNTAIN FREEWAY
SECTION: Higley Road-US 60 (90th Street and Broadway Road)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 037

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 20, 2018

RES. NO. 2018-07-A-033
PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
HIGHWAY: RED MOUNTAIN FREEWAY
SECTION: Higley Road-US 60 (90th Street and Broadway Road)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 037

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 20, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of portions of right of way to the City of Mesa and the County of Maricopa, as their interests may appear of record, within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa and the County of Maricopa will accept jurisdiction, ownership and maintenance responsibilities of the right of way, as their interests may appear of record, in accordance with those certain 120-Day Advance Notices of Abandonment, dated March 19, 2018. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the RED MOUNTAIN FREEWAY, Higley Road-US 60, Project 202L MA 000 H5401 01R / RAM 600-8-804", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

July 20, 2018

RES. NO. 2018-07-A-033
PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
HIGHWAY: RED MOUNTAIN FREEWAY
SECTION: Higley Road-US 60 (90th Street and Broadway Road)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 037

WHEREAS the City of Mesa and the County of Maricopa will accept jurisdiction, ownership and maintenance responsibilities for the right of way, as their interests may appear of record, in accordance with those certain 120-Day Advance Notices of Abandonment, dated March 19, 2018; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

July 20, 2018

RES. NO. 2018-07-A-033
PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
HIGHWAY: RED MOUNTAIN FREEWAY
SECTION: Higley Road-US 60 (90th Street and Broadway Road)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 037

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Mesa and the County of Maricopa, as their interests may appear of record, in accordance with those certain 120-Day Advance Notices of Abandonment, dated March 19, 2018, and as provided in Arizona Revised Statutes § 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Director provide written notice to the City of Mesa and the County of Maricopa, evidencing the abandonment of the State's interest.

July 20, 2018

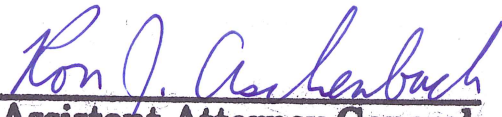
RES. NO. 2018-07-A-033
PROJECT: 202L MA 000 H5401 01R / RAM 600-8-804
HIGHWAY: RED MOUNTAIN FREEWAY
SECTION: Higley Road-US 60 (90th Street and Broadway Road)
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 037

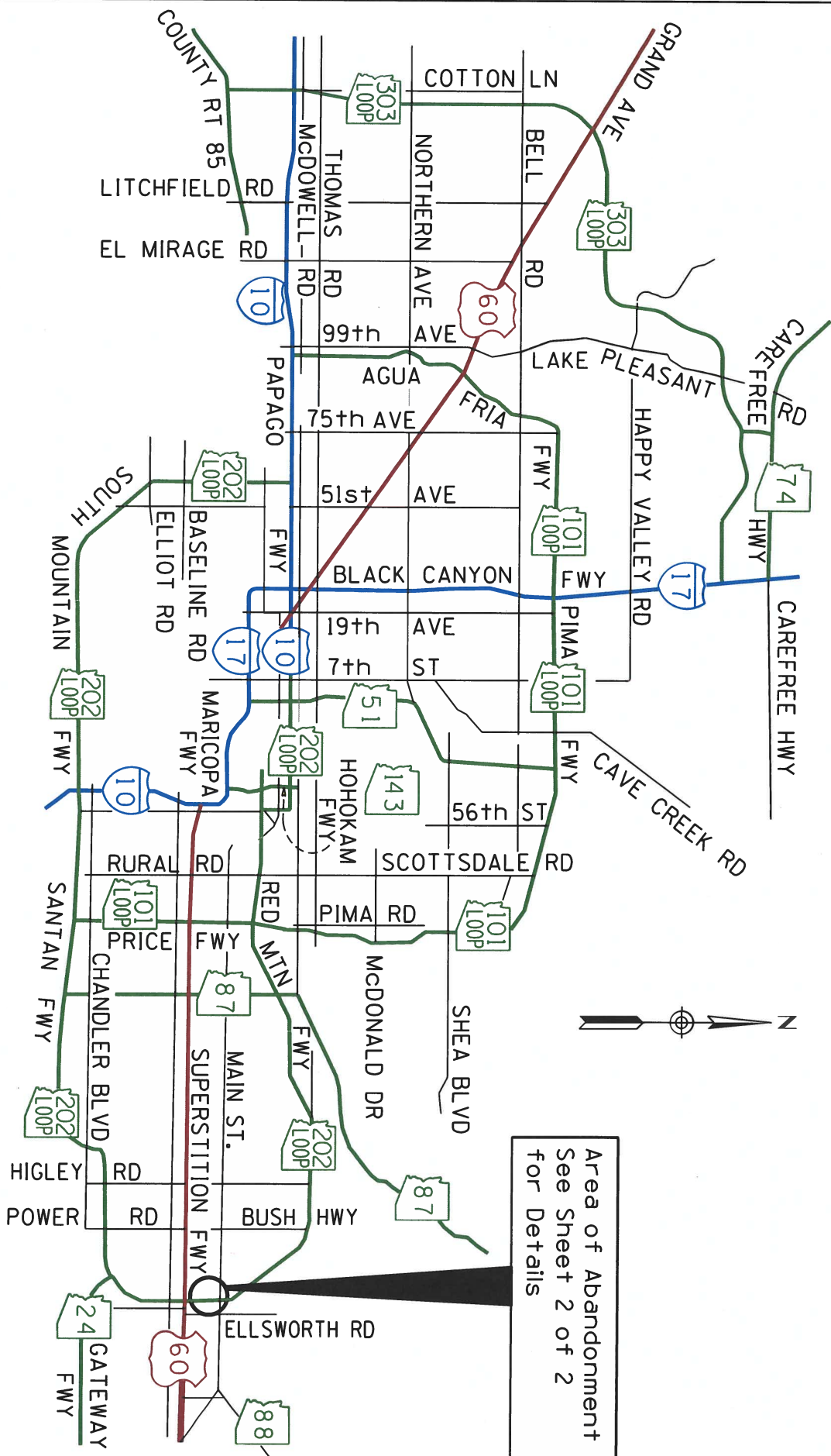
CERTIFICATION

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 July 20, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 20, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form

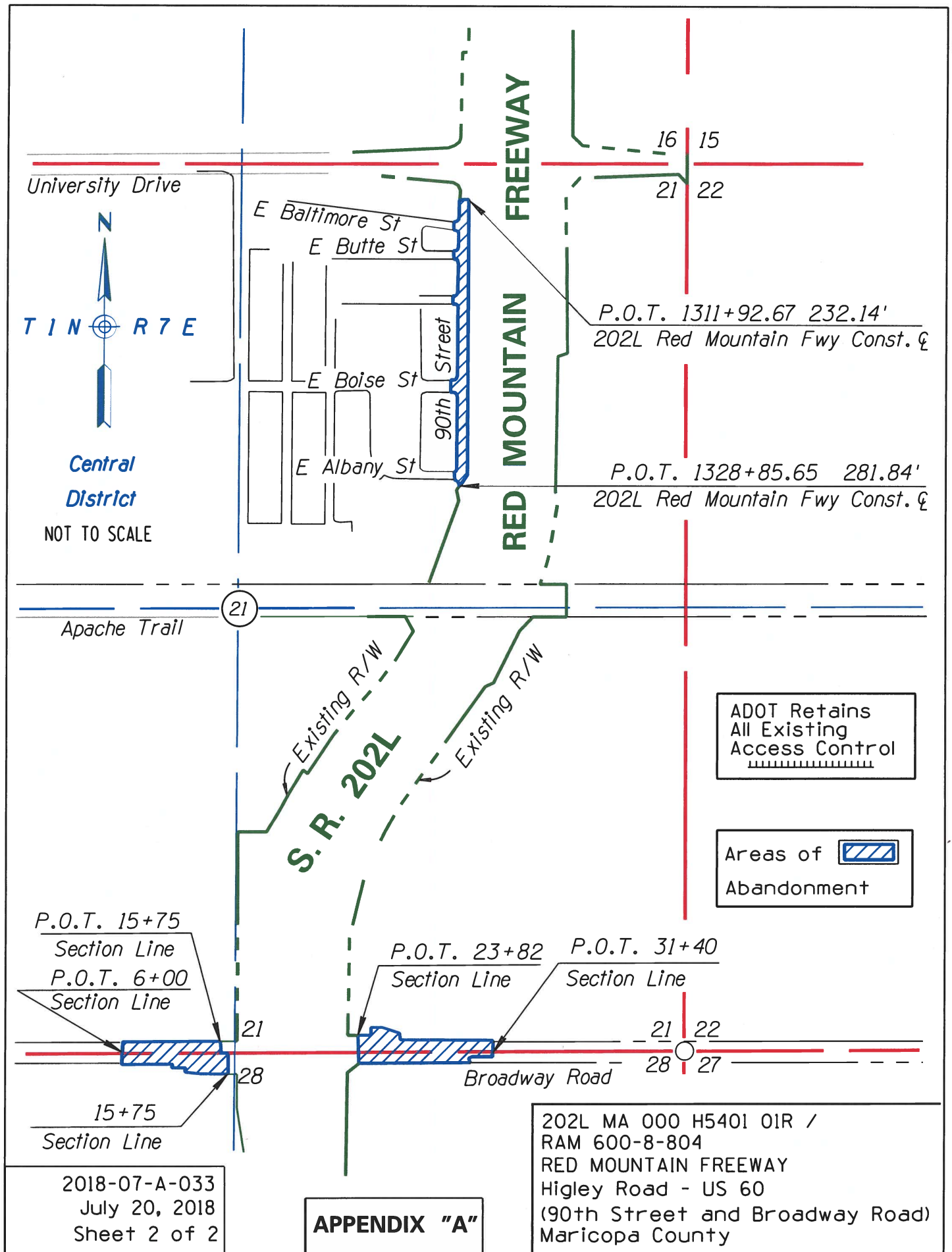


Area of Abandonment
See Sheet 2 of 2
for Details

2018-07-A-033
July 20, 2018
Sheet 1 of 2

APPENDIX "A"

202L MA 000 H5401 01R /
RAM 600-8-804
RED MOUNTAIN FREEWAY
Higley Road - US 60
(90th Street and Broadway Road)
Maricopa County



July 20, 2018

RES. NO. 2018-07-A-034
 PROJECT: 101L MA 051 H6873 / RARF-101-B-NFA
 HIGHWAY: PRICE FREEWAY
 SECTION: Baseline Road - S.R. 202L, Santan
 ROUTE NO.: State Route 101 Loop
 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 temporary construction easements and perpetual ingress, egress and maintenance rights necessary for the improvement of the Price Freeway, State Route 101 Loop.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of M.A.G., the Maricopa Association of Governments, the right of way to be abandoned was previously adopted and approved as the State Route Plan for the Price Road Expressway by Arizona State Transportation Board Resolution 85-04-A-35, dated April 26, 1985, and was therein designated as State Route 117. Resolution 87-08-A-77, dated August 21, 1987, refined the State Route Plan for the Northeast Outer Loop Corridor and authorized advance acquisition. Thereafter, Resolution 87-11-A-105, dated December 18, 1987, renumbered and redesignated State Routes 417, 117, 218, and part of State Route 220 as the State Route 101 Loop. Resolution 88-07-A-068, dated July 15, 1988; and Resolution 89-03-A-22, dated March 17, 1989, further refined portions of the corridor of the State Route Plan, and due to design changes, established additional right of way as a state route. Prior to construction, the Jct. SR 360 - Jct. SR 202 Section of the Price Road Freeway was established as an access controlled state highway under the above referenced project by Resolution 89-06-A-47, dated June 16, 1989.

July 20, 2018

RES. NO. 2018-07-A-034
PROJECT: 101L MA 051 H6873 / RARF-101-B-NFA
HIGHWAY: PRICE FREEWAY
SECTION: Baseline Road - S.R. 202L, Santan
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed for the creation of a Noise Wall - Sound Barrier to enhance convenience and safety for the traveling public and local property owners. Accordingly, it is now necessary to establish and acquire the temporary construction easements needed, and to reserve perpetual ingress, egress and maintenance rights by entering into Noise Wall - Sound Barrier Contracts with adjacent land owners.

The areas of temporary construction easement and perpetual ingress, egress and maintenance rights required for this improvement are 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: "Final Design Concept Report, dated July 2017, PRICE FREEWAY, Baseline Road - S.R. 202L, Santan, Project 101L MA 051 H6873 01L / NH-101-B(209)".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easements, and the reservation of perpetual ingress, egress and maintenance rights, be acquired by authorizing the State of Arizona, acting by and through its Department of Transportation, to enter into Noise Wall - Sound Barrier Contracts with adjacent land owners, in order to improve this portion of the Price Freeway, State Route 101 Loop, as depicted in Appendix "A".

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.

July 20, 2018

RES. NO. 2018-07-A-034
PROJECT: 101L MA 051 H6873 / RARF-101-B-NFA
HIGHWAY: PRICE FREEWAY
SECTION: Baseline Road - S.R. 202L, Santan
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

Pursuant to Arizona Revised Statutes § 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

July 20, 2018

RES. NO. 2018-07-A-034
PROJECT: 101L MA 051 H6873 / RARF-101-B-NFA
HIGHWAY: PRICE FREEWAY
SECTION: Baseline Road - S.R. 202L, Santan
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 20, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment of temporary construction easements and perpetual ingress, egress and maintenance rights necessary for the improvement of the Price Freeway, State Route 101 Loop.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed for the creation of a Noise Wall - Sound Barrier to enhance convenience and safety for the traveling public and local property owners. Accordingly, it is now necessary to establish and acquire the temporary construction easements needed, and to reserve perpetual ingress, egress and maintenance rights by entering into Noise Wall - Sound Barrier Contracts with adjacent land owners.

The areas of temporary construction easement, and perpetual ingress, egress and maintenance rights required for this improvement are 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: "Final Design Concept Report, dated July 2017, PRICE FREEWAY, Baseline Road - S.R. 202L, Santan, Project 101L MA 051 H6873 01L / NH-101-B(209)".

WHEREAS temporary construction easements and perpetual ingress, egress and maintenance rights are needed beyond the existing right of way to create a Noise Wall - Sound Barrier; and

July 20, 2018

RES. NO. 2018-07-A-034
PROJECT: 101L MA 051 H6873 / RARF-101-B-NFA
HIGHWAY: PRICE FREEWAY
SECTION: Baseline Road - S.R. 202L, Santan
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; and

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

RESOLVED that the Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes § 28-7092, temporary construction easements and perpetual ingress, egress and maintenance rights, or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director compensate the necessary parties for the temporary construction easements and the perpetual ingress, egress and maintenance rights to be acquired by entering into Noise Wall-Sound Barrier Contracts with adjacent land owners. Upon failure to acquire said property rights by lawful means, the Director is authorized to initiate condemnation proceedings.

July 20, 2018

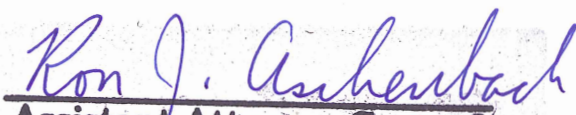
RES. NO. 2018-07-A-034
PROJECT: 101L MA 051 H6873 / RARF-101-B-NFA
HIGHWAY: PRICE FREEWAY
SECTION: Baseline Road - S.R. 202L, Santan
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

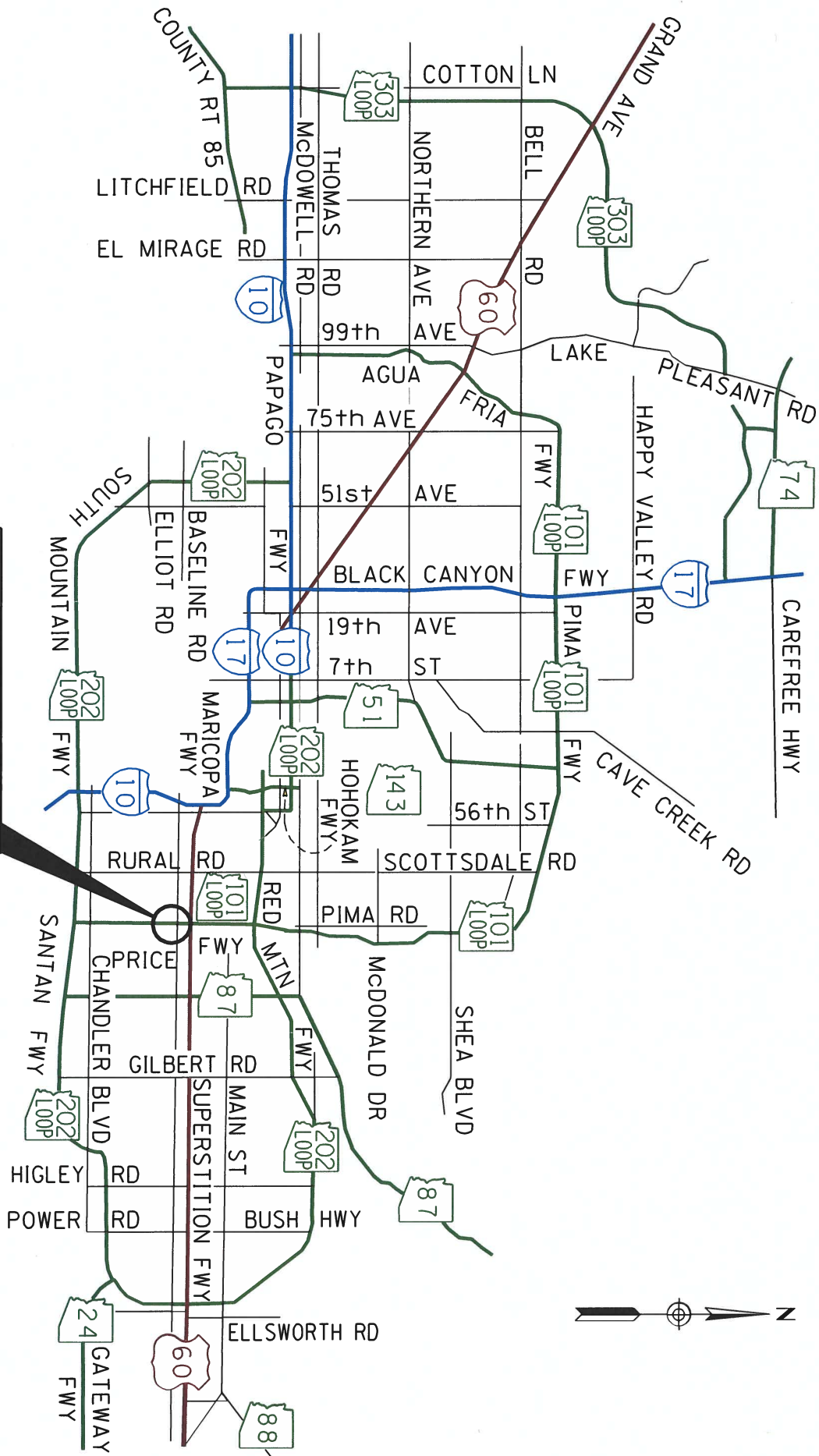
CERTIFICATION

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 July 20, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 20, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form

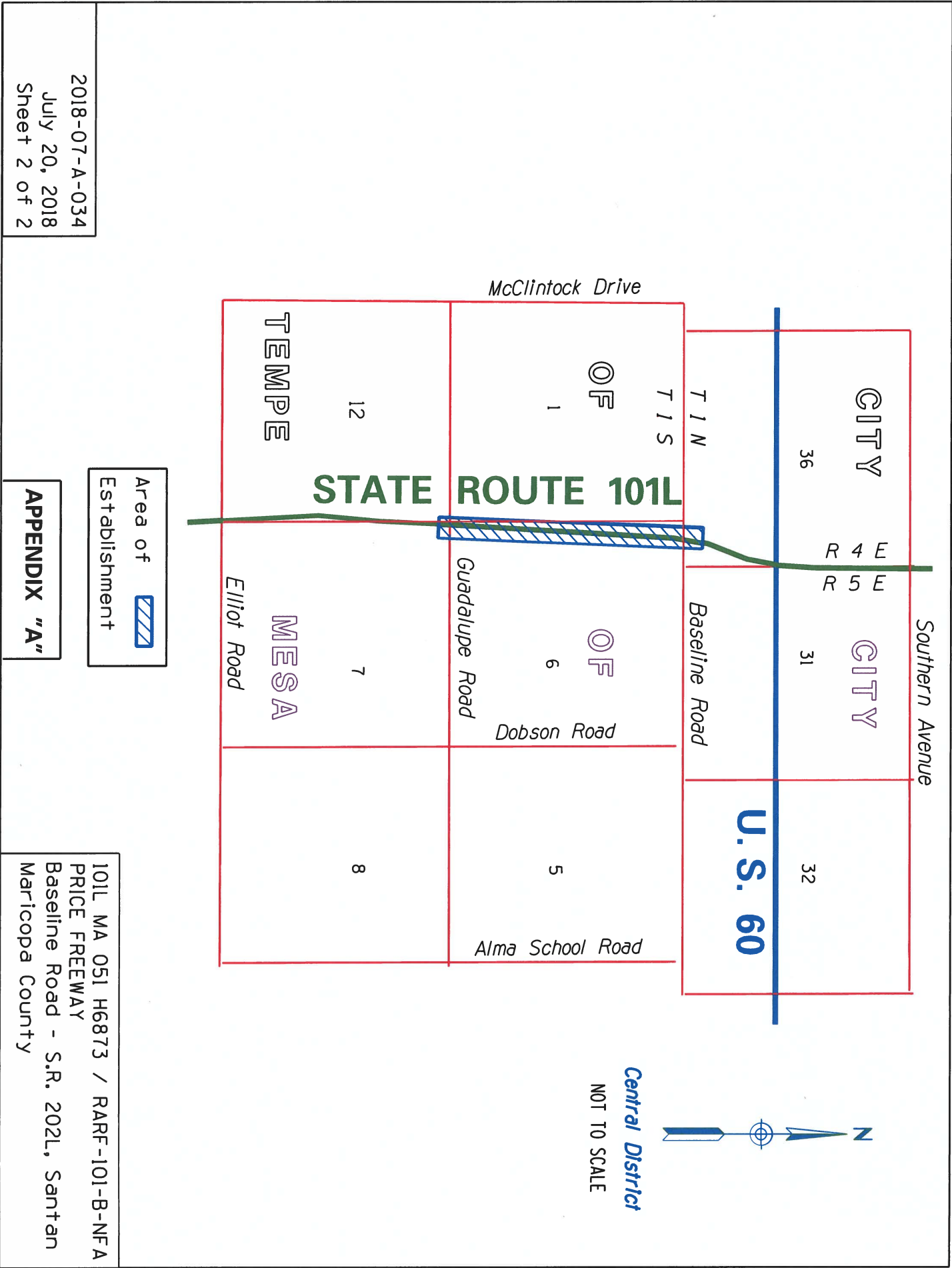


Area of Establishment
See Sheet 2 of 2
for Details

2018-07-A-034
July 20, 2018
Sheet 1 of 2

APPENDIX "A"

101L MA 051 H6873 / RARF-101-B-NFA
PRICE FREEWAY
Baseline Road - S.R. 202L, Santan
Maricopa County



July 20, 2018

RES. NO. 2018-07-A-035
 PROJECT: BPM-600-0-703
 HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
 SECTION: Jct. U.S. 60 - Bell Road (Thunderbird Road T. I.)
 ROUTE NO.: State Route 101 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D - C - 063

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for the State Route 101 Loop within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of M.A.G., the Maricopa Association of Governments, the right of way to be abandoned was previously adopted and approved as the State Route Plan for the Outer Loop Highway by Arizona State Transportation Board Resolution 83-03-A-10, dated February 18, 1983, and was therein designated State Route 417. In Resolution 84-10-A-69, dated October 26, 1984, the Board authorized advance acquisition of right of way, and established corridor rights and controlled access as integral parts of State Route 417. To accommodate the construction phase, Resolution 86-13-A-79, dated December 19, 1986, established the Jct. U.S. 60 - Bell Road Section of State Route 417 as an access controlled state highway. Thereafter, Resolution 87-11-A-105, dated December 18, 1987, renumbered and redesignated State Routes 417, 117, 218, and part of State Route 220 as the State Route 101 Loop.

July 20, 2018

RES. NO. 2018-07-A-035
PROJECT: BPM-600-0-703
HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
SECTION: Jct. U.S. 60 - Bell Road (Thunderbird Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 063

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Peoria has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 02, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the NORTHWEST OUTER LOOP, Jct. U.S. 60 - Bell Road, Project BPM-600-0-703", and is shown in Appendix "A" attached hereto.

July 20, 2018

RES. NO. 2018-07-A-035
PROJECT: BPM-600-0-703
HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
SECTION: Jct. U.S. 60 - Bell Road (Thunderbird Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 063

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Peoria, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 02, 2018, and as provided in Arizona Revised Statutes § 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

July 20, 2018

RES. NO. 2018-07-A-035
PROJECT: BPM-600-0-703
HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
SECTION: Jct. U. S. 60 - Bell Road (Thunderbird Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 063

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 20, 2018

RES. NO. 2018-07-A-035
PROJECT: BPM-600-0-703
HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
SECTION: Jct. U.S. 60 - Bell Road (Thunderbird Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 063

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 20, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of a portion of right of way to the City of Peoria within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Peoria has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 02, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the NORTHWEST OUTER LOOP, Jct. U.S. 60 - Bell Road, Project BPM-600-0-703", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

July 20, 2018

RES. NO. 2018-07-A-035
PROJECT: BPM-600-0-703
HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
SECTION: Jct. U. S. 60 - Bell Road (Thunderbird Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 063

WHEREAS the City of Peoria has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 02, 2018, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

July 20, 2018

RES. NO. 2018-07-A-035
PROJECT: BPM-600-0-703
HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
SECTION: Jct. U. S. 60 - Bell Road (Thunderbird Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 063

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Peoria, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 02, 2018, and as provided in Arizona Revised Statutes § 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of these facilities and structures, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Director provide written notice to the City of Peoria, evidencing the abandonment of the State's interest.

July 20, 2018

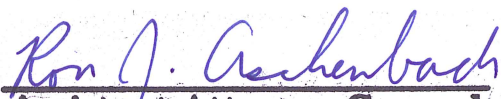
RES. NO. 2018-07-A-035
PROJECT: BPM-600-0-703
HIGHWAY: NORTHWEST OUTER LOOP (AGUA FRIA FREEWAY)
SECTION: Jct. U. S. 60 - Bell Road (Thunderbird Road T. I.)
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 063

CERTIFICATION

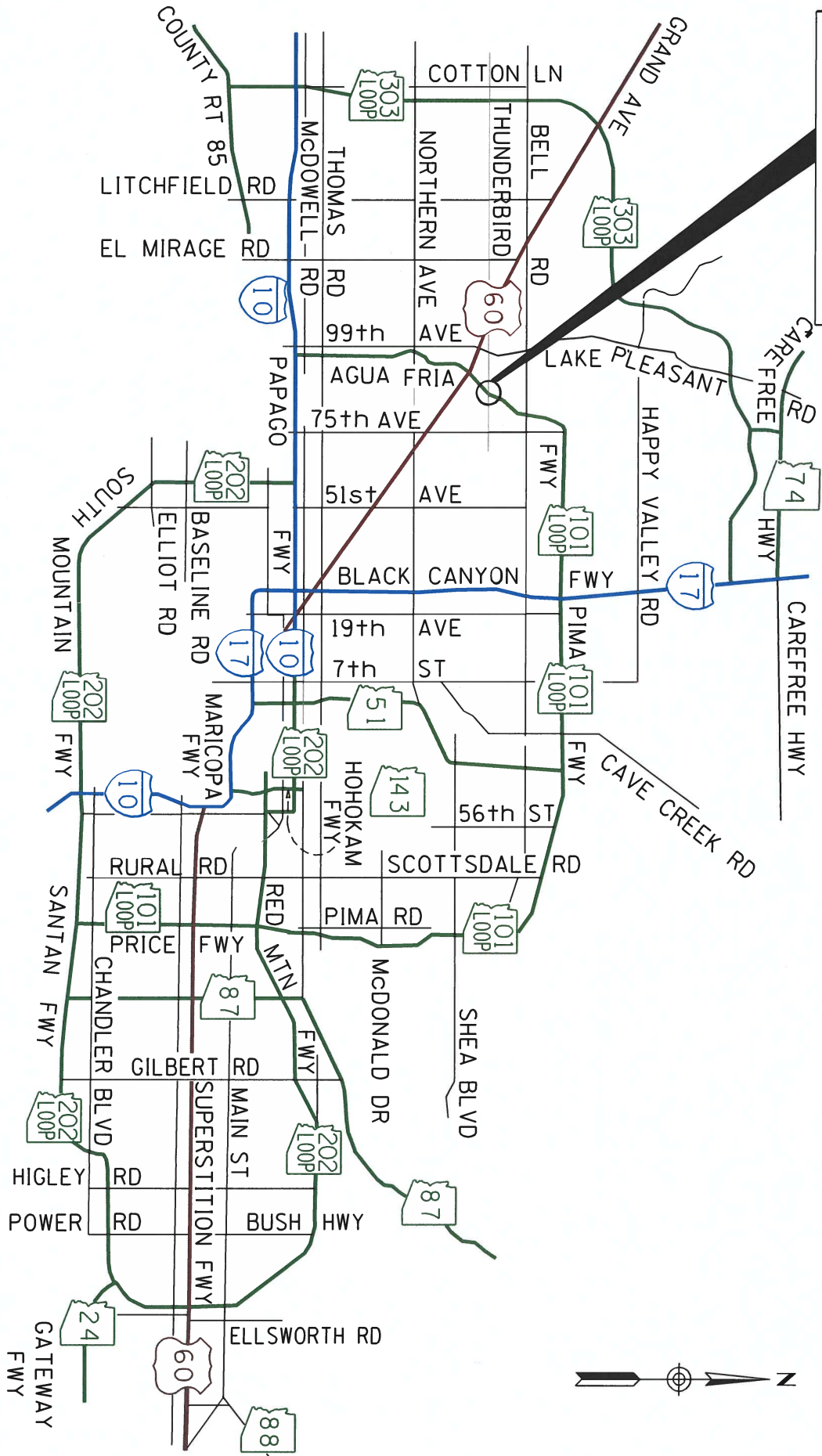
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 20, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 20, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form

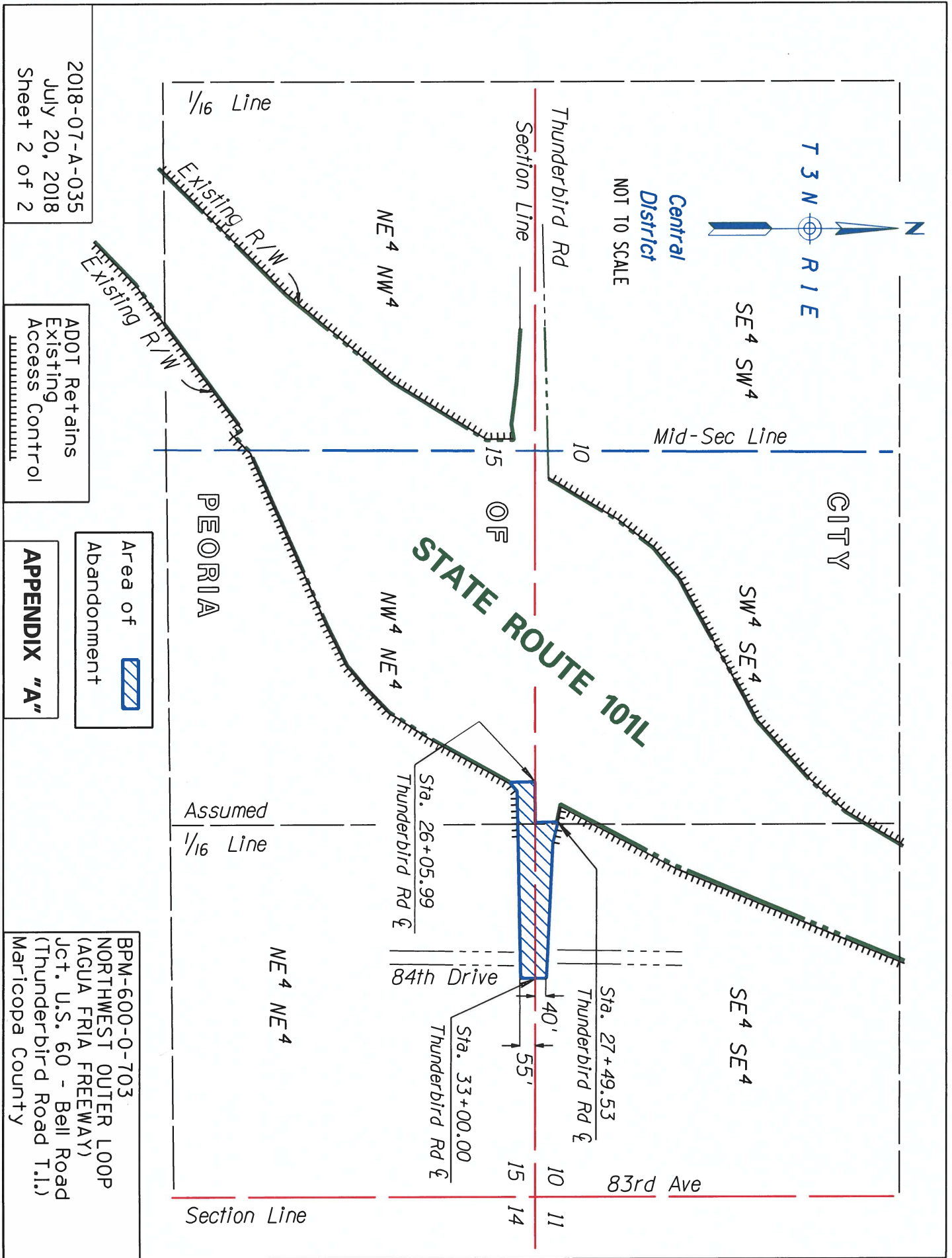
Area of Abandonment
See Sheet 2 of 2
for Details



2018-07-A-035
July 20, 2018
Sheet 1 of 2

APPENDIX "A"

BPM-600-0-703
NORTHWEST OUTER LOOP
(AGUA FRIA FREEWAY)
Jct. U.S. 60 - Bell Road
(Thunderbird Road T.I.)
Maricopa County



July 20, 2018

RES. NO. 2018-07-A-036
PROJECTS: F. A. P. 72-A(5); and F-025-1-704
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Yarnell Streets
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 011

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the vacation and extinguishment of a portion of a highway easement right of way originally acquired for use within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. Thereafter, Arizona State Transportation Board Resolution 92-08-A-56, dated August 21, 1992, eliminated the U. S. Route 89 designation, and renumbered and redesignated the Wickenburg - Prescott Highway as State Route 89.

Said portion of highway easement right of way is no longer required in the State Transportation System, nor will it be used for public highway purposes. Accordingly, I recommend that said portion of highway easement right of way be removed from the State Transportation System by vacation and extinguishment thereof.

This resolution is considered the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

July 20, 2018

RES. NO. 2018-07-A-036
PROJECTS: F.A.P. 72-A(5); and F-025-1-704
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Yarnell Streets
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 011

The portion of highway easement right of way to be vacated and extinguished was acquired by the County of Yavapai, by and through its Board of Supervisors, in that certain Grant of Easement, dated June 20, 1924, recorded August 02, 1924, in Book 133 of Deeds, Page 415, records of Yavapai County, Arizona; and was thereafter taken into the Highway System of the State of Arizona, by and through its Highway Commission, in that certain Resolution of Establishment, dated September 09, 1927, as disclosed on Page 26 of its Official Minutes, and as depicted on its Official Map of State Routes and State Highways. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "County Key Map, WICKENBURG - PRESCOTT U.S. HWY. 89, Sheet No. 5, dated January 27, 1941, Project F.A.P. 72-A(5)"; on those entitled: "Right of Way Map, WICKENBURG - PRESCOTT HWY., Yarnell - Kirkland Creek Sec., Project F-72"; and is shown on those entitled: "Right of Way Plan of the WICKENBURG - PRESCOTT HIGHWAY, Yarnell Streets Section, Project F-025-1-704", and lies between the engineering stations shown in Appendix "A" attached hereto.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the vacation and extinguishment of the portion of highway easement right of way depicted in Appendix "A".

The vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

July 20, 2018

RES. NO. 2018-07-A-036
PROJECTS: F. A. P. 72-A(5); and F-025-1-704
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Yarnell Streets
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 011

This resolution is considered the only document necessary to vacate and extinguish said portion of highway easement right of way. No other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes § 28-7046 and 28-7214, 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

July 20, 2018

RES. NO. 2018-07-A-036
PROJECTS: F.A.P. 72-A(5); and F-025-1-704
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Yarnell Streets
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 011

RESOLUTION OF EXTINGUISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 20, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, 28-7210 and 28-7214, recommending removal of a portion of a highway easement right of way from the State Transportation System by the vacation and extinguishment thereof.

The portion of highway easement right of way to be vacated and extinguished was acquired by the County of Yavapai, by and through its Board of Supervisors, in that certain Grant of Easement, dated June 20, 1924, recorded August 02, 1924, in Book 133 of Deeds, Page 415, records of Yavapai County, Arizona; and was thereafter taken into the Highway System of the State of Arizona, by and through its Highway Commission, in that certain Resolution of Establishment, dated September 09, 1927, as disclosed on Page 26 of its Official Minutes, and as depicted on its Official Map of State Routes and State Highways. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "County Key Map, WICKENBURG - PRESCOTT U.S. HWY. 89, Sheet No. 5, dated January 27, 1941, Project F.A.P. 72-A(5)"; on those entitled: "Right of Way Map, WICKENBURG - PRESCOTT HWY., Yarnell - Kirkland Creek Sec., Project F-72"; and is shown on those entitled: "Right of Way Plan of the WICKENBURG - PRESCOTT HIGHWAY, Yarnell Streets Section, Project F-025-1-704", and lies between the engineering stations shown in Appendix "A" attached hereto.

July 20, 2018

RES. NO. 2018-07-A-036
PROJECTS: F.A.P. 72-A(5); and F-025-1-704
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Yarnell Streets
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 011

WHEREAS said portion of highway easement right of way is no longer needed for State transportation purposes, nor will it be used for public highway purposes; and

WHEREAS this resolution is considered the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS a remaining portion of highway easement right of way is still needed for State transportation purposes, and is to be used for public highway purposes; and

WHEREAS because of these premises, this Board finds public convenience requires that said portion of highway easement right of way be removed from the State Transportation System by vacation and extinguishment; 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 highway easement right of way no longer needed for State transportation purposes, is removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that the vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required; be it further

July 20, 2018

RES. NO. 2018-07-A-036
PROJECTS: F. A. P. 72-A(5); and F-025-1-704
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Yarnell Streets
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 011

RESOLVED that the remaining portion of the highway easement right of way not being disposed herein shall remain in the State Transportation System for use as such.

July 20, 2018

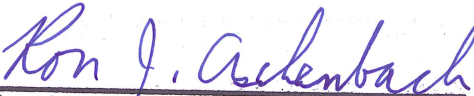
RES. NO. 2018-07-A-036
PROJECTS: F. A. P. 72-A(5); and F-025-1-704
HIGHWAY: WICKENBURG - PRESCOTT
SECTION: Yarnell Streets
ROUTE NO.: State Route 89
ENG. DIST.: Northwest
COUNTY: Yavapai
DISPOSAL: D - NW - 011

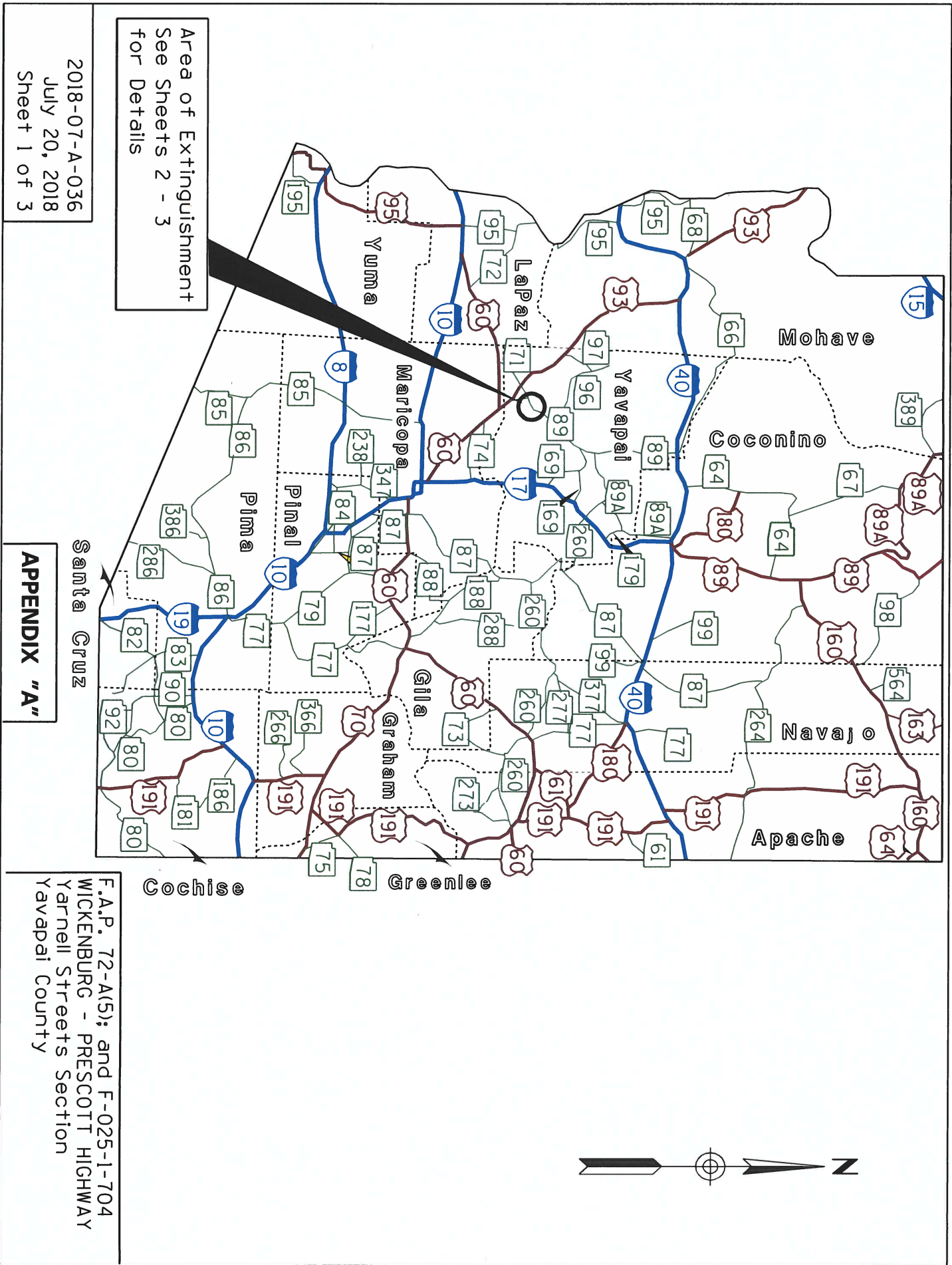
CERTIFICATION

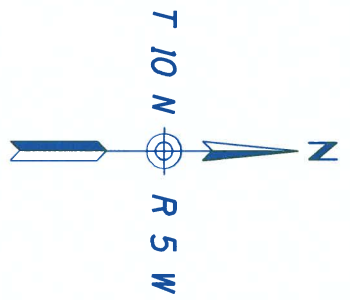
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 20, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 20, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form





YARNELL

SE 4 NW 4

Northwest
District

NOT TO SCALE

POC 946+30.20
U.S. 89 $\frac{1}{4}$

YARNELL
HEIGHTS
Book 3 of Maps,
Page 52

POC 947+22.00
U.S. 89 $\frac{1}{4}$

NE 4 SW 4

Cherry Lane

Lot 37

Lot 38

Lot 39

STATE ROUTE 89

+11'

Lot 36

Lot 35

Lot 347

Existing R/W

Existing R/W

SW 4 NE 4

Mid-Sec Line

To Prescott

Tabertop Way

NW 4 SE 4

Lot 128

Lot 129

Lot 1

Lot 2

YARNELL, PLAT A
Book 4 of Maps,
Page 34

Area of
Extinguishment

To Wickenburg

2018-07-A-036

July 20, 2018

Sheet 2 of 3

APPENDIX "A"

F.A.P. 72-A(5); and F-025-1-704
WICKENBURG - PRESCOTT HIGHWAY
Yarnell Streets Section
Yavapai County

APPENDIX "A"
Legal Description

That portion of the existing right of way of State Route 89 (WICKENBURG - PRESCOTT HIGHWAY) within the Northeast quarter of the Southwest quarter (NE¼SW¼) of Section 11, Township 10 North, Range 5 West, Gila and Salt River Meridian, Yavapai County, Arizona, as depicted on the plans for Right of Way Project F-025-1-704, Yarnell Streets Section, Sheet No. 10, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division of the Arizona Department of Transportation, Phoenix, Arizona, which lies between the existing westerly right of way line of said State Route 89 and the back of the existing sidewalk, being approximately 11 feet easterly of and concentric with said right of way line, and between the southeasterly prolongations of the northeasterly and southwesterly property lines of the following described parcel:

PARCEL DESCRIPTION:

Lot 37 and that portion of Lot 38, Division No. 3, YARNELL HEIGHTS, according to the plat of record in the office of the Yavapai County Recorder in Book 3 of Maps, Page 52, described as follows:

BEGINNING at a point on the Westerly boundary line of Lot 38 and on Cherry Lane distant 13 feet southwesterly from the corner of Lots 38 and 37;

thence southeasterly in a straight line to a point on the southeasterly boundary line of said Lot 38, distant 4.8 feet southwesterly from the corner between Lots 37 and 38;

thence northeasterly along said southeasterly boundary line of said Lot 38, 4.8 feet to the corner between Lots 37 and 38;

thence northwesterly along the boundary line between Lots 37 and 38 to the northwesterly corner between Lots 37 and 38;

thence southwesterly along Cherry Lane to the POINT OF BEGINNING.

Containing 1,010 square feet, more or less

SR 06/27/2018

SHEET 3 OF 3

Resolution 2018-07-A-036 - - July 20, 2018
Disposal D-NW-011

PPAC ITEMS

FY 2019 – 2023 Transportation Facilities Construction
Program – New Projects

Discussion and Possible Action

*ITEM 7a:

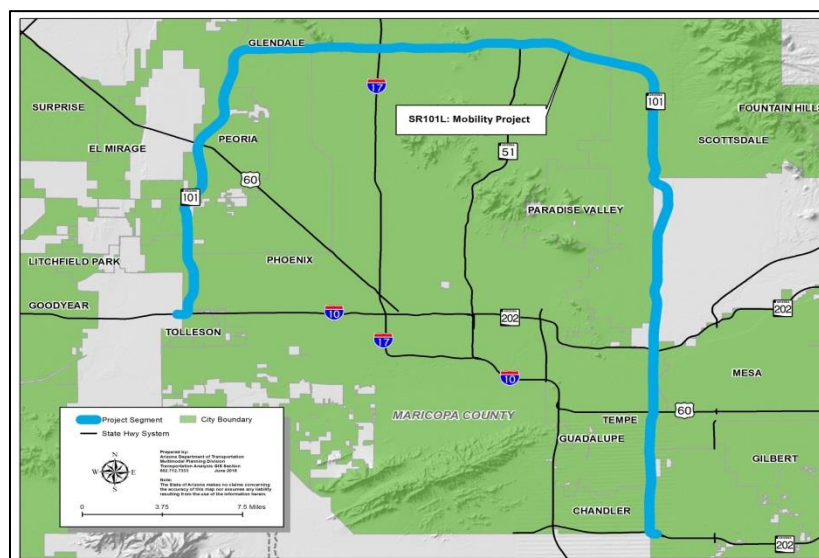
ROUTE NO: SR 101L @ MP 1.2
COUNTY: Maricopa
DISTRICT: Central
SCHEDULE: New Project Request
SECTION: SR 101L Mobility Project
TYPE OF WORK: Model Deployment of Advanced Transportation Technologies
ADVERTISEMENT DATE: To be determined
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Susan Anderson
PROJECT: M696601X, ADOT TIP 100375
JPA: 18-06910-I to 18-06918-I with Various Municipalities
REQUESTED ACTION: Establish the project for \$12,000,000 in the Highway Construction Program. **Funding sources are listed below.** Contingent upon the approval by the MAG Regional Council Executive Committee.

FY 2018 Advanced Transportation and Congestion Management Technologies Deployment Grant (ATCMTD) \$ 6,000,000

FY 2018 In Kind State Match \$ 3,000,000

FY 2018 In Kind Local Match \$ 3,000,000

NEW PROGRAM AMOUNT: \$ 12,000,000



01

1. PRB Meeting Date: 6/5/2018

2. Teleconference: No

3. Form Date / 5. Form By:

7/5/2018

Susan Anderson

4. Project Manager / Presenter:

Susan Anderson @ (602) 712-6910

1615 W Jackson St, 065R - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

L101 Mobility Project

7. Type of Work:

Model deployment of advanced transportation technologies

8. CPSID:

9. District:

10. Route:

11. County:

12. Beg MP:

13. TRACS #:

14. Len (Mi.):

15. Fed Id #:

Phoenix

101L

Maricopa

1.2

M696601X ?

61

16. Program Budget: \$0

17. Program Item #: 100375

18. Current Approved Program Budget:

\$0

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

\$12,000

18b Total Program Budget After Request:

\$12,000

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

Item #	Amount	Description	Comments
OTHR19	\$3,000	.	IN KIND MATCH LOCAL
OTHR19	\$3,000	.	IN KIND MATCH STATE
OTHR19	\$6,000	.	ATCMTD Grant

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: 18-0006910-I thru 18-0006918-I

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&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 New Project

26. JUSTIFICATION OF REQUEST

In 2017, ADOT and MCDOT responded to the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative with the proposed L101 Mobility Project. The proposal was successful and ADOT is the direct recipient of a \$6 million grant, which is to be used toward the L101 Mobility Project.

The L101 Mobility Project will implement advanced technologies to manage traffic congestion, improve response and management of traffic incidents, and improve freeway and arterial coordination on the Loop 101 corridor. Specific transportation systems will include: Decision Support System (DSS), Enhanced ramp metering, Adaptive Traffic Signal Control Systems to support event traffic management, limited connected vehicles applications, and a traveler mobility application to provide real-time traffic and conditions information to travelers.

ATCMTD Grant requires a 1:1 match. ADOT, MCDOT, Valley Metro, and the Cities of Chandler, Glendale, Mesa, Peoria, Phoenix, Scottsdale, and Tempe are providing in-kind match via staff time and non-federally funded projects. IGAs between ADOT and each LPA has been drafted and submitted to the LPAs for approval; all IGAs are in progress to be signed prior to obligating the funds.

Contingent upon approval by the MAG Regional Council Executive Committee. This is required by the ATCMTD Grant.

27. CONCERNS OF REQUEST

ATCMTD Grant funds must be obligated by August 31, 2018. This action is contingent on the Board approving the 2019 - 2023 Program.

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 7/5/2018

PRB APPROVED

03

1. PRB Meeting Date: 6/5/2018

2. Teleconference: No

3. Form Date / 5. Form By:

7/6/2018

Tafwachi Katapa

4. Project Manager / Presenter:

Tafwachi Katapa @ (602) 712-7614

205 S 17th Ave, - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

PEORIA AVE - GREENWAY RD

7. Type of Work:

RIGHT OF WAY

8. CPSID:

L110

9. District:

Phoenix

10. Route:

17

11. County:

Maricopa

12. Beg MP:

208.5

13. TRACS #:

F015501R ?

14. Len (Mi.):

4

15. Fed Id #:

017-A-NFA

16. Program Budget: \$0

17. Program Item #: 9155

18. Current Approved Program Budget:

\$0

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

\$124

18b Total Program Budget After Request:

\$124

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

Item #	Amount	Description	Comments
49919	\$124	.	MAG Regionwide RARF RTP Contingency Fund

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 III

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

YES

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish R/W subphase

26. JUSTIFICATION OF REQUEST

Funds are needed to acquire TCEs for this project.

This action is contingent on the Board approving the 2019 - 2023 Program.

Contingent on approval by MAG Regional Council.

R/W Acquisitions \$112K

ICAP \$12K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

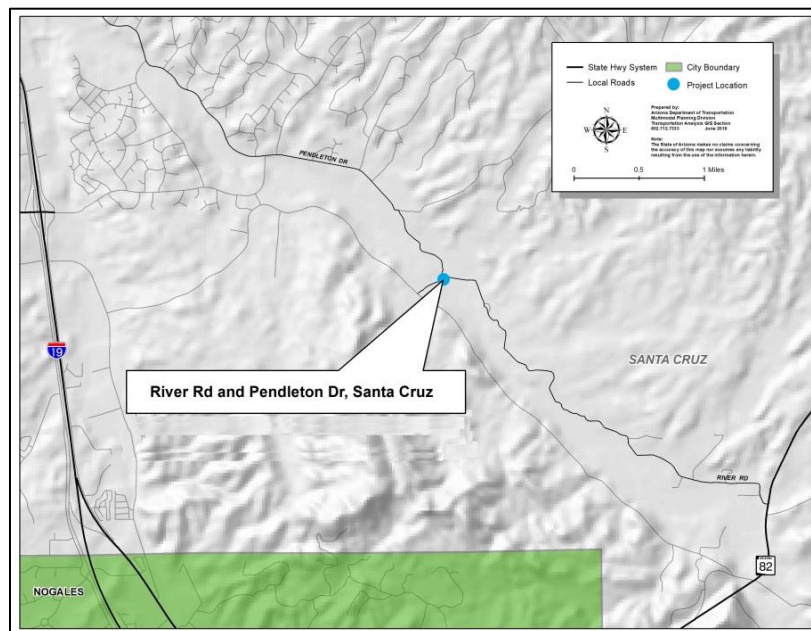
SUBJECT TO PPAC APPROVAL - 7/5/2018

PRB APPROVED

*ITEM 7c:

COUNTY: Santa Cruz
DISTRICT: Southcentral
SCHEDULE: New Project Request
SECTION: River Rd and Pendleton Dr, Santa Cruz
TYPE OF WORK: Shoulder Widening, Signing and Striping,
Intersection Improvement
ADVERTISEMENT DATE: August 3, 2018
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Tafwachi Katapa
PROJECT: SH53301C, ADOT TIP 100376
REQUESTED ACTION: Establish the construction project for
\$2,805,000 in the Highway Construction
Program. **Funding sources are listed below.**

FY 2019 Modernization of Projects Fund #70119	\$ 2,464,000
FY 2019 Southeastern Arizona Governments Organization (SEAGO) HSIP	\$181,000
FY 2019 Local Match from SEAGO	\$ 160,000
NEW PROGRAM AMOUNT:	\$ 2,805,000



04

1. PRB Meeting Date: 6/5/2018

2. Teleconference: No

3. Form Date / 5. Form By:

7/5/2018

Tafwachi Katapa

4. Project Manager / Presenter:

Tafwachi Katapa @ (602) 712-7614

205 S 17th Ave, , - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

RIVER RD & PENDLETON DR, SANTA CRUZ

7. Type of Work:

SHOULDER WIDENING, SIGNING & STRIPING, INTERS IMPR

8. CPSID:

MO1M

9. District:

Tucson

10. Route:

0000

11. County:

Santa Cruz

12. Beg MP:

SSC

13. TRACS #:

SH53301C

14. Len (Mi.):

0.0

15. Fed Id #:

HRRPSSC-0(205)A

16. Program Budget: \$0

17. Program Item #: 100376

18. Current Approved Program Budget:

\$0

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

\$2,805

18b Total Program Budget After Request:

\$2,805

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

Item #	Amount	Description	Comments
OTHR19	\$160	.	LOCAL MATCH
70119	\$2,464	MODERNIZATION	HRRRP FUNDING
OTHR19	\$181	.	SEAGO HSIP

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 19

22A. REQUEST BID READY: 6/7/2018

23A. REQUEST ADV DATE: 8/3/2018

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:

YES

24g. U&RR CLEARANCE:

YES

24h. C&S CLEARANCE:

NO

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 project is ready to advertise.

This action is contingent on the Board approving the 2019 - 2023 Program.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 7/5/2018**PRB APPROVED**

STATE ENGINEER'S REPORT

June 2018

The Status of Projects Under Construction report for June 2018 shows 101 projects under construction valued at \$1,619,340,181.85. The transportation board awarded 10 projects during June valued at approximately \$13.9 million.

During June the Department finalized 16 projects valued at \$106,115,786.26. 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 123 projects. The total cost of these 123 projects has exceeded the contractors bid amount by 3.8%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 1.4%.

MONTHLY CONSTRUCTION REPORT

June 2018

PROJECTS UNDER CONSTRUCTION	101
MONETARY VALUE OF CONTRACTS	\$1,619,340,181.85
PAYMENTS MADE TO DATE	\$866,667,782.76
STATE PROJECTS	67
LOCAL GOVERNMENT	34
OTHER	0
CONTRACTS EXECUTED IN JUNE 2018	12
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$20,621,769.58

FIELD REPORTS SECTION

EXT. 7301

SUMMARY FOR FISCAL YEAR 2018

MONTH	AMOUNT BOARD AWARDED	AMOUNT EXECUTED CONTRACTS
JULY	\$ 49,110,166.90	\$ 52,174,641.04
AUGUST	\$ 18,084,446.32	\$ 19,755,034.93
SEPTEMBER	\$ 63,960,812.98	\$ 71,587,840.00
OCTOBER	\$ 13,271,991.33	\$ 13,076,273.96
NOVEMBER	\$ 73,487,201.80	\$ 85,430,847.98
DECEMBER	\$ 12,746,344.38	\$ 12,745,344.38
JANUARY	\$ 41,911,788.04	\$ 12,746,344.38
FEBRUARY	\$ 48,242,290.53	\$ 46,525,526.43
MARCH	\$ 46,493,461.45	\$ 49,693,655.04
APR	\$ 31,875,865.77	\$ 40,428,358.55
MAY	\$ 51,196,700.88	\$ 56,747,129.63
JUNE	\$ 13,911,264.13	\$ 20,621,769.58
TOTAL	\$ 464,292,334.51	\$ 481,532,765.90

7/9/2018

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
June, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
060-D-(211)T H581801C	US 60; OAK FLAT TO MIAMI, EAST SouthEast District						
Working Days: 316 = 240	0 + 6 + 16 + 8 + 36 + 10						
Days Used: 316							
		8,888,461.95	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = (\$48,461.95) or 0.55% under State Estimate \$8,840,000.00	\$9,863,480.98	\$1,023,480.98	11.6 %
070-B-(203)T H865101C	US 191 TO GRAHAM COUNTY LINE SouthEast District						
Working Days: 45							
Days Used: 39							
		931,330.00	CACTUS TRANSPORT, INC.	Low Bid = (\$125,713.50) or 13.50% under State Estimate \$805,616.50	\$748,388.32	(\$57,228.18)	-7.1 %
093-B-(210)T H858301C	US 93, S SR71 TO N SR89 NorthWest District						
Working Days: 270 = 265 + 5							
Days Used: 261							
		17,235,523.50	AMES COMBS JOINT VENTURE	Low Bid = (\$4,753,615.90) or 27.58% under State Estimate \$12,481,907.60	\$12,011,738.48	(\$470,169.12)	-3.8 %
CM-202-A(219)T H867301C	SR 202L, Dobson Rd. to Ray Rd Central District						
Working Days: 252 = 240 + 12							
Days Used: 250							
		3,942,118.04	ROADWAY ELECTRIC, LLC	Low Bid = (\$508,163.60) or 12.89% under State Estimate \$3,433,954.44	\$3,334,333.36	(\$99,621.08)	-2.9 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
June, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
060-B-NFA H848501C	US60/BELL ROAD TI Central District						
	Working Days: 467 = 450 + 17 Days Used: 352						
			COFFMAN SPECIALTIES, INC.	Low Bid = \$1,139,885.00 or 2.79% over State Estimate			
		40,825,115.00		\$41,965,000.00	\$42,362,515.44	\$397,515.44	0.9 %
SLW-0-(203)T SL72801C	9TH ST., MCNEIL TO HALL ST. NorthEast District						
	Working Days: 270 Days Used: 196						
			K. A. Z. CONSTRUCTION, INC.	Low Bid = \$258,492.50 or 50.05% over State Estimate			
		516,507.50		\$775,000.00	\$806,580.82	\$31,580.82	4.1 %
STP-264-A(211)T H824601C	BURNSIDE - FISH WASH NorthEast District						
	Working Days: 285 = 220 + 5 + 2 + 9 + 9 + 7 + 10 + 23 Days Used: 275						
			FNF CONSTRUCTION, INC.	Low Bid = (\$168,843.89) or 1.00% under State Estimate			
		16,906,402.24		\$16,737,558.35	\$20,827,208.75	\$4,089,650.40	24.4 %
008-A-(222)T H869701C	DOMES VALLEY-WELLTON SouthWest District						
	Working Days: 235 Days Used: 231						
			FNF CONSTRUCTION, INC.	Low Bid = (\$1,617,107.69) or 17.19% under State Estimate			
		9,407,716.45		\$7,790,608.76	\$8,218,833.98	\$428,225.22	5.5 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
June, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
260-A-(207)T H862501C Working Days: 288 = 180 + 108 Days Used: 285	SR 260 AT INDUSTRIAL DRIVE NorthCent District		N.G.U CONTRACTING, INC.	Low Bid = (\$108,291.67) or 7.43% under State Estimate			
		1,457,563.50		\$1,349,271.83	\$1,582,095.52	\$232,823.69	17.3 %
TEA-260-A(201)T H717101C Working Days: 60 Days Used: 55	CLIFFS PKWY-MAIN ST,CAMP VERDE NorthCent District		N.G.U CONTRACTING, INC.	Low Bid = (\$39,337.94) or 8.83% under State Estimate			
		445,725.00		\$406,387.06	\$417,159.50	\$10,772.44	2.7 %
IT0-0-(207)T SH64201C Working Days: 217 = 125 + 17 + 26 + 49 Days Used: 182	T. O. NATION VARIOUS SouthCent District		SUNLINE CONTRACTING, LLC	Low Bid = (\$397,315.03) or 18.94% under State Estimate			
		2,097,303.30		\$1,699,988.27	\$1,757,205.03	\$57,216.76	3.4 %
SR1-0-(202)T SZ15501C Working Days: 92 = 80 + 12 Days Used: 92	SALT RVR PIMA-MARICOPA Central District		COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$50,074.62 or 7.26% over State Estimate			
		689,440.00		\$739,514.62	\$844,505.21	\$104,990.59	14.2 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2018
June, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
008-A-(220)T H861901C Working Days: 150 Days Used: 146	WB OFF RAMP AND GISS PARKWAY I SouthWest District	1,821,289.00	GREY MOUNTAIN CONSTRUCTION, LLC	Low Bid = (\$143,746.00) or 7.89% under State Estimate \$1,677,543.00	\$1,795,131.45	\$117,588.45	7.0 %
060-B-NFA H837411C Working Days: 20 Days Used: 9	11833 W. THUNDERBIRD RD. Central District	19,000.00	BREINHOLT CONTRACTING CO., INC.	Low Bid = \$11,000.00 or 57.89% over State Estimate \$30,000.00	\$30,000.00	(\$0.00)	0.0 %
CLG-0-(201)T SL71301C Working Days: 150 Days Used: 147	CENTRAL AVE., ARIZONA SouthCent District						
CLG-0-(204)T SS98201C Working Days: 150 Days Used: 147	CENTRAL AVE., ARIZONA BLVD. TO SouthCent District	1,302,797.78	GREY MOUNTAIN CONSTRUCTION, LLC	Low Bid = \$75,157.22 or 5.77% over State Estimate \$1,377,955.00	\$1,516,609.42	\$138,654.42	10.1 %

Completed Contracts (Fiscal Year 2018)

June, 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	\$106,486,293.26	\$100,110,305.43	\$106,115,786.26
		<u>Monetary</u>		<u>Monetary</u>
		(\$6,375,987.83)		\$6,005,480.83

Accumulation to Date (Fiscal Year 2018 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
117	\$465,230,828.76	\$440,731,385.11	\$457,644,489.68	\$16,913,104.57	3.8%

Prepared By:

Ladd Bouts
~~Yvonne Navarro~~
 Field Reports Unit, X6849

Checked By:

Charlene Neish
~~Lynne Hickson, Manager~~
 Field Reports Unit, X7301

<u>FINAL COST VS BID ADJUSTED</u>	
FISCAL YEAR 2018	

[illegible]

CONTRACTS: (Action As Noted)

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

***ITEM 9a:** BOARD DISTRICT NO.: 6 Page 300

BIDS OPENED: June 22, 2018

HIGHWAY: PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)

SECTION: VERDE RIVER-ARTS VILLAGE DRIVE

COUNTY: YAVAPAI

ROUTE NO.: SR 89A

PROJECT : TRACS: STBG-89A-B(220)T : 089A YV 355 F004601C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SOUTHWEST SLURRY SEAL, INC.

LOW BID AMOUNT: \$ 2,580,657.00

STATE ESTIMATE: \$ 2,040,333.00

\$ OVER ESTIMATE: \$ 540,324.00

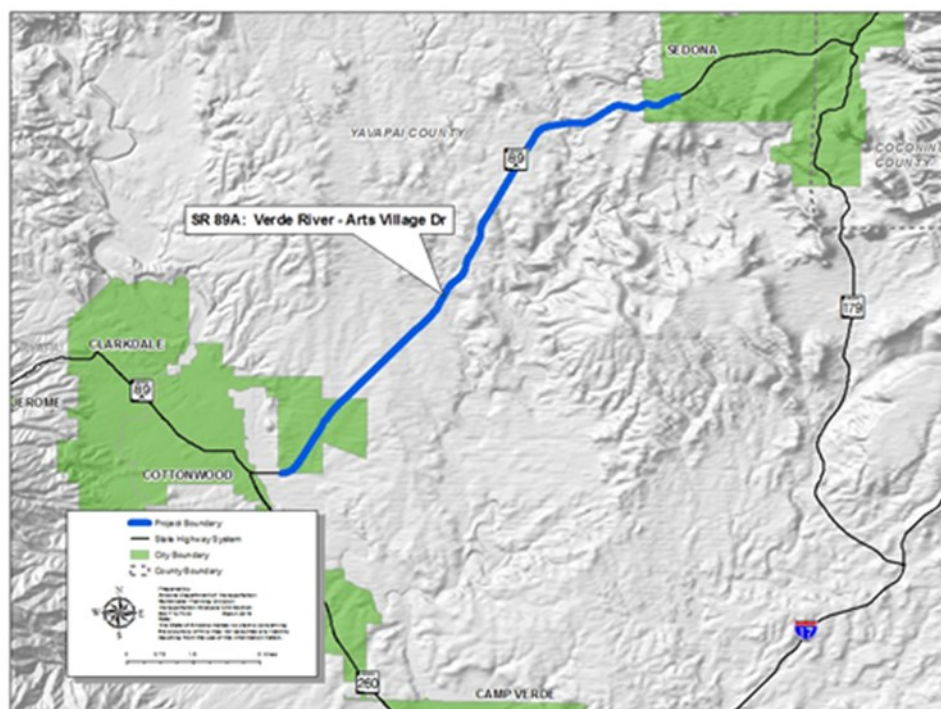
% OVER ESTIMATE: 26.5%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



ITEM 9b: BOARD DISTRICT NO.: 6

Page 303

BIDS OPENED: June 8, 2018

HIGHWAY: KINGMAN-WICKENBURG HIGHWAY (US 93)

SECTION: BIG JIM WASH BRIDGE, STR. #548

COUNTY: YAVAPAI

ROUTE NO.: US 93

PROJECT : TRACS: NHPP-093-B(213)T : 093 YV 165 H878001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: N.G.U. CONTRACTING, INC.

LOW BID AMOUNT: \$ 598,888.43

STATE ESTIMATE: \$ 506,065.34

\$ OVER ESTIMATE: \$ 92,823.09

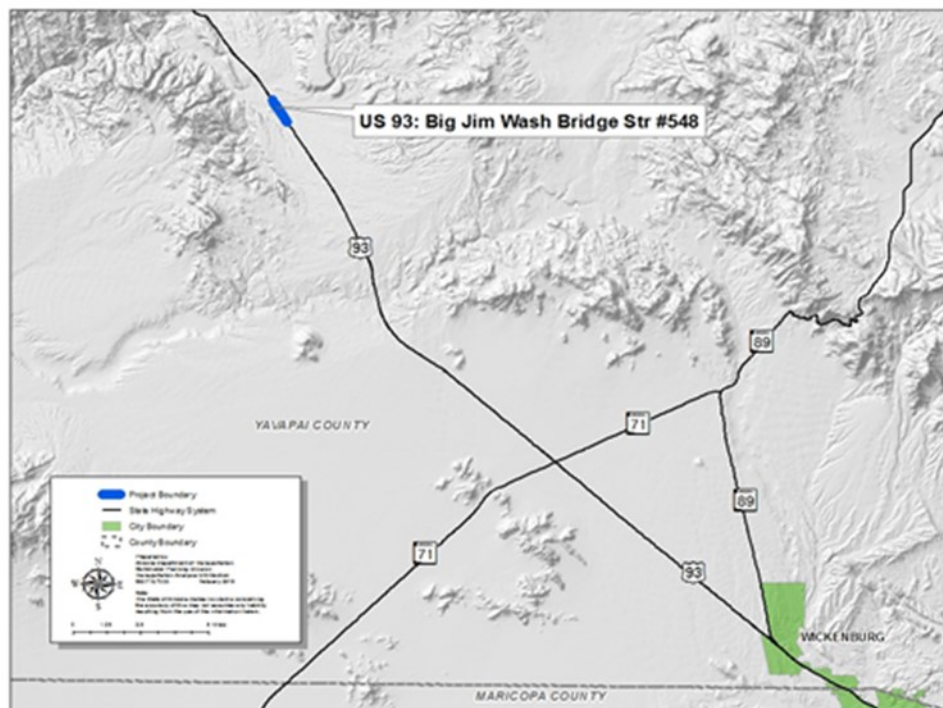
% OVER ESTIMATE: 18.3%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed project is located in Maricopa County at 83rd Avenue from Happy Valley Road to Jomax Road in the City of Peoria. The work consists of widen the asphalt pavement to provide bike lanes on both sides of the road and construct concrete sidewalk. The work also includes constructing asphaltic concrete pavement, replacing pavement markings, and other related work.

Bid Opening Date : 6/22/2018, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 MA PE0 T006801C PE0-0-(224)T	CITY OF PEORIA	83RD AVE - HAPPY VALLEY RD TO Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$866,358.07	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
2	\$913,478.84	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
3	\$930,935.55	D B A CONSTRUCTION INC.	P O BOX 63035 PHOENIX, AZ 85082-3035
	\$953,450.00	DEPARTMENT	
4	\$974,850.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 9.1% Under Department Estimate (Difference = (\$87,091.93))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 22, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA PEO T0068 01C
PROJ NO CMAQ-PEO-0(224)T
TERMINI CITY OF PEORIA
LOCATION 83RD AVENUE; HAPPY VALLEY ROAD TO JOMAX ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$1,003,000.00. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County at 83rd Avenue from Happy Valley Road to Jomax Road in the City of Peoria. The work consists of widen the asphalt pavement to provide bike lanes on both sides of the road and construct concrete sidewalk. The work also includes constructing asphaltic concrete pavement, replacing pavement markings, and other related work.

The time allowed for the completion of the work included in this project will be **70** Working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **8.11**.

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:	JALAL KAMAL	Jkamal@azdot.gov
Construction Supervisor:	DYLAN CARDIE	DCardie@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

Project Advertised on: 5-23-2018

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

85 Working Days

The Project is located in Pima County within the Town of Marana, along Santa Cruz river levee beginning at the Marana Heritage Park and ending near the historical Beard House. The work consists of constructing approximately 2.7 miles of paved shared use path. The work also includes landscape, irrigation, fence and other related work.

Bid Opening Date : 6/8/2018, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 PM MRN SL64901C MRN-0(201)T	TOWN OF MARANA	SANTA CRUZ RIVER LEVEE: HERITA SouthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$829,984.00	DEPARTMENT	
1	\$880,543.49	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
2	\$925,925.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
3	\$997,403.55	M. ANDERSON CONSTRUCTION CORP.	4650 N KAIN AVENUE TUCSON, AZ 85705
4	\$1,032,490.00	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
5	\$1,093,360.52	PAVECO, INC.	2801 S. 49TH AVE, SUITE B PHOENIX, AZ 85043

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$1,343,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 6.1% Over Department Estimate (Difference = \$50,559.49)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 08, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PM MRN SL64901C
PROJ NO	TEA-MRN-0(201)T
TERMINI	TOWN OF MARANA
LOCATION	SANTA CRUZ RIVER LEVEE: HERITAGE PARK TO BEARD HOUSE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

The amount programmed for this contract is \$ 973,664. The location and description of the proposed work are as follows:

The Project is located in Pima County within the Town of Marana, along Santa Cruz river levee beginning at the Marana Heritage Park and ending near the historical Beard House. The work consists of constructing approximately 2.7 miles of paved shared use path. The work also includes landscape, irrigation, fence and other related work.

The time allowed for the completion of the work included in this project will be 85 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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:
Construction Supervisor:

Mahfuz Anwar
Daniel Casmer

Manwar@azdot.gov
DCasmer@azdot.gov



STEVE BEASLEY,
Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 05/01/18

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed work for project is located in Cochise, Gila, Graham, and Greenlee Counties on US 60, US 70, SR 77, SR 80, SR 186, SR 188, and US 191. A portion of the project on US 70 is located within San Carlos Indian Reservation. The proposed work consists of the installation of ground-in rumble strips, pavement marking, fog coat and blotter material along the shoulders and centerlines of the highways including providing traffic control and other related work.

Bid Opening Date : 6/8/2018, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
999 UN 999 F001901C 999-A-(500)T	STATEWIDE	Various Location Safety Improv SouthEast District	9277

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,271,316.22	PAVEMENT MARKING, INC.	8949 SOUTH BECK AVE TEMPE, AZ 85284
	\$1,277,660.94	DEPARTMENT	
2	\$1,494,616.82	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
3	\$1,552,501.40	SUNLINE CONTRACTING, LLC	820 N 17TH AVENUE PHOENIX, AZ 85007

Apparent Low Bidder is 0.5% Under Department Estimate (Difference = (\$6,344.72))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 08, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO	999 SW 000 F001901C
PROJ NO	HSIP-999-A(500)T
TERMINI	STATEWIDE
LOCATION	SOUTHEAST DISTRICT, VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
STATEWIDE	N/A	SOUTHEAST	9277

The amount programmed for this contract is \$1,700,000. The location and description of the proposed work are as follows:

The proposed work for project is located in Cochise, Gila, Graham, and Greenlee Counties on US 60, US 70, SR 77, SR 80, SR 186, SR 188, and US 191. A portion of the project on US 70 is located within San Carlos Indian Reservation. The proposed work consists of the installation of ground-in rumble strips, pavement marking, fog coat and blotter material along the shoulders and centerlines of the highways including providing traffic control and other related work.

A portion of the project is located on a Native American Reservation, in the SAN CARLOS INDIAN RESERVATION area, which may subject the contractor to the laws and regulations of the SAN CARLOS INDIAN RESERVATION and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the SAN CARLOS INDIAN RESERVATION on work performed on the Reservation.

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

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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 shall be directed to the individuals noted below:

Engineering Specialist: Mahmood Ghorbani
Construction Supervisor: Mindy Teague

MGhorbani@azdot.gov
MTeague@azdot.gov



STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

PROJECT ADVERTISED ON: 04/26/2018

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

85 Working Days

The proposed project is located on SR 89A in the Northcentral District, Yavapai County, Arizona. The project limits begin at MP 355.89 and proceeds northeasterly to MP 369.38. The work consists of an application of micro-surfacing to the existing pavement surface to extend the pavement service life and to improve safety. The work also includes pavement marking, traffic control and other related work.

Bid Opening Date : 6/22/2018, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
089A YV 355 F004601C A89-B-(220)T	PRESCOTT - FLAGSTAFF HIGHWAY (SR 89A)	Verde River - Arts Village Dr NorthCent District	N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,040,333.00	DEPARTMENT	
1	\$2,580,657.00	SOUTHWEST SLURRY SEAL, INC.	22855 N. 21ST AVENUE PHOENIX, AZ 85027-2034
2	\$2,587,000.00	VSS INTERNATIONAL, INC.	3785 Channel Drive West Sacramento, CA 95691
3	\$2,702,676.08	INTERMOUNTAIN SLURRY SEAL, INC.	520 NORTH 400 WEST NORTH SALT LAKE CITY, UT 84054

Apparent Low Bidder is 26.5% Over Department Estimate (Difference = \$540,324.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JUNE 22, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 89A YV 355 F0046 01C
PROJ NO STBG-89A-B(220)T
TERMINI PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)
LOCATION VERDE RIVER – ARTS VILLAGE DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
89A	355.89 to 369.38	NORTHCENTRAL	N/A

The amount programmed for this contract is \$ 3,300,000. The location and description of the proposed work are as follows:

The proposed project is located on SR 89A in the Northcentral District, Yavapai County, Arizona. The project limits begin at MP 355.89 and proceeds northeasterly to MP 369.38. The work consists of an application of micro-surfacing to the existing pavement surface to extend the pavement service life and to improve safety. The work also includes pavement marking, traffic control and other related work.

The time allowed for the completion of the work included in this project will be 85 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 0.0% .

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:
Construction Supervisor:

Rene Teran
Tom Goodman

Rteran@azdot.gov
Tgoodman@azdot.gov


STEVE BEASLEY,
Manager
Contracts & Specifications

PROJECT ADVERTISED ON: MAY 15, 2018

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

115 Working Days

The proposed bridge rehabilitation project is located on US 93 in Yavapai County, northwest of the city of Wickenburg between MP 165.40 and MP 165.62. The work consists of bridge deck rehabilitation and scour retrofit on the Big Jim Wash Bridge (Str. # 548). The work includes mechanical milling and polyester polymer concrete overlay on the bridge deck, construction of concrete floors underneath the Bridge, seeding and other related work.

Bid Opening Date : 6/8/2018, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
093 YV 165 H878001C 093-B-(213)T	KINGMAN-WICKENBURG HIGHWAY (US 93)	BIG JIM WASH BRIDGE, Str. #548 NorthWest District	25015

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$506,065.34	DEPARTMENT	
1	\$598,888.43	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
2	\$629,018.91	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
3	\$664,106.34	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
4	\$679,996.41	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 18.3% Over Department Estimate (Difference = \$92,823.09)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 08, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 093 YV 165 H878001C
PROJ NO NHPP-093-B(213)T
TERMINI KINGMAN-WICKENBURG HIGHWAY (US 93)
LOCATION BIG JIM WASH BRIDGE, STR. # 548

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 93	165.40 to 165.62	NORTHWEST	25015

The amount programmed for this contract is \$660,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed bridge rehabilitation project is located on US 93 in Yavapai County, northwest of the city of Wickenburg between MP 165.40 and MP 165.62. The work consists of bridge deck rehabilitation and scour retrofit on the Big Jim Wash Bridge (Str. # 548). The work includes mechanical milling and polyester polymer concrete overlay on the bridge deck, construction of concrete floors underneath the Bridge, seeding and other related work.

The time allowed for the completion of the work included in this project will be 115 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.

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 shall be directed to the individuals noted below:

Engineering Specialist: Mahmood Ghorbani

MGhorbani@azdot.gov

Construction Supervisor: Joshua Wentzlof

JWentzlof@adot.gov



STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

PROJECT ADVERTISED ON: 04/24/2018



Infrastructure Delivery and Operations

An Arizona Management System Agency

Douglas A. Ducey, Governor
 John S. Halikowski, Director
 Dallas Hammit, State Engineer
 Steve Boschen, Division Director

July 9, 2018

John S. Halikowski
 Director
 Arizona Department of Transportation
 206 S. 17th Ave
 Phoenix, AZ 85007

Subject: Former US Highway 80 State Historic Route Recommendations

Dear Director Halikowski:

In accordance to Arizona Administrative Code R17-3-803, ADOT has prepared the attached report which evaluates those portions of former US Highway 80 within the State Highway System for consideration to be designated a State Historic Route. This is in response to an application submitted by the Tucson Historic Preservation Foundation to designate former US Highway 80 in Arizona as a State Historic Route. Based on the evaluations contained in the ADOT report the following sections of current State Highways totaling 217.8 miles are recommended to be presented to the State Transportation Board for designation as a State Historic Route for former US Highway 80.

State Route 80:

- MP 415.4 (AZ/NM State Line) to MP 367.1 (Douglas)
 - Route continues on the local system between MP 367.1 to MP 366.1.
- MP 366.1 to MP 365.5
- MP 365.5 to MP 357.3 – Although this section does not retain its historical integrity, it is recommended to designate this section for continuity.
- MP 357.3 to MP 341.5 (Bisbee)
 - Route continues on the local system between MP 341.5 to MP 338.7.
- MP 338.7 to MP 317.4 (Tombstone)
 - Route continues on the local system between MP 317.4 to MP 316.8.
- MP 316.8 to MP 293.3 (Benson)

State Route Business 10 (Benson):

- MP 305.7 to MP 303.5 (Junction with I-10)

There will be a gap in the route along Interstate 10 between Benson and Tucson. The route continues on the local system within the City of Tucson until it intersects with State Highway 77 at the intersection of Miracle Mile Road and Oracle Road.

State Route 77 (Tucson):

- MP 69.5 (intersection of Miracle Mile and Oracle Road) to MP 91.1 (Junction with State Route 79) – Although this section does not retain its historical integrity, it is recommended to designate this section for continuity.

State Route 79:

- MP 91.1 (Junction with State Route 77) to MP 132.3 (Junction with State Route Business 79)

State Route Business 79 (Florence):

- MP 132.2 (Junction with State Route 79 at MP 132.3) to MP 134 (Junction with State Route 79 at MP 134)

State Route 79:

- MP 134 (Junction with State Route Business 79 at MP 134) to MP 150.1 (Junction with US Highway 60)

US Highway 60:

- MP 212.2 (Junction with State Route 79) to MP 199 (Junction with Old West Highway) – Although this section does not retain its historical integrity, it is recommended to designate this section for continuity.
 - Route continues on the local system through Phoenix from US Highway 60 to State Route 85.

State Route 85:

- MP 150.5 (Intersection with Maricopa County Route 85) to MP 149.5 (Intersection with Hazen Road) - Although this section does not retain its historical integrity, it is recommended to designate this section for continuity.
 - Route continues on the local system between MP 149.5 of State Route 85 and MP 120.2 of State Route Business 8 in Gila Bend.

State Route Business 8: (Gila Bend)

- MP 120.2 to MP 117.2 (Interstate 8)

There will be a gap in the route along Interstate 8 between Gila Bend and Yuma. The route continues in Yuma on the local system until it reaches the California State Line.

Sincerely,



Todd A. Emery
Deputy State Engineer, Design

CC: Dallas Hammit - Deputy Director for Transportation/State Engineer
Steve Boschen - Infrastructure Delivery and Operations, Director
Kevin Biesty - Deputy Director for Policy
Floyd Roehrich – Executive Officer
John Carlson – Government Relations



Intermodal Transportation

Arizona Department of Transportation

Environmental Planning

A Review of the US 80 Proposal for Historic Highway Designation

999 SW 000 M6967 01X

**June 2018
Final**

This document contains sensitive information. Arizona Department of Transportation (ADOT) approval is required prior to the reproduction or distribution of any portion of this document.

The Tucson Historic Preservation Foundation drafted an application for “Historic Highway” designation for the alignment of Arizona United States (US) Route 80 (Route) to the Parkways, Historic and Scenic Roads Advisory Committee (PHSRAC). The Tucson Historic Preservation Foundation presented to the PHSRAC on June 20, 2017 regarding the application for designated US 80 as a historic highway. The PHSRAC board recommended to the State Transportation Board that the Route all be designated as a historic highway. The State Transportation Board met on January 18, 2018 and approved for historic designation those portions of the Route that are not on the Arizona State Highway System (SHS). The Board further directed the Arizona Department of Transportation (ADOT) to evaluate those portions on the SHS for designation as a historic highway. This report will document the review of those portions of the Route that are on the SHS. After the completion of this report, a presentation will be made to the State Board of Transportation which will determine the final outcome of whether the Route is designated as a historic highway as only the State Transportation Board holds that authority (Arizona Administrative Code R17-3-801).

PROJECT DESCRIPTION

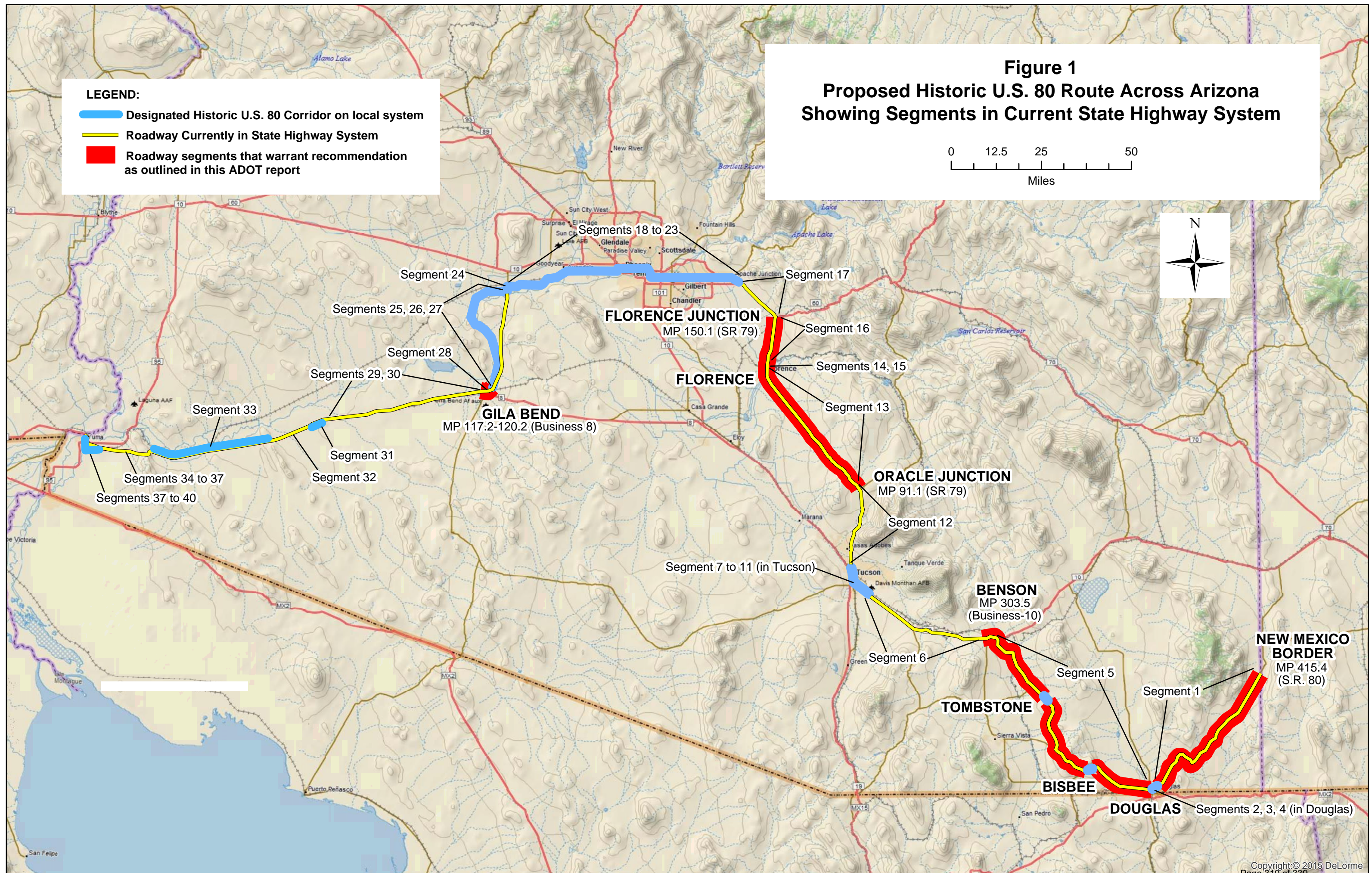
The Tucson Historic Preservation Foundation prepared a report entitled, *Historic Arizona U.S. Route 80 Historic Highway designation Application*, by Demion Clinco (May 2016). Information regarding the Route, areas on either side of the road, land ownerships, major land use, area zoning, photographs, visual impact of outdoor advertising, and historic significance along the Route are included by reference from Clinco (2016) as required by Arizona Administrative Code R17-3-803(C)(2). No new studies were conducted to supplement the historical background of those portions of the Arizona State Historic Highway System that are included in the application. However, known information was included as background in areas as needed.

The route extends from the eastern edge of Arizona beginning at the New Mexico-Arizona state line, west of Rodeo (New Mexico) and south of the Chiricahua Mountains. The Arizona alignment of the Route continues across the state, exiting Arizona at the Yuma Crossing of the Colorado River. The Route is contiguous across the state encompassing a total of 540.9 miles (Clinco 2016). US Route 80 was created in 1926 as a numbered highway.

The report focuses on the historic significance of the Route between the years of 1926 and 1955 for Arizona history (Clinco 2016), which corresponds to the SHS. Although there are some earlier alignments of the route (1917 and 1925), these predate the formally designated highway system and are not primarily considered in this document, except as demonstrating the historical importance of this area as a transportation corridor and as development of the local area.

Road Segments

The Route was divided into distinct segments in the report because of the complex course of the historic alignments through towns and cities. Figure 1 depicts the segments as well as those portions of the



project that are within the SHS and of those that we recommend for designation of a historic highway.

For each of the road segments, ADOT personnel evaluated historic resources that were adjacent to the roadway and within the ADOT ROW. Additionally, known points of interest that existed during the period of significance were also included in the table. Table 1 provides a listing of these resources by named roadway and segment.

HISTORIC SIGNIFICANCE OF US 80

Prior to the creation of the numbered US Highway System, there were several named routes, portions of which would eventually become adopted into the final alignment of US 80. These include the Old Spanish Trail, Lee Highway, Jefferson Davis Highway, and the Bankhead Highway (USDOT/FHWA 2017).

The Route that would become known as US 80 began primarily as the Dixie Overland Highway. Several automotive groups, led by local prominent businessmen, vied for consideration of the final southern transcontinental route across the United States. Between 1911 and 1918, these groups include the Ocean-to-Ocean Transcontinental Highway Association, the Ocean-to-Ocean Highway, Southern National Highway Association, and National Old Trails Ocean-to-Ocean Highway Association (USDOT/FHWA 2017).

The Automobile Club of Savannah developed a route across Georgia that would become part of the larger US 80 Route (Varner 2006). With a strong non-profit membership, the Club worked to promote the transcontinental route across the southern United States. Choosing a western terminus took several years, from 1914 to 1918, at which time the California Governor, as well as a prominent San Diego developer, Colonel Ed Fletcher took interest in the project (Clinco 2016). Construction work was already underway in California, developing a San Diego to Yuma route in 1911 (USDOT/FHWA 2017). In 1926, Colonel Fletcher participated in a car race from San Diego, California to Savannah, Georgia to promote the Route (Varner 2006). Soon, thereafter, US 80 was completed from ocean to ocean with federal and state aid (Clinco 2016).

The Secretary of Agriculture appointed the Joint Board on Interstate Highways in the spring of 1925 to address the concern about standardizing the named routes into formally designated interstate highways (Clinco 2016). As a result, US 80 was designated as an official Route, extending across the southern United States totaling 2,726 miles. US 80 was billed as the first all-weather coast to coast route for American motorists, connecting Georgia to California via Arizona (Clinco 2016).

Events of National Importance Along US 80

Several important events occurred along US 80. However, none of these events occurred within Arizona. In Alabama, US 80 played a role in one of the important events in the Civil Rights movement. To end discrimination at the polls, Martin Luther King Jr traveled to Selma, Alabama to promote a nonviolent direct action in the form of protests and marches in January 1965 (USDOT/FHWA 2017). The effort failed

Old US Highway 80, 1926 – 1955 Period of Significance

Segment	Milepost	Resource
SR 80: New Mexico border to Benson:		
Segment 1	415.4	Arizona-New Mexico border
Segment 1	413	View of Chiricahua Mountains to west, Chiricahua Natl Monument up there, entry from other side of the mountain range.
Segment 1	411.86	Horseshoe Canyon Bridge #63, 1929 Concrete slab
Segment 1	406.43	Jack Wood Wash Bridge @61, 1929 Concrete slab
Segment 1	406.15	Geronimo Surrender Monument, surrender site is 7 miles southeast
Segment 1	400.56	Wash Bridge #71, 1929 Concrete deck girder
Segment 1	396.38	Chiricahua RR Siding, foundation visible to northwest, old railbed follows highway from border to Douglas
Segment 1	393.66	Wash Bridge #68 1929, widened 1949 concrete deck girder
Segment 1	376.82	Wash Bridge #65 1930 Concrete deck girder
[Segments 2, 3, 4 in Douglas]	367.1 - 366.1	On Douglas city streets OFF OF STATE HIGHWAY SYSTEM
Segment 5	366.1 - 365.5	Douglas: El Paso and Southwestern RR Passenger Depot (<u>NR</u>), visible on the south at MP 366.1
[Segment 5]	365.5 - 357.3	Divided highway west of Douglas: no historic integrity remains
Segment 5	353.44	Naco to Kelton Station RR / AZ-Colorado RR Pearce to Naco, historic alignment barely visible through brush on either side
Segment 5	348.13	Lowell Arch Bridge (Mule Gulch) #130, 1911, <u>Eligible</u> for NRHP as one of oldest bridges in AZ
Segment 5	347.8 - 348	Forrest Ranch (historic) and Grace's Corner concrete road on south, 1870s to 1950s, still used locally
Segment 5	343.15	Bisbee: Evergreen Cemetery (<u>NR</u>) , Shady Dell Trailer Park, Dot's Diner, visible to east
Segment 5	343.15	Bisbee: Erie Street Streetscape 1920s visible to west
Segment 5	341.5 - 343	Bisbee: Lavender Pit Mine 1950 visible to south
[Segment 5 bypass]	341.5 - 338.7	1959 Bypass – visible historic resources listed below
[Segment 5 bypass]	341.1- 341.4	Bisbee Historic District (<u>NR</u>) – set back from highway on north
[Segment 5 bypass]	340.4-341	Bisbee Residential Historic District (<u>NR</u>) / off to north, visible
[Segment 5 bypass]	339.1- 340.3	Mule Pass Tunnel 1958 / pre-1958 would have used Old Divide Road
Segment 5	333.14	Old SR 90 alignment from west, visible on west
Segment 5	320.35 - 320.0	Historic paved/unpaved old road segments, visible on west
[Segment 5 bypass]	317.4 - 316.8	Route diverted from Fremont Street to Allen Street from 6 th Street to Sumner Street in Tombstone

[Segment 5 bypass]	317.5	Tombstone Historic District (NR), mostly to south; includes Schieffelin Hall 1881, Old City Hall (1882, NR) on highway, other residences and commercial along city streets
Segment 5	316.5	Boothill Cemetery, 1878, on northeast side
Segment 5	313.9	Old road from Sonoita / now SR 82 corridor
Segment 5	300.35 & 301.4 - 303.41	St. David Ditch 1924: earthen banks, follows and crosses highway but not very visible due to vegetation
Segment 5	298.8	San Pedro River crossing
Segment 5	298.7	AZ & SE Railroad, Bisbee to Fairbank and Benson-Fairbank-Nogales Railroad, still active railroad corridor
Segment 5	293.2	Benson Historic Barrio (NR) (District), visible on west side
Segment 5	293.15	Benson Railroad Underpass bridge #264, 1941, Eligible for the NRHP
Segment 5	293.15	Benson Highway Underpass bridge #262, 1941 Eligible for the NRHP
Segment 5 (SR 80 becomes Business 10):		SR 80 milepost 293.3 = Business 10 milepost 305.7
Segment 5	305.6	Hi Wo Company Grocery 1896 (NR), south roadside
Segment 5	305.5	Treu, Territorial Meat Co 1880 (NR), south roadside
Segment 5	305.5-6	Benson Railroad Historic District (NR out of ROW but visible to north)
Segment 5	305.08	Oasis Court 1928 (NR), south roadside
Segment 5	304-305.5	Horse Shoe Cafe (1937), Benson Motel (1930), Quarter Horse Motel (1950), Reb's Café (1950) / not on NR but still there, roadside
[Segment 6: I-10 Benson to Benson Hwy, Tucson]	303.5- 267.5	MODERN I-10 OVERLAY: NO HISTORICAL INTEGRITY REMAINS
[Segment 7: Benson Hwy from Valencia Rd to Park Ave]		Tucson streets OFF OF STATE HIGHWAY SYSTEM
[Segments 8, 9, 10, 11]		Tucson streets to SR 77 OFF OF STATE HIGHWAY SYSTEM
SR 77: Tucson to Oracle Junction		
[Segment 12: SR 77: Tucson-Oracle Junction]	69.5- 91.14	MODERN SR 77 OVERLAY: NO HISTORICAL INTEGRITY REMAINS
SR 79: Oracle Jct. to Florence Jct.:		
Segment 13	91.1 - 132	Pinal Pioneer Parkway / nickname for SR 79, an AZ scenic drive. Designated by Arizona Highway Dept. resolution in January 1961.
Segment 13	95.3	Oracle-Tucson Transmission Line / early 1940s, some older posts visible
Segment 13	95.3-.4	Historic road segments pre 1939 Phoenix-Tucson Hwy: visible at electrical substation on west side of highway
Segment 13	102.3- 102.7	Coolidge-Oracle Transmission Line 115kV: visible on east side
Segment 13	112.6	Historic homestead / potentially eligible / barely visible through vegetation on east side
Segment 13	115.56	Tom Mix monument (1961 for 1940 death)
Segment 13	129.6 to 130.2	Paved historic road segment probably old 80 (20-30 years old in 2001), visible along west side of highway
Segment 13	132.6	Florence-Casa Grande Canal, 1928, highway crosses it
Segment 13	132.8	Florence Canal / 1880s (empty on Google Earth, doesn't continue W)
Business 79 Florence:		
Segments 14 and 15	132.8-134	Florence Townsite HD (NR) adjacent, several bldgs. Adjacent: Avenenti Building, 2 nd Isis Movie Theater, Perfection

		Bakery , several homes, 1 st Presbyterian Church (NR), 2 nd Pinal Co Courthouse (NR) not on but visible
SR 79 Florence to Florence Junction:		
Segment 16	134	State Penitentiary 1908 / oldest building is just visible to east from MP 134
Segment 16	135.8	Gila River Bridge / 1957, highway crosses it
Segment 16	135.88	North Side Canal / 1928, highway crosses it
Segment 16	136.33	Mesa to Winkelman Spur of Phoenix & Arizona RR, highway crosses it
Segment 16	140.45	Line of boulders (historic) on section line. Work project Japanese internees WW2, east of SR 79; not sure they are visible from highway
Segment 16	148.32	Magma Arizona RR / 1920s abandoned, highway crosses it
Segment 16 ends	150.1	At Florence Junction
[1925 corridor out and around Queen Valley mining area to join US 60; 1950 follows directly along US 60, both end up in Apache Jct.]		OFF OF STATE HIGHWAY SYSTEM
[Segment 17: US 60 Florence Junction to Apache Junction]	212.2-199.05	MODERN US 60 OVERLAY: NO HISTORICAL INTEGRITY REMAINS
[Segments 18 to 23: In Apache Jct, Old West Hwy and Apache Trail west through Mesa and Tempe; finally MC85 west to Buckeye and junction with SR 85]		OFF OF STATE HIGHWAY SYSTEM
[Segment 24: SR 85 Buckeye Rd to Old US 80]	155.46-120.23	MODERN SR 85 OVERLAY: NO HISTORICAL INTEGRITY REMAINS
[Segments 25 to 27: Old US 80: Buckeye to Gila Bend via Gillespie Dam]		OFF OF STATE HIGHWAY SYSTEM
Business-8 Gila Bend	120.2-117.2	
Segment 28	120.2	Gila Bend Southern Pacific Railroad Overpass #118 (NR), barely visible from 85 on south
Segment 28	120.2	Junction with Old US 80 (via Arlington) coming from north
Segment 28	120.2	Gila Canal, Gila Bend, back to 1920s. Eligible for the NRHP
Segment 28	119.3	Stout's Hotel 1927 / 113 E Pima
Segment 28	119.15	Desert Gem Motel 1960 710 W Pima / abandoned
[Segments 29 and 30: I-8 Gila Bend to Dateland]	117.2 – 71.0	MODERN INTERSTATE 8 OVERLAY: NO HISTORICAL INTEGRITY REMAINS
[Segment 31: Dateland]	71 - 66	OFF OF STATE HIGHWAY SYSTEM
[Segment 32: Dateland to Mohawk]	55.2 - 66	MODERN INTERSTATE 8 OVERLAY: NO HISTORICAL INTEGRITY REMAINS
[Segment 33: Mohawk to Ligurta]	21 – 55.2	OFF OF STATE HIGHWAY SYSTEM
[Segments 34 to 36: Ligurta to Business 8 at S Avenue 9E, Yuma]	21 - 10	MODERN INTERSTATE 8 OVERLAY: NO HISTORICAL INTEGRITY REMAINS
[Segments 37 to 40: Business 8 (32 nd Street and 4 th Avenue) to Colorado River, Yuma]	10 - 0	MODERN BUSINESS 8 OVERLAY: NO HISTORICAL INTEGRITY REMAINS

and Martin Luther King Jr. then traveled to Washington DC to ask President Lyndon Johnson to sponsor a federal voting rights act (Clinco 2016). In response to the death of Jimmie Lee Jackson, marches were organized and large groups of people joined together to walk along Jefferson Davis Highway, also known as US 80, from Selma to Montgomery. The marches created mounting pressure, and prompted President Johnson to address congress, calling for a voting rights bill, which was signed into law on August 6 (USDOT/FHWA 2017).

One of the most famous outlaws duos in the early 1930s was Bonnie and Clyde. The stretch of US 80 in Louisiana would bring the end of their criminal career. A brief sighting of the infamous duo sitting in their car in front of the Majestic Café in Shreveport, jump-started the manhunt to capture these two outlaws (Clinco 2016). After almost two days of searching, and ready to give up, officers ambushed Bonnie and Clyde, along US 80. Having absorbed more than 50 bullets from the officers, Bonnie and Clyde were dead (USDOT/FHWA 2016).

Southern Arizona History

Prehistorically and proto-historically, southern Arizona contains a rich mosaic entwining many different cultures and groups. The Route extends through regions that were both heavily populated with different groups (e.g., Hohokam, Mogollon, O'odham) and spaces that were used marginally (e.g., Patayan, Apache, Sobaipuri) as travel corridors and foraging areas. These groups left traces of their presence across the landscape; with such features as habitation sites, irrigation canals, and rock art. Since US 80's period of significance is during the historic period, other periods are just mentioned briefly.

Mining was an important economic and industrial source of early community development in southern Arizona the late 1800s. Bisbee's largest mine, the Copper Queen Mine, produced copper as did many of the other smaller mines. Other minerals that were mined in the area included gold, silver, cuprite, aragonite, wulfenite, malachite, azurite, and galena. Tombstone was known as a silver mine in the late 1800s, as well as drawing attention as one of the last boomtowns in the American frontier. Towns grew up around these mining operations to support the mining industry and other jobs were created such as laundries, supply shops, restaurants, and motels. Douglas was established in 1900 after the city area was selected for an enlarged smelting facility necessary to serve the Bisbee mines (Castalia 2014).

Ranching was important in southern Arizona, for the land in between the mining towns. The landscape of desert scrub did not feed a lot of cattle per acre so ranches were spread over many miles. Rustlers were rampant near the US and Mexico border where cattle were stolen in Mexico and later sold in the US.

Farming was also important to communities in southern Arizona such as Florence, which settled in 1866. After mining declined in nearby areas, agriculture became the main economic activity in the area. Prehistoric communities in this area had already created a series of canals – and it's probable that the historic community of Florence tapped into these canal remnants. The Florence Canal and Land Company was created in 1886, and formed the Florence Canal and Reservoir to bring water to the land southwest of Florence (Levstik et al. 2017). The state prison was also moved to the east side of Florence

from Yuma in 1909 (Wright et al. 1999). These two industries sustained the communities along the route in this area.

The Southern Pacific railroad came through southern Arizona – Tucson, Benson, and Willcox in 1881. Originally, the railroad was driven by steam engine and required regular water stops such as at Benson. In addition, Benson served as a stop on the San Pedro River where cargo could be shipped from the mines at Tombstone and Bisbee, among other local mining areas, to areas outside of Arizona.

With the advent of the depression, the Civilian Conservation Corps (CCC) and the Work Project's Administration (WPA) conducted numerous projects in southern Arizona. CCC projects included fighting fires, planting trees, clearing and maintaining access roads, re-seeded grazing lands and implemented soil erosion controls. Additionally, they encouraged citizens to get out and enjoy America and contributed to building bridges and campground facilities. WPA focused primarily on public works projects such as roads, bridges, schools, courthouses, hospitals, sidewalks, gyms, parks, and university unions.

Local Significance of US 80 in Arizona

Various abandoned segments of State Route (SR) 80 have been recorded as archaeological site AZ FF:9:17(ASM) [previously several segments of the route have been recorded with other site numbers {AZ EE:8:291(ASM) and AZ T:10:78(ASM)} and consolidated as AZ FF:9:17(ASM)]. Depending on the integrity of the particular road segment, the site has been determined eligible under Criterion A and D (Punzmann and Aguila 2001).

In the southern portion of the state, most of the historic routes tend to follow the rivers, particular the Gila and either the Santa Cruz and San Pedro rivers. Within Arizona, SR 80 (the eastern portion of US 80) is a northwest-southeast trending route that connects the towns of Benson, St. David, Tombstone, Bisbee, and Douglas.

The alignment of SR 80 follows the old wagon road known as the Tombstone-Fairbank Highway that linked Benson and Tombstone before the railroad (Trimble 1986). From Bisbee to Douglas, the alignment of SR 80 is shown on the 1886 General Land Office Map as “to Bisbee” (Punzmann and Aguila 2001). This wagon road became the Bisbee to Douglas Road by 1912 (Barz 1997). The road was a major transportation route for Cochise County, functioning as a transportation corridor for mining and ranching industries as well as assisting in the development of southern Arizona communities (Rayle 2011). Improvements to SR 80 began in 1920, with Cochise County spending \$91,000 to treat the gravel road with an asphalt mix to reduce dust and stabilize the surface (ADOT 2017). The road was layer paved with bituminous macadam sometime between 1930 and 1935 (Keane and Bruder 2004).

Currently SR 79 [subsumed under the US 80 alignment] is a north, northwestern road that extends from SR 77 just north of Tucson through Oracle Junction, terminating at Florence Junction. The original roadway was designated in 1924 as part of Arizona's highway system from Prescott to Jerome and later to Flagstaff, now known as US Route 89A.

Udall (1989) provides the foreword for the WPA Guide to 1930s Arizona. The guide provides several auto tour routes, describing the tourist highlights along each, with US 80 being Tour 4 in the book (Udall 1989). Originally written by the Workers of the Writer's Program of the WPA, the book provides a unique perspective into the thoughts of Arizonians in the 1930s regarding the lore and legion of towns along the route (Udall 1989).

METHODOLOGY FOR EVALUATION OF HISTORIC HIGHWAY DESIGNATION

ADOT is responsible for documenting the results of their study to evaluate the historic road proposal as it relates to the following considerations a) impact of the route; b) impact of the area; c) proximity; and d) uniqueness (Walker 1993). The impact of the route concerns the estimated relative importance of the route to the history of the area as it relates to transportation, commerce, architecture, history, archaeology, mining, agriculture, and culture. All of these considerations should be assessed within a local, regional, state, or national significance as appropriate, with each level of scale of equal importance. The impact of the area consideration connects the significance of the road to the exploration, settlement or development of Arizona. Development may include political, socio-cultural, and technological/economic at all political subdivision levels. The proximity consideration relates to the physical or visual distance of the road to the historic place(s). The uniqueness consideration concerns the relative scarcity or abundance of a given type of historic resource.

ADOT is responsible to review only those portions of the route that are within the SHS. Table 1 has delineated those segments that are off of the SHS in blue (i.e., segments that go through the towns). No field visits were conducted as part of this project. Photographs were acquired from the ADOT PhotoLog.

The criteria for weighing whether different segments of the Route retain their historic integrity and are good representations of a historic highway involve both concrete and abstract concepts. Evaluations for historical integrity often use a variety of terminology to express concrete items (e.g. materials, location, design, and workmanship) and abstract concepts (e.g. feeling, setting, and association). We will incorporate this terminology in our assessment applying it to the four considerations of historic highway designation outlined above and in Walker (1993).

For the purposes of this evaluation, the most relevant aspects of integrity that will apply are location, feeling, setting, and association. While most of the time, design and workmanship are associated with significant engineering features, they are also important in understanding the basic design and layout of the existing roadways.

EVALUATION OF US 80

The route evaluation for US 80 will be examined by individual segments or appropriately clustered groups of segments. Although the Clinco (2016) report recommended the entirety of the route to be designated as a historic highway, not all of the segments are equivalent in both setting and history, so

each segment was evaluated in their appropriate contexts. Much of the Route has been modified by adding additional lanes, while all of them have been modified through repaving and adding different surface materials over time. Roads, by their nature, should be updated with modern materials as they wear out through everyday use.

Road Segments

For the evaluation of the SHS portions of the Route, the Route was broken into 36 segments. Communities along the road were often bifurcated by the segments, with one that would extend through town and another that would bypass the town. Although the Clinco (2016) report includes and designates both of these alignments as historic, only one of alignments is on the SHS. The segment on the SHS is usually the one bypassing the community and was generally built or upgraded after the period of historical significance. Examples of these parallel segments are identified with the communities of Douglas, Bisbee, and Tombstone.

SR 80

Segments 1 through 5 are consolidated in the review since they represent a length of the Route that is a two lane roadway. Segment 1 starts at the Arizona/New Mexico boundary, while segments 2 thru 4 are part of the City of Douglas, with segment 5 extending from Douglas to Benson. Segment 1 extends from the eastern edge of Arizona to the beginning of the City of Douglas. Physically, the roadway maintains its feeling and setting of isolation along the wide open rugged spaces in eastern Arizona. It is a two lane road devoid of passing lanes. Photograph 1 provides a view along this segment of the roadway at the Arizona/New Mexico border heading westbound, highlighting the wide open rugged spaces.



Photograph 1

View of SR 80 westbound at the Arizona/New Mexico Border.

The road retains its historic association as a major transportation route through the southern portion of Arizona.

The Route, as it bypasses the City of Douglas, has been modified from its quiet two lane road, to a four lane divided roadway from just north of Douglas at MP 366.1 (G Ave) to MP 367.1 (A Ave), see Photograph 2 and Figure 2. The portion of the Route not on the SHS extends through the City of Douglas diverging from SR 80 at A Ave, turning onto 10th St, and then turning onto G Ave where it merges back into SR 80, and has already been designated historic. Based on ADOT engineering records, the bypass portion of the road (MP 366.1 to MP 367.1) was upgraded in approximately 1999, and therefore not within the period of significance.

There is another portion of the Route, just west of the City of Douglas (MP 357.3 to MP 365.5), that also has lost its historic integrity through modern redesign and construction (Photograph 3). Specifically, this segment is a divided four lane highway. According to the engineering records, this portion of SR 80 has been modified around 1970, see Figure 2.

Due to the significant modification in the number and width of the lanes, and the inclusions of additional modern structures, these segments of the Route do not retain their historic integrity of setting and feeling. Photographs 2 and 3 provide a view demonstrating the lack of integrity for these segments, by showing the contrast between these photographs regarding the setting and feeling from photograph 1.



Photograph 2
Beginning of five lane roadway at MP 366.4, eastbound, on SR 80 Douglas Bypass.

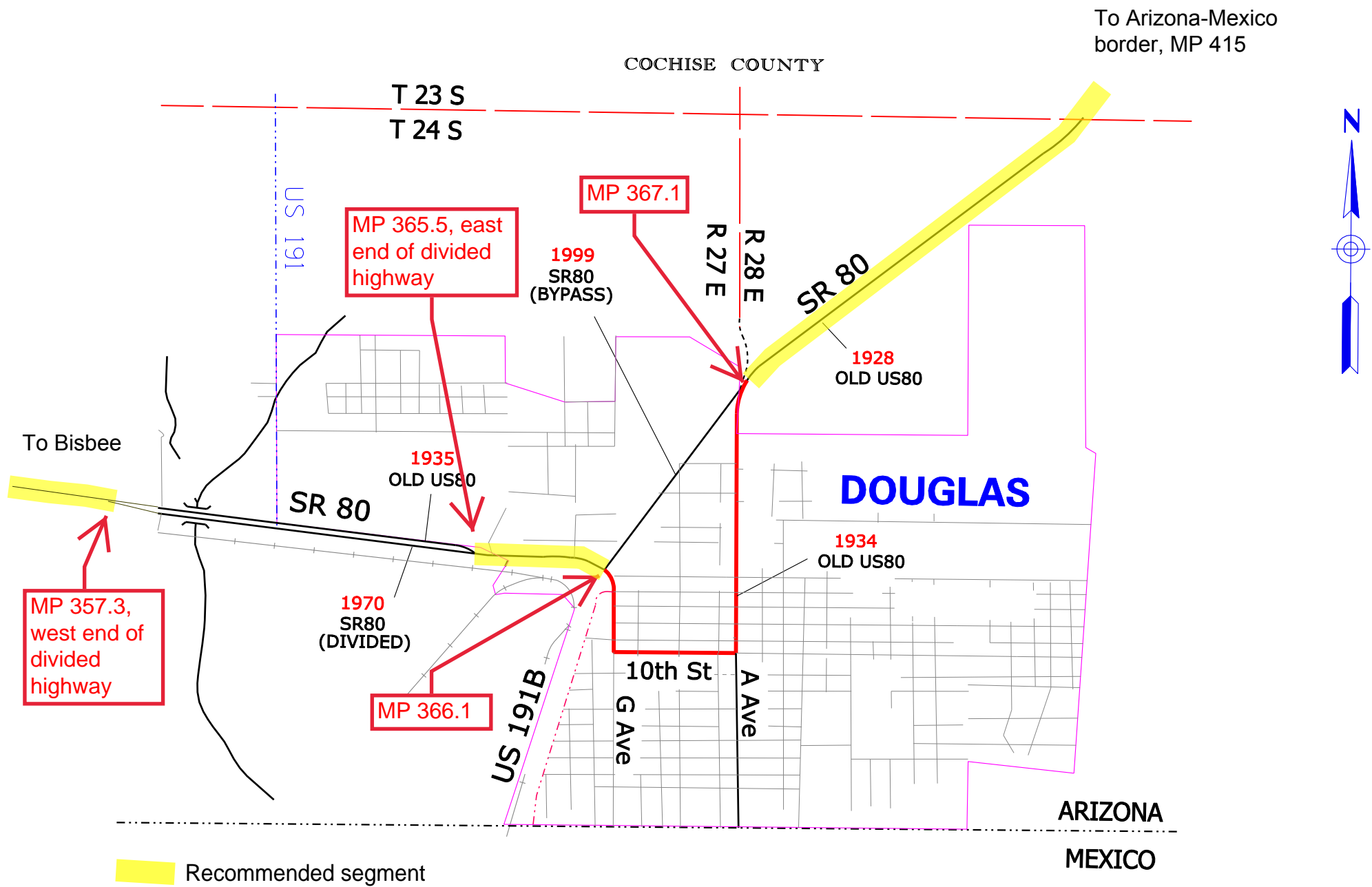


Figure 2
City of Douglas, Arizona



Photograph 3

Overview of the Route as showing the four lane divided roadway west of Douglas, MP 357.5.

From MP 357.3 to the outskirts of Bisbee (Figure 3), the Route retains its setting and feeling of historic transportation during the early part of the twentieth century, maintaining the two lane roadway.

Several historic alignments of the Route extend through the Bisbee vicinity. The original alignment snakes through the area and was constructed between 1940 and 1954 (See Figure 3). A straightened alignment that bypassed the City of Bisbee was constructed in approximately 1959 and included a tunnel (See Figure 3). The Bisbee bypass route, from MP 338.7 (N. Old Divide Rd) to MP 341.5 (Main St) is the portion of the Route within the SHS. Given its age (outside of the period of significance) the Route that bypasses Bisbee, from MP 341.5 to MP 338.7 does not retain its historic integrity of association, design, feeling, and setting. The Route alignment that extends through Bisbee, along Tombstone Canyon Dr, West Blvd and N. Old Divide Rd (all of them not on the SHS), has been designated historic. Photograph 4 provides an overview of the realigned US 80 through Bisbee.

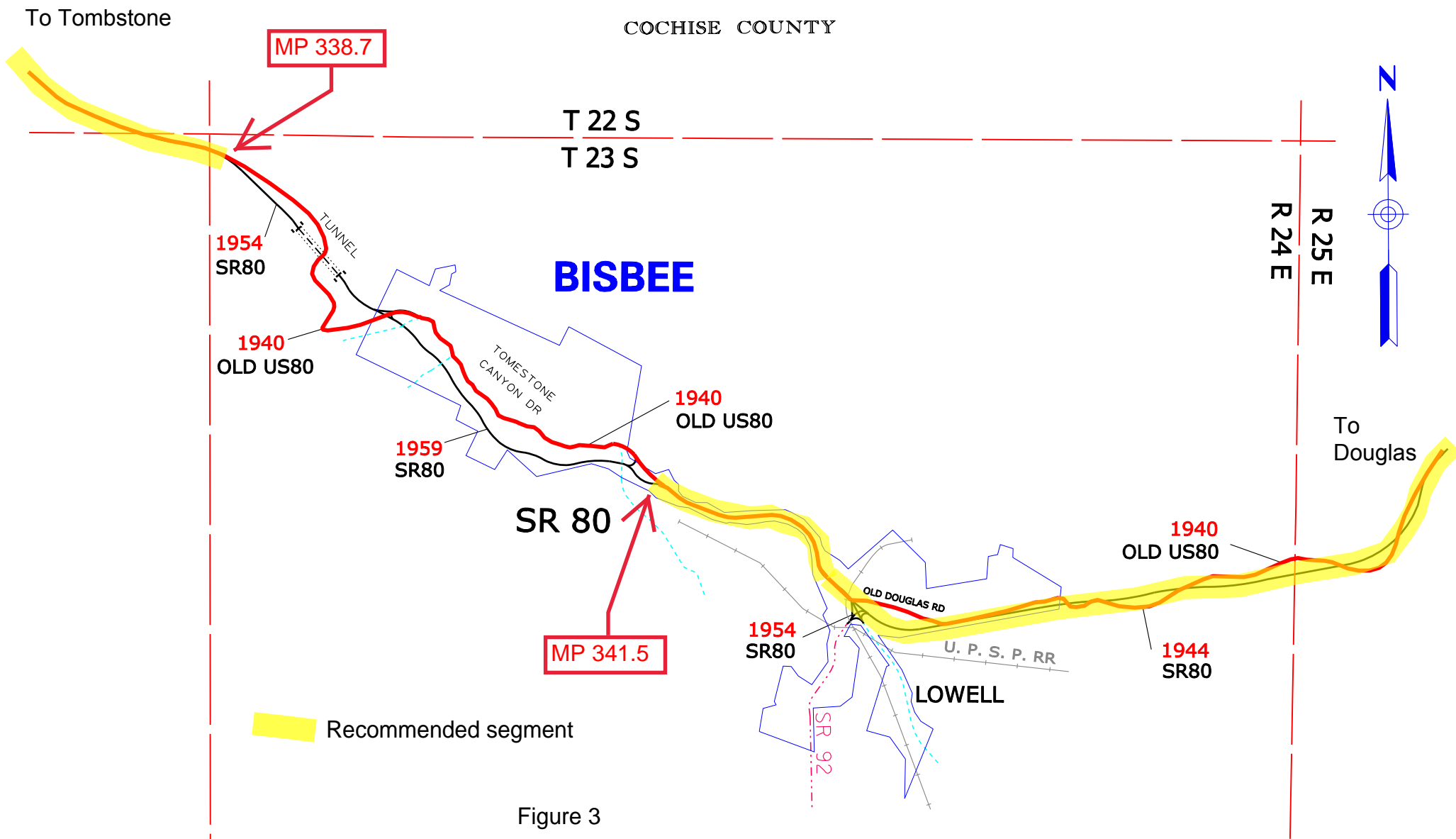


Figure 3
City of Bisbee, Arizona



Photograph 4

Overview of the Bisbee Bypass at MP 338.3, heading eastbound.

The Route through Tombstone (Figure 4) has been modified from the original two lane road to a two to four lane roadway from MP 316.8 (Sumner St) to MP 317.4 (6th St). The Route varies between two lanes with a center turn lane /outside turn lanes and a divided highway with four lanes and a flush median. Based on the engineering records, ADOT acquired the right-of-way along Fremont St to bypass the old highway alignment along Allen/6th/Sumner St in approximately 1965. The existing parallel and historic Route extends from SR 80 along 6th St, turns west onto Allen St, turns north onto Sumner St and merges back onto SR 80. This original alignment has already been designated as historic. Given the modification of increased road width, passing lanes, and wide center flush median, this segment of the road through Tombstone no longer retains its historic integrity, and should not be considered a contributing component to the US 80 alignment. Photograph 5 shows the widened segment of the road.

From MP 316.8 outside of Tombstone through the City of Benson (Figure 5), this segment of the Route continues to retain its historic integrity. As the Route enters the City of Benson, it continues west along Business 10 (B-10) to Interstate (I-10). Over time, the roadway through Benson has been modified to accommodate the increased traffic through the City. The segment of the Route between MP 293.3 (B-10) and SR 80 Interchange) and Interstate 10 increases in width from a two lane road to a four lane flush median with center turn lane. Although this segment is not a two lane roadway, the alignment hasn't changed since 1941/1943 when ADOT acquired the right-of-way. Photographs 6 and 7 show SR 80/B-10 in Benson.


To Benson

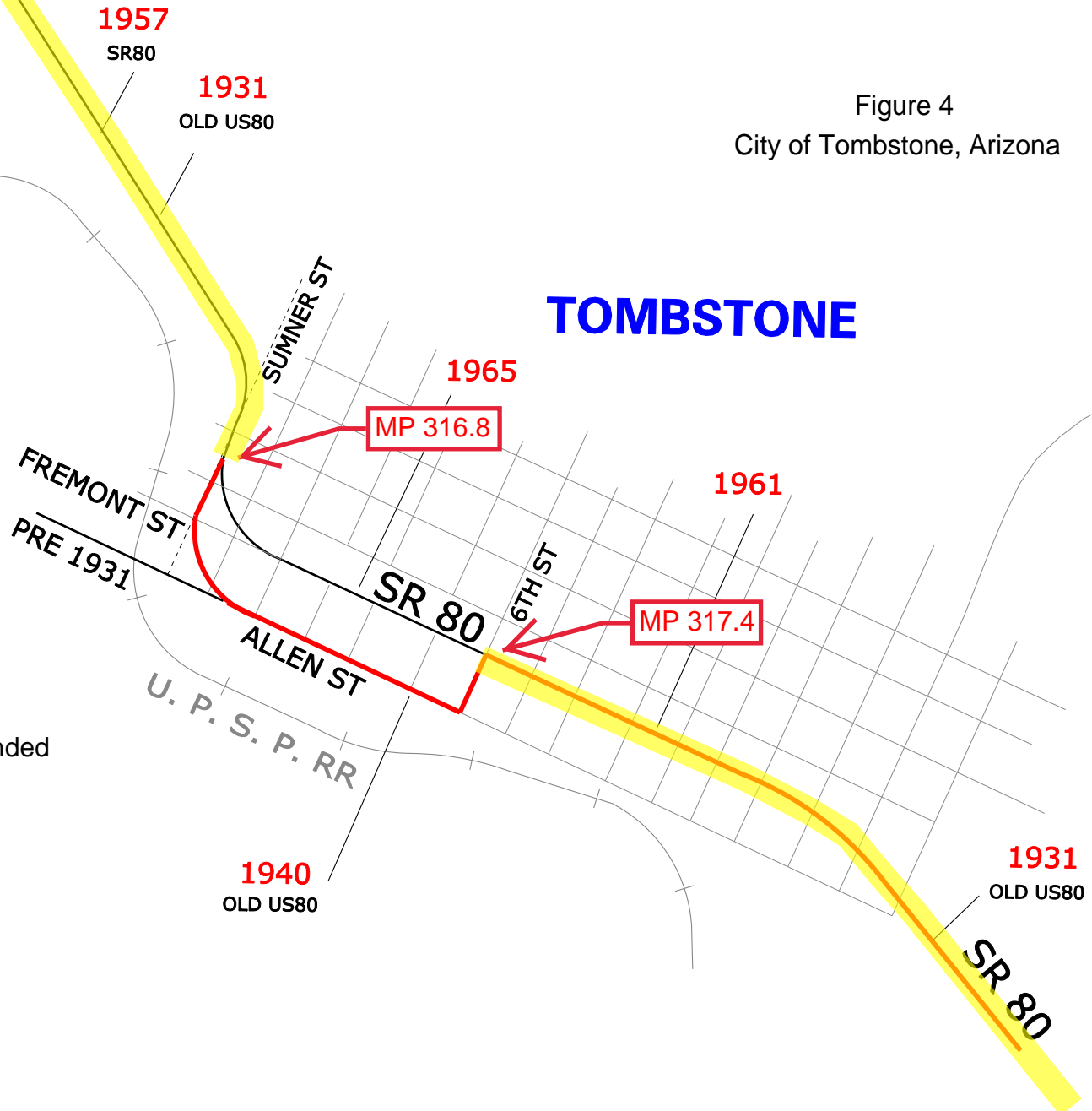
COCHISE COUNTY

Figure 4
City of Tombstone, Arizona



TOMBSTONE

 Recommended segment



To Bisbee

COCHISE COUNTY

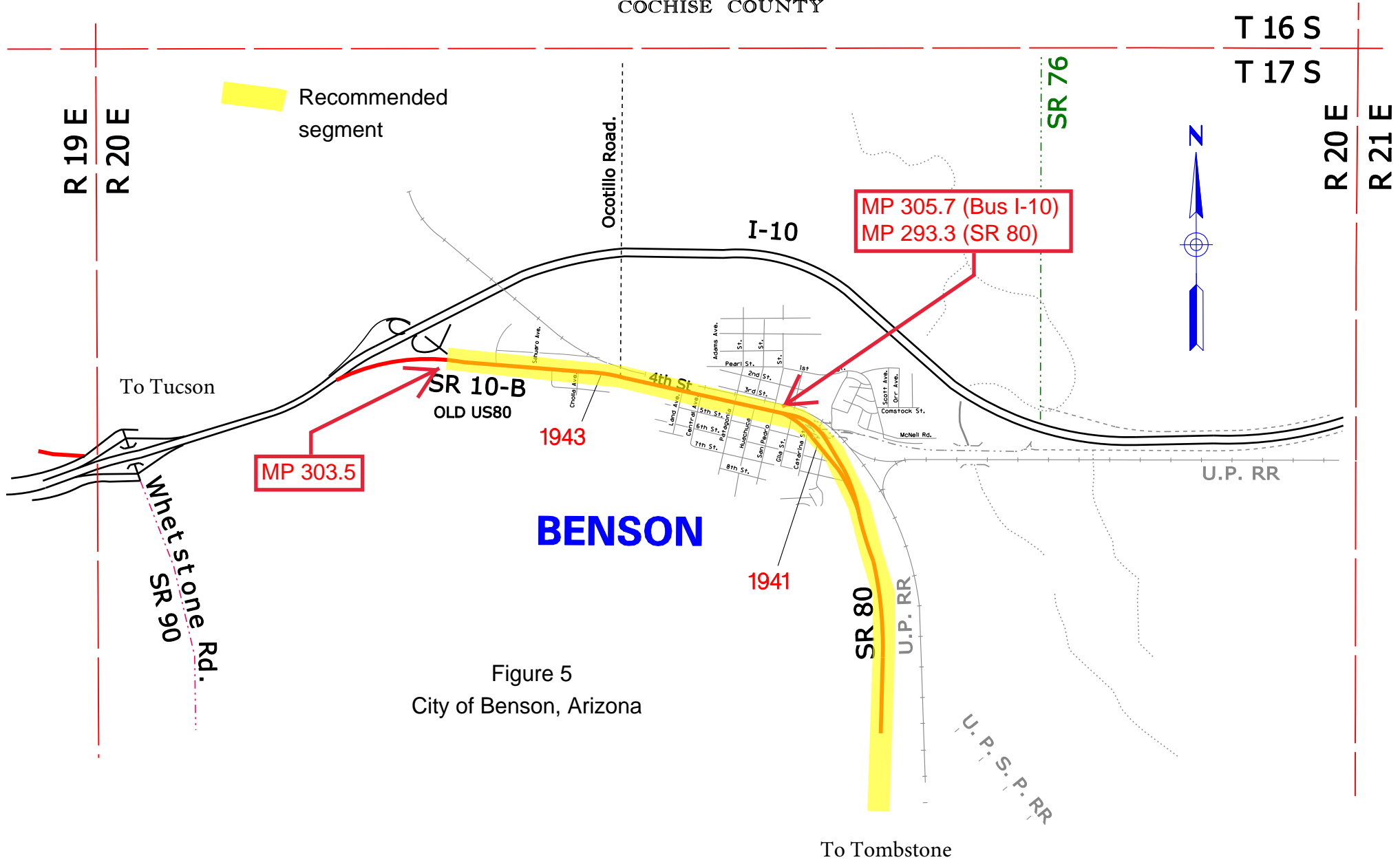


Figure 5
City of Benson, Arizona



Photograph 5
Overview of SR 80 in Tombstone at MP 317.0, eastbound.



Photograph 6
Overview of SR 80 in Benson at MP 293.2, heading westbound.



Photograph 7
Overview of B-10 at intersection with SR 80, heading westbound.

I-10

After Benson, the Route follows the modern I-10 and there is no historical integrity associated with I-10 as the setting and feeling have been significantly compromised. This includes segment 6 in Table 1.

Segments 7 thru 11 are within the City of Tucson and include Benson Hwy from Valencia Rd to Park Ave. These roads are local roads within the City of Tucson and are not part of the SHS. These roadways segments have already been designated as historic.

SR 77

After the Route extends through the local streets in Tucson (off the SHS), the Route then merges onto SR 77. Segment 12 of Table 1 includes SR 77 from its beginning at the Miracle Mile/Oracle Rd intersection through Oro Valley to Oracle Junction. This segment of the road has been modified to sections which contain six lane roadways which were constructed as recently as 2007 and 2013. This portion of the Route no longer retains its historical integrity of design, setting, and feeling. Photograph 8 provides an overview of the SR 77 highway between Tucson and the Tucson/Oracle Junction.



Photograph 8
Overview of SR 77, northbound, at MP 80.



Photograph 9
Overview of SR 79, northbound, at MP 91.4.

SR 79

The Route includes SR 79 from Oracle Junction to Florence Junction. This correlates with segment 13 in Table 1. Although the roadway does include an expanded flush median between MP 131.3 and MP 131.9, overall this segment of the Route still retains its historic integrity of setting and feeling. Photograph 9 (see above) demonstrates the historic integrity of this section of the Route.

The Route continues along SR 79 into the town of Florence. This includes segments 14 and 15 on the map (see Table 1, Map 1). At the entrance to Florence, SR 79 splits into a three-lane roadway from MP 132.0 to approximately MP 132.5 as traffic merges from Boulevard 79, but then returns to a two lane roadway with a flush median. Despite the minor modification, this portion of the Route still conveys its historical integrity of setting, feeling, and design.

The Route, via SR 79, continues from the town of Florence north to Florence Junction. This portion of the Route includes segment 16 (see Table 1, Map 1). This segment also retains its historical integrity of design, setting, and feeling. Photograph 10 provides an overview of the SR 79 at MP 138.0.



Photograph 10
Overview of SR 79 at MP 138, heading north.

US 60 / I-10 / SR 85

At the end of segment 16, the Route joins US 60 from Florence Junction to Old West Highway. Although this segment is part of the SHS, segment 16 does not retain its historic integrity since it is now a four lane divided highway. Segment 17 (see Table 1, Map 1) is modern US 60 and no historical integrity remains as the design has been significantly altered as a two lane divided highway with on and off ramps. Photograph 11 provides an overview of the US 60 segment that has lost its integrity. Segments 18 through 23 (see Table 1, Map 1) are also not part of the SHS. The Route continues through Apache Junction, Mesa, Tempe, Phoenix, Tolleson, Goodyear, Avondale, and Buckeye on local streets, which are off of the SHS. At SR 85, the Route extends south toward the town of Gila Bend. SR 85 has no



Photograph 11
Overview of US 60 at MP 206, heading west.



Photograph 12
Overview of SR 85 at MP 120.29, heading south.

historic integrity as it was significantly modified between 2001 and 2009. Photograph 12, above, provides visual confirmation that this segment of the Route no longer conveys its historical integrity. However, the parallel route of old US 80, to the west (Cotton Center Road) maintains its historic integrity, and has already been designated historic. It is off the SHS and not part of ADOT's jurisdiction.

B-8

Segment 28 (see Table 1, Map 1) of the Route is B-8 that extends from the intersection of Old US 80 (Cotton Center Road) and SR 85 through town of Gila Bend along Pima Street, ending just before the intersection of I-8. The segment was originally constructed in 1938 (Figure 6), and the segment retains its historic integrity of setting and feeling between MP 117.2 and MP 120.2. Photograph 13 provides an overview of the segment of B-8 that retains its historic integrity.

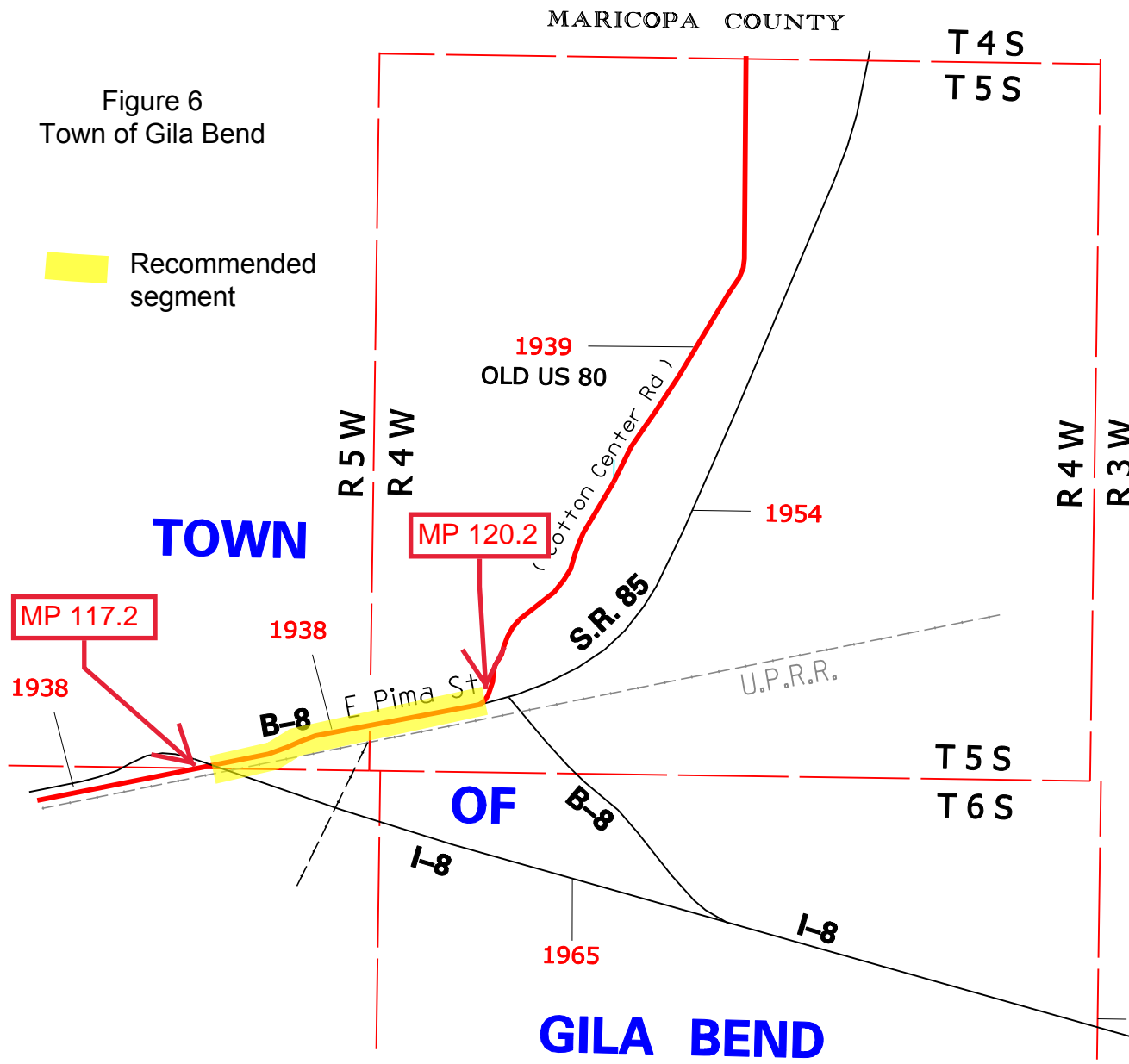


Photograph 13
Overview of B-8 in Gila Bend at Pima St, heading west.

I-8 / B-8

From Gila Bend, the Route continues to head west along I-8 toward the City of Yuma. This includes segments 29 to 36 (see Table 1, Map 1). The portion of the Route between MP 117.2 to MP 10.0 has been modified in recent times to a four lane divided interstate highway and no longer retains its integrity of feeling, setting, and design. Photograph 14 provides an overview of the Route along I-8. Just before the Route enters the City of Yuma, it becomes B-8, which is not on the SHS. Figure 7 shows the route within the City of Yuma.

Figure 6
Town of Gila Bend





Photograph 14
Overview of the Route along I-8, between Gila Bend and Yuma at MP 101.0, heading west.



Photograph 15
Overview of Business I-8 in Yuma at 1st Street, west bound.

Although the roadway along I-8 (Segments 29 – 30, 32, 34-40) (see Table 1, Map 1) are modern and no longer retain their historic integrity of design, setting, and feeling. There are two segments that are parallel and adjacent to I-8 that are off the SHS. A small segment near Dateland (segment 31) and a (segment 33) that are off the SHS. Photograph 15 provides an overview of B- 8 in Yuma at the California/Arizona border.

EVALUATION OF HISTORIC SIGNIFICANCE OF US 80

Table 1 and Map 1 depict those segments of the SHS that warrant ADOT's recommendation for designation as a historic roadway. Although the entirety of the US 80 alignment from the eastern border of New Mexico to the California was put forth as a recommendation for the historic roadway designation, an evaluation of each of the segments that are within the SHS has indicated that only portions of the Route met the necessary criteria for consideration as a historic roadway. Specifically, portions of current SR 80, B-10 (through Benson), SR 79, and a portion of B-8 in Gila Bend retain the historic integrity and continue to convey its significance as an important historic transportation route for the development of these areas.

As discussed briefly in the methodology section, for a road to be considered a historic roadway, not only does the road need to maintain its historic integrity, but the road also needs to demonstrate that it has made a significant contribution to the development of the area as a main transportation corridor. Additionally, the road also needs to be in close proximity to historic places and demonstrate a uniqueness of the relative scarcity or abundance of the historic resources. These items are considered in more detail below for the segments of the Route that still retain historic integrity.

SR 80 Segment

The SR 80 segment of the Route clearly conveys its historic integrity of location, setting, feeling, and design as the road in this segment of the Route is still a two lane roadway. Prior to the development of the SR 80, there was not a contiguous road that connected the local towns in southeast Arizona. Numerous bridges, various historic paved/unpaved old road segments, the Chiricahua Railroad Siding, the Benson Railroad Bridge, the Bisbee to Fairbank Railroad, the Benson-Fairbank-Nogales Railroad and the Arizona and Southeastern Railroad, the Naco to Kelton Railroad Station, the El Paso and Southwestern Railroad Depot in Douglas, and Lowell Arch Bridge (see Table 1) attest that transportation was a critical component in the development of the local area. Most of the towns were focused on mining, ranching, and agriculture – with the focus shifting through time. Early development was on mining, primarily Copper, and it was critical to get the ore to areas where it could be processed, and later move the materials to other manufacturing areas. Bisbee, Tombstone, Douglas were all very important to the mining industry with Douglas serving as the smelting facility for Bisbee. The remnants of the mining outside of the towns are still visible, providing a high degree of proximity to the significant historic resources of the area. The Lavender Pit Mine is still visible to the south of SR 80 (see Table 1). One of the unique components to this stretch of the Route includes the impression Americans had of the “Wild West”. Tales of the lawlessness of the American West, were focused on areas such as Tombstone, and the Tombstone historic district (although outside of state jurisdiction) and Boot Hill

cemetery are still in close proximity to this segment of the Route (see Table 1). Other points of interest that were noted in the WPA Guide to 1930's Arizona (Udall 1989) included unique scenic areas such as the Chiricahua National Monument, and Native American history such as Geronimo's Surrender Monument (see Table 1).

B-10 (Benson)

B-10 within Benson retains its historic integrity of association, setting, feeling, and design. Although it has been modified from its original design, this roadway segment has always been a wider segment in this area. Benson was originally a stop along the Southern Pacific Railroad, from which it was founded. Nearby this area was the San Pedro Station of the Butterfield Overland Mail route, supporting the notion that this was a natural travel corridor. It was a railroad junction that served to move the ore and refined metal from the mining towns of Tombstone, Fairbank, and Bisbee to the south. Within Benson, adjacent or in close proximity are several structures on the National Register of Historic Places. These include the Hi Wo Company Grocery (1896), Treu Territorial Meat Co (1880), Oasis Court (1928), Horse Shoe Café (1937), Benson Motel (1930), Quarter Horse Motel (1950), Reb's Café (1950), and the Benson Railroad Historic District (See Table 1). The area is not as unique as some other the other areas, but it gains its importance as a transportation corridor.

SR 79/ B-79 Segment

SR 79 clearly retains its historic integrity of setting, feeling, design, and association. SR 79/B-79 includes segments 13 thru 16 (see Table 1, Map 1), and extends from Oracle Junction through Florence Junction. The main community was Florence which originally was a ranching/agricultural area. But nearby communities of Coolidge and Many Farms were also heavily invested in agricultural activities. SR 79 was important in the development of the town of Florence as it connected Florence with southern communities Tucson and ultimately with more northern communities such as Phoenix. Pinal Pioneer Parkway, another name for SR 79, became an Arizona Scenic drive for the uniqueness of the high desert plain with view of the Catalina and Tortilla Mountains (See Table 1). Numerous historic road segments, Gila River Bridge, Mesa to Winkelman Spur of the Phoenix and Arizona railroad, Magma Arizona Railroad, all attest to the significance of transportation in this area. Similarly, the Florence Canal (constructed in the 1880s), the North Side Canal (constructed in 1928), the Florence Casa Grande Canal (constructed in 1928) all support the importance of agricultural to the development of this area (see Table 1). Several historic transmission lines also assisted in the economic development of the area including the Coolidge-Oracle transmission line and the Oracle- Tucson transmission line (see Table 1). The Florence town site contains numerous historic structures, and is close proximity to SR 79, as are the other historic resources mentioned above. As for uniqueness of the area there are numerous prehistoric Hohokam settlements in this area. The most famous being Casa Grande Ruins National Monument, a large Hohokam habitation settlement located in Coolidge – not far from Florence, and would have drawn tourists to the area. Also, the famous actor, Tom Mix, died on this segment and there is a monument to him (see Table 1).

B-8 in Gila Bend

Gila Bend is a notable location on the landscape as it includes the great bend of the Gila River, a landmark for past travelers. This area has always been a convergent point for travelers coming from east and west. The area was a stage station on the Butterfield Overland Mail route. It is strategically located between water sources and westward travelers needed to stock up on water and supplies since water was scarce to the west. The town of Gila Bend was a water stop on the Southern Pacific Railroad and its subsidiary lines, which is still evident in the Gila Bend Southern Pacific Railroad Overpass (see Table 1), in close proximity to B-8. The continued use of this area as a rest stop is evident in the historic resource adjacent to B-8, Stout's Hotel. Agriculture was also an important aspect the local development, as noted by the historical Gila Canal, in close proximity to the Route (see Table 1). The old US 80 (not in the present SHS) runs in close proximity to the Gillespie Dam and the Painted Rocks Reservoir and Petroglyphs. This parallel Route has already been designated as historic. The Painted Rocks Petroglyphs are highly significant and unique to this area – including a montage of prehistoric images (Hohokam and Patayan cultures) and historic inscriptions, Juan Bautista de Anza (Spanish – 1775-1776), the Morman Battalion (1840s), Butterfield Overland Mail, and George Patton's tank training during WWII. The petroglyphs were known as a tourist spot since at least the WPA, when it was mentioned in the WPA Guide (Udall 1989). Only a small segment of the road in Gila Bend, the B-8 still retains its historic integrity of setting, feeling, and association (See Figure 1).

RECOMMENDATIONS

The red line on Figure 1 and Table 1 both provide graphic and tabular versions of ADOT's recommendations for which segments are recommended for inclusion as a designated historic route. Figure 1 also demonstrates the segments of the Route that are not on the SHS (see line in blue), that have been already designated historic. Most of SR 80, SR 79/B-79, and part of B-8 in Gila Bend still retain their integrity of setting, feeling, design and association. In the evaluation above, it is demonstrated how these segments have also maintained their historical associations, proximity to historic resources, uniqueness to Arizona's heritage, and the importance of the Route as a transportation corridor.

The portions of the Route that no longer retain their historic association but closely follow the alignment of old US 80 (portions in blue on Table 1, and in yellow on Figure 1) may, at the discretion of the State Transportation Board, have signs placed along the Route in order to have connectivity in signage for those travelers wishing to trace the historic US 80 route across Arizona.

SUMMARY

In summary, we have reviewed the application for the route and evaluated both the route and its surroundings. We have determined that Segments 1 & 5 (minus the Bisbee, Douglas, and Tombstone bypasses) and Segments 13 -16, and 28 still retain their historic integrity and minimally meet the criteria necessary for inclusion as a historic highway. We recommend that only these segments of the Arizona SHS be considered for designation by the State Board of Transportation as a historic highway.

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