

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

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

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

BOARD AUTHORITY

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

PUBLIC INPUT

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

MEETINGS

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

BOARD MEETING PROCEDURE

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

BOARD CONTACT

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

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

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a public hearing and board meeting open to the public on Friday, May 17, 2019, at 9:00 a.m. in the Arizona Department of Transportation Auditorium, 206 S. 17th Avenue, Phoenix, Arizona, 85007. 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, May 17, 2019, 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 10th day of May, 2019

Arizona Highways, Airports, and Railroads



State Highway System

- Interstate
- State Route
- US Highway

✈ Airports

+ + + Railroads (In Service)

○ Cities and Towns

County Boundaries



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

July 2009

0 20 40 60 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, May 17, 2019
Arizona Department of Transportation Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

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EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

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PLEDGE

The Pledge of Allegiance led by Board Member Elters

ROLL CALL

Roll call by Board Secretary Linda Priano

OPENING REMARKS

Opening remarks by Chairman Sellers

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

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

CALL TO THE AUDIENCE for Public Hearing on the FY 2020-2024 Tentative Five-Year Transportation Facilities Construction Program (information and discussion)

An opportunity for citizens to discuss items of interest with the Board regarding the Tentative Five-Year Transportation Facilities Construction Program. Please fill out a **YELLOW** Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

PUBLIC HEARING

Presentation of FY 2020-2024 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations (<http://azdot.gov/planning/transportation-programming/tentative-program>)

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

- ITEM A: Overview of the Tentative FY 2020 - 2024 Five-Year Transportation Facilities Construction Program**
Staff will present an overview of the tentative FY 2020–2024 Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM B: FY 2020 - 2024 Statewide Highway Construction Program**
Staff will present an overview of the FY 2020-2024 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM C: FY 2020 - 2024 MAG Regional Freeway Highway Program**
Staff will present an overview of the FY 2020-2024 MAG Regional Freeway Highway Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM D: FY 2020 - 2024 PAG Transportation Improvement Program**
Staff will present an overview of the FY 2020-2024 PAG Transportation Improvement Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM E: FY 2020 - 2024 Airport Development Program**
Staff will present an overview of the FY 2020-2024 Airport Development Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

***Adjournment**

BOARD MEETING

CALL TO THE AUDIENCE (Information and discussion)

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

ITEM 1: Director's Report

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

A) Last Minute Items to Report

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

ITEM 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 — Julie Gadsby, Central Assistant District Engineer)

***ITEM 3: Consent Agenda**

Page 8

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

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meetings, Study Sessions and/or Public Hearings
- 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: Financial Report

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

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

ITEM 5: 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 6: Priority Planning Advisory Committee (PPAC)*Page 149**

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 7: State Engineer's Report**Page 193**

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 8: Construction Contracts*Page 200**

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 9: Suggestions

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

***Adjournment**

*ITEMS that may require Board Action

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- Right-of-Way Resolutions
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 - 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

*ITEM 3a: Approval of the April 12, 2019 Meeting Minutes

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RIGHT OF WAY RESOLUTIONS (Action as Noted)

Page 139

*ITEM 3b:

RES. NO. 2019-05-A-018

PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806

HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS

SECTIONS: U. S. 60 T. I.; and Warner Rd. – U. S. 60

ROUTE NO.: State Route 202 Loop

ENG. DIST.: Central

COUNTY: Maricopa

DISPOSAL: D – C – 062

RECOMMENDATION: Abandon to the City of Mesa, in accordance with that certain 120-Day Advance Notice of Abandonment, dated January 16, 2019, right of way along Baseline Road that was acquired for construction of the Red Mountain and Santan Freeways and is no longer needed for the State Transportation System.

Consent 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 3c: BOARD DISTRICT NO.: 2

Page 208

BIDS OPENED: APRIL 26, 2019

HIGHWAY: CASA GRANDE - TUCSON HIGHWAY (I-10)

SECTION: W. RUTHRAUFF RD TI

COUNTY: PIMA

ROUTE NO.: I- 10

PROJECT : TRACS: NH-10-D(213)T: 010 PM 252 H848011C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: B & C CONTRACTORS, INC.

LOW BID AMOUNT: \$ 739,130.00

STATE ESTIMATE: \$ 745,600.00

\$ UNDER ESTIMATE: \$ 6,470.66

% UNDER ESTIMATE: 0.9%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: AWARD



*ITEM 3d: BOARD DISTRICT NO.: 4

Page 211

BIDS OPENED: April 12, 2019

HIGHWAY: PHOENIX – GLOBE HIGHWAY (US 60)

SECTION: PINTO CREEK BRIDGE

COUNTY: GILA

ROUTE NO.: US 60

PROJECT : TRACS: NHPP-EB-060-D(207)S: 060 GI 237 H824301C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: AMES CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 22,751,059.20

STATE ESTIMATE: \$ 23,687,315.00

\$ UNDER ESTIMATE: \$ 936,255.80

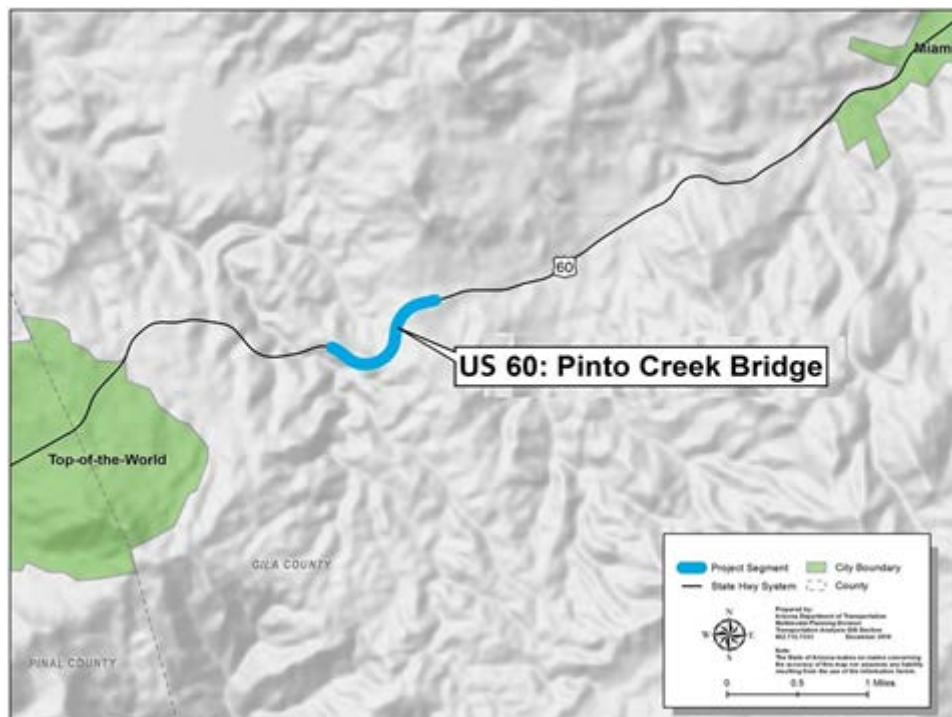
% UNDER ESTIMATE: 4.0%

PROJECT DBE GOAL: 5.68%

BIDDER DBE PLEDGE: 7.53%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 3e: BOARD DISTRICT NO.: 1

Page 214

BIDS OPENED: April 12, 2019

HIGHWAY: I-10 & US 60

SECTION: VARIOUS LOCATIONS

COUNTY: MARICOPA

ROUTE NO.: US 60

PROJECT : TRACS: HSIP-888-A(233)T : 888 MA 00 F018601C

FUNDING: 100% FEDS

LOW BIDDER: STORMWATER PLANS, LLC DBA SWP CONTRACTING & PAVING

LOW BID AMOUNT: \$ 146,146.00

STATE ESTIMATE: \$ 140,506.00

\$ OVER ESTIMATE: \$ 5,640.00

% OVER ESTIMATE: 4.0%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM 3f: BOARD DISTRICT NO.: 4

Page 217

BIDS OPENED: April 12, 2019

HIGHWAY: CITY OF GLOBE

SECTION: BROAD STREET: MESQUITE STREET TO COTTONWOOD STREET

COUNTY: GILA

ROUTE NO.: LOCAL

PROJECT : TRACS: STBG-GLB-0(207)T: 0000 GI GLB SZ15101C

FUNDING: 94.30% FEDS 5.70% LOCAL

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: \$ 425,890.75

STATE ESTIMATE: \$ 387,201.25

\$ OVER ESTIMATE: \$ 36,689.50

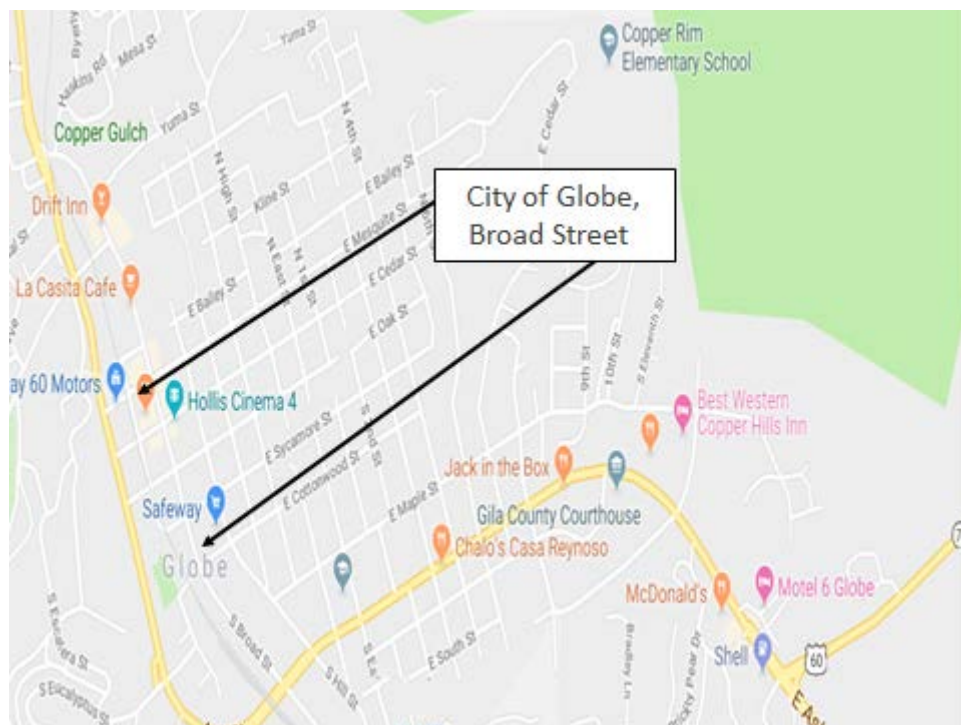
% OVER ESTIMATE: 10.0%

PROJECT DBE GOAL: 9.81%

BIDDER DBE PLEDGE: 12.00%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



**STATE TRANSPORTATION PUBLIC HEARING
9:00 a.m., Friday, April 12, 2019
City of Flagstaff
Council Chambers
211 W Aspen Avenue
Flagstaff, AZ 86001**

Call to Order

Chairman Sellers called the Public Hearing to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Thompson

Roll call by Board Secretary Linda Priano

In attendance: Chairman Sellers, Vice Chair Hammond, Board Member Thompson, Board Member Stratton, Board Member Elters and Board Member Knight. There was a quorum. Approximately 60 members of the public were in attendance.

Opening Remarks

Chairman Sellers thanked the City of Flagstaff Mayor and staff for the tour the board members received at the Riordan Mansion. He stated it was an outstanding tour and was so impressed with the tour guides. He added that the dinner was catered by Simply Delicious and it was extraordinary. He also noted seven different County Supervisors from around the state attended the dinner at the Riordan Carriage House. Board Member Thompson also recognized the Native American Tribe representatives that were in attendance to speak at this public hearing.

Title VI of the Civil Rights Act

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

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

Public Hearing Call to the Audience for the FY2020-2024 Tentative Five Year Transportation Facilities Construction Program.

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

City of Flagstaff Council Chambers
211 West Aspen Avenue
Flagstaff, Arizona 86001

April 12, 2019
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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17	Dan Cherry.....	29
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21	Kee Allan Begay (Did not speak).....	36
22	Jacqueline Begay.....	36
23	Emma Yuzzie.....	38
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CALL TO THE AUDIENCE

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CHAIRMAN SELLERS: Okay. We're going to move now to call to the audience for the public hearing. This is an opportunity for members of the public to discuss items of interest with the Board. Please fill out a yellow request card for public input for this section and get it to the Board secretary if you wish to address the Board. Excuse me. In the interest of time, a three minute time limit will be imposed.

We're going to start the call to the audience with Mayor Coral Evans.

MAYOR EVANS: Good morning. I would like to say thank you on behalf of my office, on behalf of the Flagstaff City Council and Flagstaff leadership for you being here today and holding your meeting here in Flagstaff, Arizona. I'd also like to say thank you for the time we spent together last evening as well. That was very fruitful, and we appreciate it, the fact that you were able to do that with us.

I'd like to just point out that you -- we have a new executive director for the FMPO, who is Jeff Meilbeck. Many of you met him and spoke with him last night. I'm sure you will see him again today as well.

And also recognize that we are very proud of ADOT and NAIPTA, our Mountain Line, received Partnership of the Year Award from the Arizona Transit Association. I am sure that Supervisor Art Babbott, who is here today, will speak on that

1 particular topic.

2 We'd like to recognize Audra Merrick, ADOT
3 engineer that's here in our location. Audra is extremely
4 invaluable to us and the partnership that we have with ADOT.
5 She's currently working on helping the City to widen the Lone
6 Tree, underneath I-40, Lone Tree Road, underneath I-40. And
7 this is a collaboration that will not only save the City money,
8 but will not cost ADOT anything. We appreciate their
9 partnership with us and this type of smart collaborative
10 management.

11 I'd like to say thank you to all of you for your
12 support in the Fourth Street widening and Fourth Street/I-40
13 Bridges. The City of Flagstaff is going to put in \$1.5 million,
14 and ADOT is going to put in 1.7, and this is in the five-year
15 plan, scheduled to happen in 2020. Many, many years went into
16 this effort, and this project will improve the safety of traffic
17 flow in that area.

18 And even though I-17, Black Canyon, that area, is
19 not in city proper, I'd like to thank you once again for the
20 dedication and the funding that you have committed to that segue
21 of I-17. Definitely we get two -- we get 6 million visitors
22 here every year in Flagstaff. All roads really lead to
23 Flagstaff with our businesses. This is an extremely important
24 stretch of I-17, and we appreciate you providing funding for
25 that. We appreciate everything that you do for northern

1 Arizona. We understand that funding is very limited, and the
2 state of Arizona is big. But we appreciate your focus and
3 dedication to our region. Thank you very much.

4 CHAIRMAN SELLERS: Thank you. And I also would
5 like to express my appreciation for Mayor Evans going with the
6 Maricopa Association of Governments trip to Mexico City,
7 supporting transportation issues for our entire state. So thank
8 you for that.

9 MAYOR EVANS: Thank you, Chairman.

10 CHAIRMAN SELLERS: Next up, we have County
11 Supervisor Art Babbott. And Supervisor, I saw that you
12 submitted two cards. You do not get six minutes.

13 MR. BABBOTT: Okay. You know me well.

14 Okay. Good morning, Mr. Chairman, members of the
15 Board. I just want to, on behalf of the Coconino County Board
16 of Supervisors, which I have the privilege of being the current
17 chairman this year, I just wanted to welcome you and thank you
18 for your annual pilgrimage to northern Arizona. Really
19 appreciate you getting out and especially coming into rural
20 Arizona to hear our vision and our version of transportation
21 issues, challenges and opportunities that face our communities.

22 And I want to just kind of circle right back to
23 Mayor Evans and the work on the regional initiatives we have.
24 And again, it's much appreciated your attention to the I-40
25 bridge, the Fourth Street bridge and that build grant, as well

1 as really helping us be focused in terms of our key capital
2 projects and priorities for our regional transportation plan.
3 The Flagstaff Metropolitan Planning Organization, which I am the
4 current chairman of, has made a lot of efforts to be more
5 focused.

6 While I'm right there, I just want to recognize
7 Supervisor Thompson for being incredibly active, an important
8 part of that organization and being a great advocate for rural
9 Arizona. So thank you, Jesse, very, very much for all your work
10 there.

11 I do want to also just take a moment to say the
12 work that we do up here is as much about how we do our work as
13 it is the specific projects we're involved in. Mayor Evans
14 referenced the AzTA Partnership of the Year Award. Mr. Roehrich
15 and Director Halikowski were absolutely an influential and
16 important partner in making sure ADOT was part of bringing
17 resources and mitigation strategies to bear to one of the most
18 intractable congestion problems this community has seen, and we
19 have made absolutely incredible progress on managing what's the
20 unmanageable, and having community members, regional partners
21 all stand up together.

22 So I want to just reference that, because it is
23 how we do our work up here, with Nate, with the district
24 manager. Audra Merrick is just fantastic to work with. So we
25 really look forward to playing that constructive role with you

1 on behalf of the board that we have, and really want to thank
2 you for your attention to rural Arizona as best you can given
3 the funding constraints. We're very active on legislative
4 fronts to make sure we have expanded funding across the state.
5 And again, just want to circle back to that appreciation on the
6 specific build grant for the Fourth Street and the Black Canyon
7 City work that is getting done on I-17. Thank you very much.

8 CHAIRMAN SELLERS: Thank you.

9 Next up we have state representative and former
10 board member Arlando Teller.

11 MR. TELLER: Good morning. Good morning,
12 everyone.

13 CHAIRMAN SELLERS: Good morning.

14 MR. TELLER: It's good to be here, to see all my
15 colleagues. For the record, my name is Arlando Teller, State
16 Representative for Legislative District 7.

17 Sincerely appreciate this opportunity to share
18 with the Board as well as the State that my representation here
19 for LD 7 represents approximately ten state routes, three state
20 DOT districts, three state transportation board districts, seven
21 counties, and eight tribes. So it's really imperative that what
22 I experience with working with ADOT and as a former Navajo DOT
23 employee that the partnership with ADOT is critical to the
24 success of the infrastructure of the state. And working as a
25 former DOT employee for Navajo, the partnership is definitely

1 important, and it's -- it's -- the important is the dialogue
2 that we are able to communicate and work with, and having an
3 understanding of our process with Navajo and the State's
4 process.

5 Accordingly, the process also with the counties.
6 So my effort here today, this morning, is to really encourage
7 the State and the Board to consider preservation throughout
8 Legislative District 7, and not just Legislative District 7, but
9 rural Arizona. A majority of Arizona sits outside the box of
10 Maricopa County, and so we need to consider those other routes
11 and other communities, because as a former board member, that's
12 something I always stated.

13 Let's go work outside the box and really address
14 the rural preservation of the infrastructure outside the state,
15 because these rural infrastructure, these routes, these ten
16 routes that are within my legislative district provide the
17 residents and the visitors and the traveling public to commerce,
18 to education, to hospitals, to religious activities, to
19 families. So when the infrastructure begins to fail, that
20 really takes a hit in the economy, and the scale is then diced
21 up to assure that an effort is made.

22 And I do applaud Audra and Matt, the district
23 engineers, on their effort.

24 We had a really interesting winter. We loved the
25 snow. We loved the moisture. Of course, that plays havoc with

1 the pavement, but you know, if we can address those issues
2 together on my end as a staunch advocate for ADOT and also the
3 DOTs within the state of Arizona, I'm here for that. So thank
4 you very much.

5 CHAIRMAN SELLERS: Thank you.

6 Next up we have Kingman Mayor Jen Miles, and on
7 deck, Jacque Sanders.

8 MAYOR MILES: Good morning, Mr. Chairman and
9 members of the Board. I am Jen Miles, Mayor of Kingman, and I'm
10 here to ask you to reconsider and put in your five-year plan the
11 Rancho Santa Fe interchange in Kingman. You've been to our
12 city, and you've seen the airport and industrial park that
13 provides to over 2,500 direct jobs with companies like American
14 Woodmark, Cascades, Laron, Henry Company. These are companies
15 that are expanding because of our strategic location.

16 You've also seen the great safety and strategic
17 need for a second ingress, egress into our park. And also, I
18 believe you know the history of ADOT's investment in Rancho
19 Santa Fe. Since 2005, ADOT has invested over \$2 million, and in
20 the last couple of years, the City has committed over \$2 million
21 to -- for a program manager and right-of-way acquisition.

22 This project is 95 percent engineered. All the
23 environmental studies are completed. The landowners support for
24 -- their letters of support for right-of-way acquisition are in
25 place, and all the project partners are at the table. The

1 County, the City, WACOG, the Kingman and Mohave Manufacturing
2 Association and the industrial park is in an opportunity zone.

3 So this project has been part of your plans for
4 13 years, at least, and I'm asking that you work outside the
5 box, also, and demonstrate your commitment to I-11, honor the
6 history and commitment to the Rancho Santa Fe interchange and to
7 this project, and also honor your dedication to safety.

8 When that snow hit just a few weeks ago, and
9 Kingman had 18 inches, granted that doesn't happen very -- well,
10 it's rare, but two semis jackknifed. That blocked the entrance
11 to the park, and the businesses shut down. Employees/employers
12 could not get in and out. There's a train trestle over that
13 entrance, as you know, and if a train had been involved, it
14 could have been much worse. I'd like and I'm sure you would
15 like for there not to be a catastrophe in order for us to get
16 that kind of attention at -- the need for a second ingress and
17 egress.

18 So on behalf of the citizens and of the City of
19 Kingman, on behalf of the employees and employers at the
20 industrial park, I ask that you reconsider this. I believe that
21 it is imperative that we get this interchange and the connection
22 from I-11 to our industrial park, not just for the economic
23 impact, which has been demonstrated to be great, but also for
24 the safety of our citizens and for our region.

25 So thank you for your consideration. I really

1 would appreciate that you put it on the five-year plan. Thank
2 you.

3 CHAIRMAN SELLERS: Thank you.

4 Jacque Sanders, and next up will be Jerry
5 Showalter.

6 MS. SANDERS: Thank you, Chairman and board
7 members, for allowing us to come and speak today. I represent
8 Gila County government and some other entities and agencies
9 associated with Gila County, and we're requesting respectfully
10 that the Lion Springs Canyon portion of Highway 260, which has
11 been in the five-year plan for design and later construction, be
12 perhaps continued to be included. The original five-year plan
13 that -- as we saw it, it does not have Lion Springs Canyon for
14 design, but it's possible that it has been reinstituted, and I
15 would appreciate it if that is the case.

16 We brought with us letters from the county
17 sheriff and from the local forest rangers, The Forest Service,
18 (inaudible) forest, and I believe we gave them to the secretary
19 for you all. There are also others that are wanting to speak to
20 that.

21 To this particular five -- it's about a five mile
22 section of that -- that is a -- becoming a greater accident
23 prone area. We believe that it will greatly increase safety in
24 that area, and we appreciate that it has been in the five-year
25 plan. We'd like for it to continue to be for the design phase,

1 recognizing that there's a limited pot of money and that you all
2 had a really tough job, and so I just want to acknowledge that
3 as well, and thank you for letting me speak. Thanks.

4 CHAIRMAN SELLERS: Jerry Showalter, and on deck
5 is Jack Husted.

6 MR. SHOWALTER: Good morning, Mr. Chairman, board
7 members. My name is Jerry Showalter, and I'm the vice chair of
8 the Traffic Matters Committee representing over 400 property
9 owners in Oak Creek Canyon.

10 We have presented to this board in the past, and
11 I wanted to come today to update you and bring you to an update
12 on the progress we've made over the past two and a half years.
13 The City of Sedona late next month will be starting construction
14 on what is being called the uptown improvements, which will
15 entail a second lane on 89A going south out of Oak Creek Canyon
16 through the uptown business area. A raised median will be
17 constructed along that same section of highway. A roundabout at
18 the center of town at Jordan Road will be constructed, and a
19 turnaround at the north end of town will also be included, along
20 with other improvements to the traffic situation since we get
21 over 3 million visitors a year into our little town.

22 We are anticipating that this will have a
23 positive impact and substantially reduce the southbound traffic
24 backups into Oak Creek Canyon heading into Sedona. We feel that
25 through our efforts, our Traffic Matters Committee has been

1 instrumental in getting these improvements done.

2 We have also established the Oak Creek Canyon
3 Traffic Management Committee, which meets every two to three
4 months, and consists of representatives from ADOT, the City of
5 Sedona, Sedona Chamber of Commerce, U.S. Forest Service, Arizona
6 Parks and Trails, Coconino County, Coconino Sheriff, DPS and
7 Traffic Matters. These are all major stakeholders in Oak Creek
8 Canyon, and as far as I know, the only committee to bring
9 together all these government agencies at the same table.

10 Some of the issues that we are currently looking
11 at and weighing in on include restricting roadside parking in
12 Oak Creek Canyon, the possibility of a reservation system at
13 Slide Rock State Park, the sustainable tourism plan for the
14 Sedona Chamber of Commerce, and the Sedona Oak Creek Canyon
15 transit plan, which is being done by LSC Transportation
16 Consultants.

17 The pavement rehabilitation on 89A through Oak
18 Creek Canyon is due to start soon, and those of us that travel
19 that every day are very happy and grateful to this board and
20 ADOT for getting this much needed work done.

21 At some point in the future we will be probably
22 coming to this board with an Oak Creek Canyon Road project that
23 we will want to get into the five-year plan, and our hope is
24 that you will look favorable toward that project knowing that we
25 have laid the groundwork and put in the effort beforehand.

1 Thank you very much.

2 CHAIRMAN SELLERS: Thank you.

3 Jack Husted, and next on deck will be Ana
4 Olivares.

5 MR. HUSTED: Good morning, Mr. Chairman, board
6 members, staff. I appreciate the time, and I won't take much of
7 it. In the early '90s, I was appointed to this board. I spent
8 my time chairing in '92.

9 During that time, I took a little study, looked
10 back at the Arizona Highway Commission and their duties, and
11 then the legislative changes that gave you guys the powers that
12 the Legislature has laid out for you.

13 You have an incredible duty and an incredible
14 responsibility to do a whole lot with not very much, and it's
15 getting worse. But that statutory -- one of those statutory
16 responsibilities is this five-year construction program and the
17 public hearing process that we're taking part of today. And as
18 evidenced by the big stack of yellow papers that you've got to
19 look through and the hearings -- the testimonies that you'll
20 hear today, this is a big deal to the State of Arizona, and we
21 have traveled, the Board travels around.

22 I've been to almost every State Transportation
23 Board meeting for almost 30 years now. The only times that I
24 didn't come were when I was a Game and Fish commissioner and our
25 meetings conflicted.

1 But in that process, I've been proud of this
2 board, and I'm not saying anything, but I want to remind you
3 that over those years, when -- and it started pretty much with
4 Director Mary Peters -- when, in fact, the state five-year
5 construction program was published, we considered it, the state
6 board and the director considered it a contract with the State
7 of Arizona to provide those. And it was -- it was very, very
8 infrequent when anything would come in or come out of it.

9 Now, we always talked about and agonized and had
10 discussions about the fifth year, but rarely did we ever have a
11 time when we just -- and I don't want to say cavalierly, but we
12 changed our mind, ADOT being the keeper of that five-year
13 program and that contract. And I would like to say that I think
14 that these people -- we had testimony about Lion Springs, and
15 it's just not about one program. It's about the integrity of
16 that state five-year construction program. People depend on it.
17 People plan on it. The public goes out and spends money in
18 anticipation of those projects.

19 Now, things fall and they move, but to begin down
20 a road where we re-assess in the middle of the five-year program
21 is a dangerous, slippery slope, and I would encourage you to
22 think about being the -- I think in that legislative
23 Constitutional responsibility is you're the conscience. You're
24 the face of the public comment, public hearing process, and
25 you're the decider. And so you guys have got a tough job, and I

1 don't want to lecture. I'm not doing that. I just wanted to
2 give a little history lesson and say God bless you guys and keep
3 up the good work. Thank you.

4 CHAIRMAN SELLERS: Thank you, Jack.

5 Ana Olivares, and on deck will be Gregory Henry.

6 MS. OLIVARES: Good morning, Mr. Chair and
7 members of the Board. My name is Ana Olivares, and I am the
8 transportation director for Pima County. I thank you for the
9 opportunity to speak today.

10 As I have done at the previous meetings, I am
11 speaking today on the 2020-2024 Tentative Five-Year Program. By
12 speaking at each of these tentative program hearings, Pima
13 County hopes to demonstrate how important our public policy
14 initiative to improve our local economy and retail economy is to
15 us. Expanding transportation infrastructure, including
16 interstates and state routes, is critically important to
17 achieving this goal, as is evidenced by the growth of the
18 Maricopa County region.

19 As you hear the presentation of the five-year
20 program, you will note the high dollar amount proposed with
21 expansion projects in the Maricopa County region. And I'm aware
22 they are needed to mitigate the congestion brought on by
23 economic growth in the region, as we noticed when we drove
24 through there yesterday to get up here to Flagstaff. And all
25 this was made possible with infrastructure investment in prior

1 years.

2 So we request your support for similar
3 infrastructure expansion investment and then economic growth in
4 the Pima County region, and we ask that ADOT make the following
5 changes to accelerate several programs in the current five-year
6 program. We ask that you program funding for both the design
7 and the construction of the interchanges at Kino Parkway and
8 Country Club Road, as well as the interstate underpass at
9 Forgeus Road. These improvements are needed to help support a
10 key Pima County economic development, to create a major regional
11 sports park and entertainment venue. Phase one of this venue is
12 currently under construction, and we have already received
13 statements of interest for economic development in that area.

14 In the tentative five-year plan, design and
15 right-of-way for Kino has been programmed in fiscal year '20,
16 and fiscal year '22 for Country Club. But we also ask that
17 construction of these interchanges be added to that program.

18 Another very important (inaudible), of course, is
19 Sonoran Corridor. It is the most important economic development
20 priority for our region. Completion of the tier one EIS is
21 scheduled for this spring, and identifying funding right away
22 for the immediate continuation of the tier two is critical for
23 the development of this corridor.

24 Great relationships have been built with the
25 stakeholders during this whole process of the tier one, and we

1 want to continue that understanding of the project and the
2 momentum we have created with all our stakeholders. The tier
3 one study was funded with regional 2.6 funds. So we ask that
4 the ADOT program additional funding to continue right after the
5 finish of the tier one to tier two in fiscal year '21 of this
6 program.

7 The last project I want to discuss today is the
8 I-10 and Sunset Road interchange project. Pima County is
9 continuing the design of the Sunset Innovation Campus on the
10 southwest quadrant of that interchange, and we are continuing
11 with the design of Sunset Road from I-10 East to River Road.
12 Pima County is committed to securing the funding for that
13 segment of the road, and we ask that ADOT include the
14 interchange design of that project as part of their I-10
15 widening project that goes from Ruthrauff to Ina Road.

16 In the tentative plan, ADOT has programmed 114
17 million for the widening project. So we are just asking that
18 you add the interchange project. We have already met with the
19 Southcentral District to look at alternatives to find some
20 additional funding and to create it, and we enjoy a great
21 working relationship with the Southcentral District, and it will
22 be great for us to partner on this project and not make any
23 interim improvements and make the future permanent improvement.
24 Thank you very much for your time today.

25 CHAIRMAN SELLERS: Thank you.

1 Gregory Henry, and on deck, Sharon Gorman.

2 MR. HENRY: Good morning, Mr. Chairman and Board
3 members. I'm Gregory Henry. I'm the city engineer for the City
4 of Kingman, and I'm here to speak this morning on the Rancho
5 Santa Fe interchange project.

6 I've been involved with that project since its
7 inception. It was conceived by ADOT back in 2005. The Board at
8 that time funded 600,000 for a design concept report for the
9 parkway and connecting roadway north to the Kingman Airport.
10 Two years later, they funded 1.7 million for design plans and
11 specifications and brought the project to 95 percent design. In
12 2006, there was a letter of intent signed by both the City of
13 Kingman and ADOT to fund and construct this project. There was
14 construction money in 2009 on the five-year plan, 18 million, in
15 fact, for construction dollars that ADOT was willing to fund at
16 that time. Of course, the recession hit, and it kind of dropped
17 off the radar. But between 2010, '11 and '12, ADOT still had
18 five million on its five-year plan for the project.

19 The need is there. Mayor Miles has spoke about
20 the safety and mobility needs. She mentioned that -- the trucks
21 jackknifing. There was, in fact -- when that happened, there
22 was lack of public safety response to Kingman Airport at that
23 time. So that was rather a big deal for us. The need was there
24 in 2005. If anything, it's only increased today. Traffic
25 volumes typically don't decrease. They increase, given

1 population increasing.

2 Benefit to State Route 66 on safety and mobility,
3 ADOT -- that benefit is still there to ADOT. The City certainly
4 receives benefit by having that secondary access into our
5 airport park. We're just asking that ADOT bring this back on
6 the five-year plan, that we bring that partnership back together
7 and see this project through. ADOT's got a big investment.
8 Over 2.3 million at this point. So that's all I have to say.
9 Thank you very much.

10 CHAIRMAN SELLERS: Thank you.

11 The Sharon Gorman, and on deck is John Wisner.

12 MS. GORMAN: Good morning. (Speaking Navajo.)

13 Chairperson, board members, I'm Sharon Gorman, and I'm from
14 Chinle, and I represent the Many Farms Community School, and
15 then I'm the school board president there. And we've been
16 partnering with Many Farms chapter to -- for road
17 improvements for Highway 191 for -- for Many Farms to Chinle for
18 the safety of our kids and community members. So we want to be
19 put on that five-year plan for improvements just for our
20 children and community members and people like me, elderly.
21 Thank you.

22 CHAIRMAN SELLERS: Thank you.

23 John Wisner. On deck, Darrell Tso.

24 MR. WISNER: Thank you, ADOT board, for allowing
25 me to speak today. My name is John Wisner. I'm the fire chief

1 for the Hellsgate Fire District. If you don't know where that's
2 at, we're on the east side of Payson, and we run all the way up
3 to right at Kohl's Ranch along Highway 260. I'm here today to
4 talk to you about the State Route 260/Lion Springs Section that
5 was taken out of the current proposed five-year plan.

6 As you can imagine, as an emergency service
7 provider, I'm against taking that out of the plan. It's a very
8 important part of providing the future emergency services to the
9 area and to Hellsgate citizens. Your predecessors a long time
10 ago saw the need to widen the highway of 260 and 87, for that
11 matter. You can travel from the Phoenix area all the way up to
12 the rim country on divided two -- four-lane highway just about
13 everywhere except for the Lion Springs section. It's the
14 bottleneck that's been created. But those predecessors didn't
15 see it as a being a bottleneck. They saw it as being part of
16 the project. In fact, I look back in the 1996 plan, and back
17 then it was called the Preacher Canyon section, but it
18 incorporated Milepost 256, which is the east side of Star
19 Valley, and it was -- it was in the plan then.

20 Looking forward, 19 years -- 19 years ago, it was
21 there in the 2000 plan. Twelve years ago, it was in the 2007
22 plan. \$1.3 million was slotted for 2009 to do the planning for
23 the actual construction. Again in 2008. 2018, it was still
24 there, but the cost just to plan it had gone up four times that
25 amount to \$5 million. I guess in this 25-year waiting period,

1 things go up in cost.

2 The most I could see said about the plan, it was
3 a goal. Well, I'm here to tell you folks it can't be a goal.
4 It's a necessity. It's an urgent necessity to put the Lion
5 Springs portion back into Highway 260. Now, as you know, it's
6 out of the plan completely.

7 So what's the big deal of this? What's happening
8 is everybody that goes up into the rim country to recreate or to
9 travel on to Young or Pinetop or Lakeside or Show Low, they have
10 to go through this section, and on the way back, on Sundays, it
11 bottlenecks to the point where if I send a fire agent to the
12 east -- keep in mind this splits right the center of my
13 district. I have one staff station. If they respond to the
14 east past this section, they get stuck in that traffic, and they
15 cannot respond back to the west. Ambulances get stuck in this
16 traffic.

17 If -- I know my time's up, but I want to just
18 tell you folks that if you're a Hellsgate firefighter and you're
19 going to see a horrific head-on collision and work one of those
20 in your career, it's going to be in the Lion Springs section,
21 and it's high time that we continue that contract with the
22 citizens and put Lion Springs back into the project. Thank you.

23 CHAIRMAN SELLERS: Thank you.

24 Darrell Tso, and on deck is Wayne Lynch.

25 MR. TSO: Chair and board members, (speaking

1 Navajo), good morning. My name is Darrell Tso. I'm the
2 president of Nahata'Dziil Commission government. We are the
3 newest community of the 110 chapters of the Navajo Nation and
4 were created in 1983, and it's due to the Navajo-Hopi Land
5 Settlement. We are on the I-40 corridor, and the -- we're about
6 two hours east of here. We're near a community called Sanders.

7 I'd like to introduce to you members of the
8 Nahata'Dziil Commission government that are currently present.
9 Mr. Wayne Lynch, who's our vice president. Darrell Ahasteen is
10 a Commission manager/member. Eunice Yesslith is our Commission
11 manager. And Lindel (phonetic) Curley is our assistant
12 administrative support.

13 This morning I want to thank you for your time
14 and to allow me to present to you a plan on the Pinta exit on
15 I-40, which is the Exit Number 330. We've been developing the
16 plan there for a commercial development site. And we'd like to
17 propose to have a new bridge put there. On the south side,
18 we're planning to put the Navajo (inaudible), a steakhouse. We
19 are known for native beef. We produce cattle beef there. And
20 then, also, we want to propose a trading post, a hotel and other
21 commercial development.

22 On the north side, we're proposing the truck
23 repair service spot -- station and a truck travel center.

24 Also, we're proposing a new relocation of the
25 port of entry in Sanders. We know that there -- in the past,

1 the port of entry has been looking for land and they were
2 unsuccessful. We have the land there, and we strongly feel we
3 have the perfect location to accommodate that, and we've been
4 meeting with staff members of ADOT, and they have been very
5 helpful with this, a very professional team. And we'll leave
6 this packet with you, and there are contact numbers on here with
7 other members of ADOT teams that had been meeting.

8 We'd like to invite you all to be part of a
9 strong working relationship with the State of Arizona and Navajo
10 Nation and with the community of Nahata'Dziil. And Mr. Wayne
11 Lynch will tell you a little bit more about the port of entry
12 area.

13 Thank you for your time and appreciate it, and
14 have a beautiful day. Thank you.

15 CHAIRMAN SELLERS: Thank you.

16 Next up, Wayne Lynch, and on deck is Chuck Howe.

17 MR. LYNCH: Good morning, Chair and Board of
18 Transportation. Good morning. I'm Wayne Lynch, and I'm the
19 vice president, and I'm here to present on kind of what Darrell
20 just spoke about.

21 It's actually 320 exit, Pinta exit on I-40, and
22 we have a port of entry presently in Sanders, Arizona that was
23 built in 1951, and it is about three acres, and the staff there
24 has been really working close with us, and we really appreciate
25 your ADOT staff. John Morales and Ermalinda Gene, they have

1 been a big help to our community in trying to move this forward.

2 This is our first presentation here before you,
3 and this existing port of entry has been in the plans to be
4 moved for the past probably 20 years, but they hadn't found the
5 land. They were going to do it at the state line, a little rest
6 area there. Then next went to Crazy Creek. There was State
7 land there, too, but there was too many art sites. But west of
8 this Exit 220, it's the Federal Indian Relocation property.
9 It's held in trust, but ONHIR, here in Flagstaff, Office of
10 Navajo-Hopi Relocation [sic], is the landlord. It's a lot
11 easier to withdraw land, and we'd like to withdraw 55 acres for
12 this project, and we'd like to use the P3 resource opportunity.

13 And we really appreciate your time, and we would
14 like you to get us maybe on the five-year plan and get this port
15 of entry that's very much needed for safety and security
16 reasons. Thank you.

17 CHAIRMAN SELLERS: Thank you.

18 Chuck Howe, and on deck is Dan Cherry.

19 MR. HOWE: Good morning, Board. I'm Chuck Howe.
20 I've been a resident of the Tuba City area for the last 12
21 years. Past ADOT employee as well. Spent over 25 years working
22 in transportation projects.

23 I'd like to identify that rural routes throughout
24 Arizona have suffered from a lack of attention for decades,
25 primarily due to the imbalanced allocation of funding for routes

1 within urban areas and those with high traffic volumes. Many of
2 the routes that traverse Arizona access key tourist destinations
3 that help to generate the \$22 billion annually of tourism
4 revenue, or \$62 million daily. These roads lead to many of the
5 hotels that generate the 43 million overnight stays in 2017.
6 All of these routes provide remote communities with critical
7 access to schools, medical facilities, food, water, employment,
8 economic development, and most importantly, emergency services.

9 As a result of this imbalanced allocation of
10 funds, these remote communities suffer with poor and failing
11 pavement conditions. A community -- a commonly-cited
12 development principle identifies infrastructure provides the
13 opportunity for growth, economic development and prosperity.
14 However, the results of a failing infrastructure can
15 substantially be detrimental to each of these.

16 As an example of this imbalance, the Navajo and
17 Hopi reservations contain over 720 miles of state and U.S.
18 highways. These routes carry our children to schools, tourists
19 to parks, boxes to stores, families to groceries, and vehicles
20 to pumps. However, these are the routes that don't see the
21 reinvestment from the State to keep them in fair or better
22 condition. These roads are critical to our state's economy, but
23 they are the last to receive a simple chip seal or overlay
24 project.

25 In 2013, there were 1.7 million visitors to Grand

1 Canyon National Park. In 2018, Antelope Canyon Tribal Park,
2 located a few miles east of Page, collected fees from 1.3
3 million visitors alone. Monument Valley Tribal Park visitation
4 included over 1 million visitors. From these visitors, jobs,
5 businesses, taxes and opportunities are generated. However,
6 there's a diminimus return from the state highway
7 infrastructure -- to the state highway infrastructure due to the
8 flawed formula for distribution of funds.

9 On behalf of all rural communities, businesses,
10 families, taxpayers, please evaluate and act on establishing an
11 allocated -- an annual allocation of funds for this rural
12 infrastructure that helps keep our families and our state's
13 economy on its feet. Thank you.

14 CHAIRMAN SELLERS: Thank you.

15 Dan Cherry, and on deck is Janet Aniol. Probably
16 didn't pronounce that right.

17 MR. CHERRY: Good morning, Chair and members of
18 the Board. I'm Dan Cherry. I'm the public works director and
19 county engineer with Yavapai County. I wanted to take a moment,
20 speak on behalf of the citizens of the county and our Yavapai
21 County Board of Supervisors.

22 I first wanted to express my gratitude for your
23 continued support of a widening and expansion for State Route 69
24 between Prescott Lakes Parkway and Frontier Village in the
25 vicinity of Prescott. That -- you have that on your five-year

1 plan for '20 and '21.

2 But I also came to speak in regards to the
3 existing Interstate 17 traffic interchange at McGuireville and
4 Cornville Road. That's at Milepost 293. This is in the Verde
5 Valley, and this interchange has been identified by ADOT as
6 needing modernization improvements to address safety concerns on
7 both the overpass bridge structure and the ramps since at least
8 the early 2000s.

9 In the mid 2000s, you had \$13 million programmed
10 for this project that was diverted to other projects that were
11 deemed higher priority, but I can assure you the need still
12 exists for some improvements to this interchange, and our board
13 would like to encourage you to move it up in status.

14 I've spoken with ADOT Northcentral District staff
15 about the preference in the Verde Valley and of Yavapai County
16 to move this project forward on the prioritization list, and
17 Ms. Audra Merrick has worked with us to get it on the P2P list,
18 which we are greatly appreciative of.

19 So I'm standing here before you today to ask for
20 your consideration in your efforts to work with staff, to find a
21 way to move this up in priority and bring back a project that
22 was on the books at one time. The need still exists with
23 respect to one of your most traveled routes in this state.

24 So thank you very much for your time and
25 consideration, and appreciate it.

1 CHAIRMAN SELLERS: Thank you.

2 Janet Aniol. I'll allow you to correct the
3 pronunciation.

4 MS. ANIOL: Sir, you're very close. Thank you.

5 Good morning, state board and ADOT staff, and
6 thank you for this privilege. I'm Janet Aniol, and I'm
7 president of the Beaver Creek Community Association. Our area
8 is accessed by McGuireville, traffic interchange 293 on I-17
9 that Dan Cherry just spoke about.

10 It's been, I think, about a dozen years since
11 I've been here on my part. That's 20 pounds and a lot of gray
12 hair. I'm happy to see some of you that I recognize before and
13 new faces. You all look better than I do, so glad to see that.

14 We are very grateful that in 2010, the four ramps
15 -- the exit and entrance ramps for that interchange were
16 lengthened and widened. It helps a great deal, but we still
17 have a couple of safety problems. The southbound exit ramp to
18 Camp Verde is very short. There's no shoulder. It's exciting
19 getting onto I-17 with the -- particularly the big trucks coming
20 down from the rim. So that needs to be on the five-year plan.
21 We beg for that. It's just correcting one ramp, so I don't
22 think it would be too expensive.

23 The other safety remediation project that we are
24 requesting would be very inexpensive. The entrance ramp to our
25 community from Camp Verde has a double stop sign. The road

1 splits. It turns left to access the Cornville Road across I-17,
2 or turns right to access Beaver Creek Road and to McGuireville.
3 So there are two stop signs there. For some reason, people
4 aren't stopping. They're just blowing right on through, and
5 there is cross traffic. Most of us who live there have
6 experienced near misses. I think this correction could be done
7 with maybe additional stop signs or warning that there's cross
8 street traffic. I don't know exactly what it needs, but I know
9 our talented engineers can figure this out, and perhaps if you
10 put in cameras, you could see the problem and understand this
11 better.

12 So thank you for the help in the past, and we
13 hope you'll give us additional help at this interchange.

14 CHAIRMAN SELLERS: Thank you.

15 MS. ANIOL: Appreciate this opportunity. Thank
16 you.

17 CHAIRMAN SELLERS: Okay. We have Joe Shirley,
18 and on deck is Jerry Williams.

19 DR. SHIRLEY: Good morning, Mr. Chairman, board
20 members. I'm Dr. Joe Shirley, Junior, one of the Apache County
21 supervisors and former president of the Navajo Nation.

22 I come here to put forward sentiments in support
23 for the proposal to widen Highway 191 between Chinle, Arizona
24 and Many Farms, Arizona. I really appreciate the ADOT director,
25 Mr. Halikowski, for coming out last week to talk with the

1 constituents about the proposal. I think -- I'd like to see it
2 get done, and I just wish that the whole of 191 could get
3 widened, but I know because of limited resources that's not
4 possible. But if the road between -- the highway between
5 Chinle, Arizona and Many Farms could be widened, that would go a
6 long ways towards -- for widening safety for our people who
7 travel those highways.

8 The drainage is terrible. That needs to be
9 studied. That needs to be worked on during the widening. When
10 the inclement weather sets in, like especially the rain, the
11 water pools across the highway, creating a very safety hazard,
12 and we need to get that done.

13 And then certainly, our school bus pullouts, it's
14 a very unsafe situation at the moment, and then for our school
15 buses when they stop on the highways.

16 And then certainly many of our pedestrians need
17 crosswalks across the highways at the appropriate points. That
18 need to be looked at.

19 And then -- and then we hear that our law
20 enforcement, whether they are state troopers, county sheriff, or
21 the Navajo Nation police, they're not stopping violations of our
22 traffic laws, because there are no shoulders to have, you know,
23 the drivers pull -- pull onto, you know, to follow up on the
24 infraction. So that needs to be looked at.

25 And certainly, because of the narrowness of the

1 highway, people, you know, being people, they -- it's unsafe
2 passing of vehicles during, you know, where there are no passing
3 zones.

4 And then I believe the accidents are increasing
5 because of the population growth. When the population grows,
6 there are also more vehicles out on the highways, and because of
7 that, I believe that there are more accidents today than before.
8 So the reason -- that's the reason why we need to have that
9 Highway 191 between Chinle and Many Farms widened.

10 And certainly we have tourists here to look out
11 for, you know, because of the Canyon de Chelly National
12 Monument. Over a million tourists come to see that canyon,
13 Canyon de Chelly and Canyon del Muerto, and we don't want to
14 have any people, any of our tourists to get hurt in these
15 accidents. It's impending. We know that. So whatever you
16 could do to get the highway widened between Chinle, Arizona and
17 Many Farms, we would really appreciate that.

18 Certainly, as a county supervisor, working with
19 our county supervisor association, we do everything we can to
20 try to move the governor and the state Legislature to get at the
21 resources to help you get the job done. Ladies and gentlemen,
22 thank you very much.

23 CHAIRMAN SELLERS: Thank you.

24 Jerry Williams. On deck, Kee Allan Begay.

25 MR. WILLIAMS: (Speaking Navajo.) Greetings,

1 Board Chair, board members, staff. My name is Jerry Williams,
2 and I come to you from the Le Chee Chapter. We're south of
3 Page. And I had previously come before the Board and talked
4 about some road conditions in my area of Le Chee and Page. One
5 is at Highway 89 at Horseshoe Bend, and another one is at
6 Highway 98, in 222, and also Highway 98 at the Milepost 302.

7 I previously stated that these areas are -- they
8 get really congested during the high peaks or the visitors
9 coming to the area, and I had stated that back in 2016 there
10 were 830,000 visitors that came through that area. And earlier
11 I looked at the -- some of the populations just to compare
12 numbers. Phoenix, 2017 had 1.62 million. And Tucson, 535,000.
13 Denver, 704,000. So comparing numbers by visitation, you know,
14 we get a lot of visitors from outside the country, and I'm
15 thankful that ADOT had put up some barriers at Horseshoe Bend on
16 the city side, but on the Navajo Nation side, it's still open.
17 So it's kind of dangerous for people to park right alongside the
18 road.

19 So I just wanted to share that with the Board
20 again, and I'd also like to thank the Board and ADOT for a quick
21 response and repair on Highway 98. You guys are probably
22 familiar with it. We had a washout on 89. It's north of
23 Cameron. And ADOT came out and did a quick repair, and I'd like
24 to thank the Board and ADOT for that. And to us, when something
25 like that happens, it's not like turn right, go three blocks,

1 and then go left four blocks, and then turn left back to the
2 road. Ours is two hours out of the way. When that happened,
3 people had to take the road 160 to Tuba City, and then from
4 there to 264, to Hopi, and then from there to Winslow, and then
5 I-10 back to Flagstaff.

6 So I just wanted to share with the Board that,
7 you know, we're thankful that -- the quick response that ADOT
8 did, and hopefully that -- you know, we -- you guys consider us
9 for your five- or ten-year plans for the improvements in my
10 area. Thank you.

11 CHAIRMAN SELLERS: Kee Allan Begay, and on deck
12 is Jacqueline Begay.

13 MR. THOMPSON: Chairman, I'd like to acknowledge
14 the fact that Kee Allan Begay has submitted or emailed three
15 documents to ADOT, and he would like to be made that part of the
16 record today. So we do have it.

17 CHAIRMAN SELLERS: Okay. Thank you.

18 MR. ROEHRICH: Mr. Chair, that is what will
19 happen.

20 CHAIRMAN SELLERS: Thank you.

21 Jacqueline Begay, and on deck is Emma Yuzzie.

22 MS. BEGAY: Good morning. (Speaking Navajo.) My
23 name is Jacqueline Begay. I am the Many Farms chapter secretary
24 treasurer. I am here on behalf of our community of Many Farms,
25 as well as the surrounding areas that do utilize the Highway

1 191, Milepost 448-463.

2 I'd like to commend our ADOT director who did
3 attend, and we've been attending meetings. We had one on March
4 6th here in Flagstaff, as well as he -- this is where I like to
5 commend him. Him and his directors -- engineers did come up to
6 Many Farms, and they did take a tour between the mileposts that
7 I just mentioned, and at that time they also viewed Chinle
8 School District's video footage of how unsafe that road can get,
9 as they saw that there was, like, 20 vehicles behind a bus, and
10 that it was very difficult for them to pull over. And this is
11 also a safety issue, as our Dr. Joe Shirley did mention, for the
12 ambulance and the police in that area, and as well as we do get
13 tourists from other countries as well. And this is also a road
14 to Monument Valley.

15 I would like to encourage and -- that this
16 project get on the five-year plan, and to improve and widening
17 the highway and the shoulders, that the -- for the bus pulls
18 out, which is pertinently needed to decrease the risk of
19 accidents, and furthermore, to alleviate other unforeseen
20 hindrance on this road. Please do continue to advocate for this
21 project and road improvement on Highway 191, and we are looking
22 forward to working with you on getting this on the five-year
23 project. Thank you.

24 CHAIRMAN SELLERS: Okay. We have Emma Yuzzie,
25 and on deck is Garret Silversmith.

1 MS. YUZZIE: Good morning. (Speaking Navajo.)
2 Jesse, (speaking Navajo). I want to say thank you for your
3 time. Thank you for the support and that there was a few that
4 have been to Many Farms April 4th. Thank you very much, and
5 that you enjoy the sunshine being out on the road to make an
6 assessment.

7 First of all, I would like to write -- read a
8 letter, and I don't speak as fast. I can read faster in --
9 speaking Navajo language, but -- okay. To Arizona Department of
10 Transportation. This has to do with a support letter, highway
11 191. On behalf of Many Farms Community School, the letter that
12 I'm going to read to you is to support Highway 191 from Milepost
13 447 to Milepost 470.

14 Highway 191 is an inconvenience for seven local
15 education institutions to share a two-lane highway with two
16 other drivers -- with other drivers on a day-to-day basis,
17 causes safety concerns and other relative risk factors.

18 Currently, Many Farms Community School has 292
19 students enrolled and transports 150 students -- this is base
20 program to eighth grade students -- to and from school every
21 day. Half of the 150 students live along Highway 191 from Many
22 Farms to Chinle.

23 As much as the school emphasizes safety and state
24 compliance, the school cannot control the external risk factors
25 constantly emerging from road deficiencies and careless drivers.

1 The road conditions on Highway 191 does not meet the fundamental
2 prerequisite for the safety of all road users. Inadequate
3 visibility, no signage, road narrows, no bus pullouts, and no
4 rumble strips are external factors that influence the risk of
5 transportation-related incidents. Not to mention when driving
6 in Arizona, it is important to consider local conditions,
7 because Many Farms and Chinle are situated next to highways,
8 thereby increasing the risks of pedestrian safety.

9 With that said, the inconsistent and uncompliant
10 road safety management has failed to meet the school
11 requirements services from Many Farms Community School
12 specifically for one of the most dangerous aspects for bus
13 drivers when loading and unloading students and when the
14 students cross the street. This raises a safety concern. The
15 bus drivers not only need to concentrate on the student safety,
16 but also the other drivers in the area to avoid potential
17 incidents.

18 Many Farms Community School supports the project
19 because change needs to happen. This will improve safety
20 performance, students count, and growth and simply provide a
21 more safety direction and impact of our community service --
22 that we serve.

23 And I just want to make a quick show of our
24 students that have a support letter, and they showed their
25 signature that they are in support. This is a total of 250

1 students as of yesterday.

2 CHAIRMAN SELLERS: Thank you.

3 MS. BEGAY: Thank you.

4 CHAIRMAN SELLERS: And I might suggest that if
5 anyone has a letter like that, rather than read it, if you
6 submit it to the Board, it's much more beneficial to us.

7 MS. BEGAY: Okay.

8 CHAIRMAN SELLERS: Thank you.

9 MS. BEGAY: Understand. Thank you.

10 CHAIRMAN SELLERS: Next up, Garret Silversmith,
11 and on deck is Bobby Davis.

12 MR. SILVERSMITH: Good morning, Chair of the
13 Arizona State Transportation Board and members as well, and also
14 members of the audience. I'm Garret Silversmith, representing
15 the Navajo Division of Transportation. As the division
16 director, myself and my staff, we constantly seek opportunities
17 to improve our transportation system funding opportunities as
18 well.

19 So also at the same time, we seek transportation
20 funding opportunities, and we support projects for our
21 neighboring entities such as the Arizona projects that we have
22 forthcoming. So I'm here supporting and advocating for the
23 improvements, further improvements and advancement on Highway
24 191 between Many Farms and Chinle, Arizona, and also goes
25 further north from Chinle -- Many Farms, Arizona here. As we

1 heard here this morning, there's several factors and needs there
2 at the -- for the community, this particular community, both for
3 the bus widening, also the bus -- widening of the shoulders and
4 so forth, bus turnout, and drainage improvements as well. So
5 we're a strong advocate for that project as well.

6 I'm also here in support of the port of entry,
7 Pinta, Pinta Road, Exit 328 near Sanders, Arizona. As we heard
8 earlier as well, too, they have plans over there to do a pullout
9 there as a port of entry project there. So I come here -- I
10 come here supporting that project as well.

11 Also, we want to -- in regards to the Many Farms
12 to Chinle project, we appreciate the ADOT participation last
13 week as well there. So that was very favorable and beneficial
14 that we saw the attendance there as well. And also, here, I'd
15 like to also point out and -- the activity and the amount of
16 work that Arizona ADOT put into investment as far as projects on
17 -- occurring on the Navajo Nation, such as Highway 264, Keams
18 Canyon, Arizona. We appreciate that. Highway 264, from Ganado
19 to Burnside, we appreciate that effort, too. Highway 191, south
20 of Chinle, that happened two years ago as well. Highway 163,
21 that happened just a couple years ago as well, too, just between
22 Kayenta and Monument Valley, access road and widening
23 improvements there done in that area.

24 In my last minute here, I want to appreciate and
25 offer the Navajo Nation's assistance, too, at any time to the

1 State of Arizona, like we did most recently in the Highway 89
2 closure there. So ADOT asked for help. We were there to
3 assist, and we kindly assisted as far as providing traffic
4 control signage and a detour route during that September,
5 October road closure on 89 just last year. So we want to
6 continue that partnership with our partners here at the State of
7 Arizona.

8 Again, thank you for hearing me, and have a great
9 day.

10 CHAIRMAN SELLERS: Thank you.

11 Bobby Davis, and on deck, Ronald Tso.

12 UNIDENTIFIED SPEAKER: Roland.

13 CHAIRMAN SELLERS: Or Roland Tso. Pardon me.

14 MR. DAVIS: Mr. Chairman, members and staff,
15 thank you for allowing us to speak to you today. I come to you
16 today wearing two hats. The first hat is I'm a citizen of the
17 town of Star Valley. I also serve proudly on the town council
18 for Star Valley. My day job is the economic development
19 specialist for the town of Payson, our sister city.

20 We ask you to put the Lion Springs project back
21 on the five-year plan, please. I remember when we found out
22 that the five-year plan had been put on the project. We had a
23 party. It was that exciting. Then to find out that it's fallen
24 off for some reason. We understand reasons, but this is a
25 four-mile section of road from the top of the rim, down to Mesa,

1 that is not a four-lane highway.

2 We've had two deaths in this last year. Two of
3 them commercial vehicles crossing the line or hitting something
4 and causing head-on collisions. That is unacceptable. We
5 shouldn't have any deaths in that area. Plus it also ties up
6 traffic. If you haven't -- if you've ever traveled up there on
7 a holiday, on a Friday or coming back on a Sunday or a Monday
8 for a holiday, there's backup for miles and miles because of
9 that.

10 We had an incident in this last snowstorm that we
11 had where we had an accident, and there was a lady that laid
12 there for 30 minutes with two broken legs, and we're
13 three-quarters of a mile from the Hellsgate Fire Department, and
14 we couldn't get to her because of that. There's no place to go.
15 It's so narrow. Traffic's come over there. We have commercial
16 vehicles coming off the 540, coming through Holbrook, over to
17 Heber, down 260, then going into Mesa.

18 We like that commercial traffic. But there
19 shouldn't be somebody died. If that was your mother, your
20 brother -- your sister or some family member that was laying
21 there waiting for an ambulance, and it's three-quarters of a
22 mile away and we can't get there, something's wrong.

23 I know this is a very small dollar amount for
24 what you guys have to do, but we please ask you to put this back
25 on the five-year plan, because we can solve this issue, save

1 lives.

2 For the people that live in that four mile
3 section there by Diamond -- Diamond Point, the restaurant,
4 there's a large number of citizens that live there that can't
5 get out on the road during those traffic times. Chief Wisner
6 just stated to me, he said, "If I have to leave my house,"
7 because he lives out there behind Diamond Point Shadows, "if I
8 have to leave my house to go on a call, I have to turn my lights
9 on just to get on the road." That's how bad it is. We love it
10 there. It's a beautiful place. Please, please, please put this
11 back on the five-year plan. We ask you that. Thank you for
12 your time.

13 CHAIRMAN SELLERS: Thank you.

14 Roland Tso, and on deck, Jeramie Brunson.

15 MR. TSO: Good morning, Chairman Sellers and
16 members of the Board. I appreciate you letting us come up here
17 and speak on behalf of our community. My name is Roland Tso.
18 I'm the president of the Many Farms Planning and Zoning
19 Commissioners. Excuse my -- I'm a little bit under the weather.

20 So I'm speaking on behalf of the US-191 road
21 expansion. As chairman of the planning and zoning
22 commissioners, we have been working diligently with the ADOT
23 personnel. We gave them a tour out there. There's -- they
24 observed several issues. One of the major things is what we
25 talked about is school. We have -- the 191 serves approximately

1 nine schools, everything from headstart to high school in two
2 communities, in Many Farms and in Chinle. We have a lot of
3 traffic throughout the two communities. US-191 between Chinle
4 and Many Farms serves as a major corridor for tourists that
5 travel from Mesa Verde, Canyon de Chelly and Monument Valley as
6 well. So there's a lot of traffic throughout the area.

7 We have traffic counts on the area that was --
8 the study was done. North of Many Farms, we have 15 --
9 approximately 1,500 people, vehicles passing through on a daily
10 basis. Between Chinle and Many Farms, we have 4,600 on a daily
11 basis. We have, just in the Chinle area where Canyon de Chelly
12 is, about 8,900 vehicles throughout the day. South of Chinle,
13 about 5,100. So you can -- you can imagine how much traffic
14 goes through there.

15 We mentioned that there is no shoulder on there
16 through the tour, when we went through there. There's about six
17 inches of shoulder from the white line to the end of the asphalt
18 on the majority of the areas throughout that corridor. So we're
19 asking you to put us back on the five-year plan.

20 One of the schools that's not here, Many Farms
21 High School, have submitted documents to you guys. That should
22 be in your hands as well, photos, and the students, a lot of
23 students that have concerns.

24 We're looking at approximately 25 miles of this
25 hazard -- safety hazard issue. It's from Milepost 445 to 470.

1 There is a tourist destination pullout at 472. We also took
2 ADOT to that area. A very dangerous spot, too. So we would
3 appreciate if you guys can put us on the five-year plan and
4 continue working. We -- of course, the road serves as a
5 corridor for tractor-trailers, too. It's really unsafe when it
6 starts doing that. That's a cross throughout the Navajo Nation
7 from I-40 to 160 to other communities and cities on the north
8 end of the Navajo Nation. So that does also become a hazard.

9 I would appreciate all of your blessings on
10 moving us up on the -- your priority list as well. Thank you
11 very much.

12 CHAIRMAN SELLERS: Thank you.

13 Jeramie Brunson, and on deck is Belle McDaniel.

14 MR. BRUNSON: Good morning. My name is Jeramie
15 Brunson, and I live on Lion Springs. I'm happy to see that
16 there's somebody here representing us this time. I went to your
17 guys' last meeting in Phoenix last year and there was nobody.

18 I live there, and our whole -- that whole road's
19 pretty much family or people that we know our whole lives, you
20 know. Pulling out of there is dangerous. It's like Russian
21 roulette. It's awful. And it's even during the week now. It
22 used to just be weekends. But anyway, I'm just here as a
23 concerned citizen, I guess. Just want to be a voice, and I'm
24 here on my own time.

25 I'm sure -- I know (inaudible) via emergency

1 people. We see it all the time. I live right at the highway.
2 It backs up. There's nowhere to get off, so there's nowhere for
3 the emergency vehicles to get through, and it's constant. You
4 hear -- you hear them all the time. But -- I apologize. I'm
5 not a public speaker, so... But I don't want to be a squeaky
6 wheel. I just want to see the job finished. I know it's been
7 in the plans for -- what did he say -- 19 years now? So just
8 for the safety of others. I'm here for my family, but there's
9 others that travel that road, and we've seen tons of wrecks.
10 I've helped, helped on quite a few of those wrecks. They happen
11 right in front of our house, just, you know, pretty frequent.
12 So I hope you consider it, and thank you for your time.

13 CHAIRMAN SELLERS: Thank you.

14 Belle McDaniel. On deck is Alicyn Gitlin.

15 MS. MCDANIEL: Good morning, and thank you for
16 allowing me to speak here today. My name is Belle McDaniel, and
17 I'm a recently appointed member of the Star Valley Town Council.

18 I would also like to address the Lion Springs
19 project on Highway 260. This project is really vital for Star
20 Valley, its citizens, as well as the many visitors that travel
21 through this area. This project would greatly increase the
22 safety of that area and decrease the numerous accidents that
23 occur there. It is really important. It has been on the five-
24 year plan several times, and I am hoping that this important
25 project can be reconsidered to be included back on the current

1 five-year plan. Thank you very much for your time, and I
2 greatly appreciate your consideration on this significant
3 matter.

4 CHAIRMAN SELLERS: Thank you.

5 Alicyn Gitlin, and I can't make out the name of
6 the next person, Michael -- I'll work on it.

7 MS. GITLIN: Good morning, Chairman and board
8 members, and thank you for being here and listening to the many
9 comments on the proposed five-year plan. I'm here representing
10 Sierra Club's Grand Canyon Chapter. And I'm here to appeal to
11 you and to your pride as Arizonans and as Americans on this
12 100th year of Grand Canyon National Park and to plead with you
13 to please scale back your plans for the \$17.3 million project
14 that you have planned for the Grand Canyon National Park
15 Airport.

16 It is true as in the statement that ADOT just
17 released that Grand Canyon National Park Airport serves many
18 Grand Canyon visitors. In its current state, it is a resource.
19 But under the proposed plan, as we've seen through the recent
20 master planning process, which just wrapped up in the past few
21 months, it will become a sound impairment for Grand Canyon
22 National Park and a financial impairment for most of Arizona's
23 businesses. ADOT boasted by the airport bringing people
24 directly from Las Vegas, but we wish that ADOT would instead
25 work with the tourism department to focus on flying Grand Canyon

1 visitors into Phoenix or Flagstaff, where they can see our
2 beautiful state and travel our scenic roadways, learning about
3 our cultures and landscapes, and supporting local businesses on
4 the way to Grand Canyon.

5 Throughout the master planning process, we saw
6 many concerns arise about the impacts of the proposed changes on
7 the park. Impact such as threaten industrialization with the
8 ever-increasing noise of commercial aircraft, increasing
9 lighting visible from the North Rim, concerns over the potential
10 movement of (inaudible), a culturally important and perennial
11 water source so the runway footprint can be moved, and moving a
12 spring as rife with ecological and cultural impacts and
13 problems, and concerns about the projections of enplanements are
14 not based on historical use. These projections are being used
15 to drive the master plan and the \$17 million project.

16 I can't say it better than former Grand Canyon
17 superintendent Gabe Eubarraga (phonetic). He said: With
18 increased vegetation will come additional operational demands on
19 park infrastructure and staff that provide emergency services,
20 law enforcement, visitor programs, maintenance and other
21 visitor-related services.

22 We are also concerned about large increases in
23 visitation and local positions and how we might manage those
24 with limited resources and aging infrastructure. What will be
25 the environmental and physical effects? We don't know as no

1 analysis has taken place, and concerns that we and others have
2 expressed have not been addressed in an adequate manner.
3 Ecological processes cross park boundaries, and park boundaries
4 may not incorporate all of the natural resources, cultural
5 sites and scenic vistas that relate to park resources or the
6 quality of the visitor experience. Therefore, activities
7 proposed for adjacent lands may significantly affect park
8 programs, resources and values.

9 Cooperative conservation beyond the park boundary
10 is necessary as we strive to fulfill our mandate and protect
11 these lands for future generations. In short, the National Park
12 Service fears this project, and the State should be working with
13 them. It also appears that recommendations from the master plan
14 are being accepted before the National Environmental Policy Act
15 review has even begun on any of these actions.

16 So I'm basically here begging you to think about
17 this carefully. You have the power to decide what happens, and
18 many of us think that the Grand Canyon National Park Airport
19 perched on the edge of our own national natural treasure, a
20 place that should literally feel like the edge of the earth, the
21 gateway to wildness, should stay small, practical and protective
22 of Grand Canyon National Park. Thank you.

23 CHAIRMAN SELLERS: Thank you.

24 Okay. Michael -- Jesse, you may have to help me
25 with this.

1 MR. THOMPSON: Lomayaktewa.

2 CHAIRMAN SELLERS: Thank you.

3 MR. LOMAYAKTEWA: Good morning, State
4 Transportation Board, Chair and members of the Board.

5 My name is Michael Lomayaktewa with the Hopi
6 tribe, the Hopi Department of Transportation. First of all, I
7 want to thank you for the -- at least we're now being noticed
8 that I see that we have projects scheduled, and we'd like to
9 continue to have this supported. The couple bridge projects,
10 and especially the one that we've been really trying to express
11 to the transportation board the need for addressing our safety
12 concerns on our State Highway 264. We have not had any
13 attention to that.

14 And so in support of what we're -- our partner,
15 Arlando Teller, talking about the rural pavement preservation
16 need, we need to focus on having that continued support for the
17 rural areas, especially in Indian Country. We have a lot of
18 safety issues, especially now the increase of truck traffic.
19 And we appreciate the state ADOT program working with us, or we
20 -- a recent episode with the State Route 89, the reroute, that
21 went through Hopi 264, and we had a large number of traffic
22 going through there, and that's something that we have never
23 encountered. So there's a lot of safety issues that need to be
24 addressed.

25 We appreciate the new Northeast District engineer

1 working with us, and we are now having -- moving forward with
2 our partnering effort. So we appreciate the time and to listen
3 to our plea for having attention to our routes that we have out
4 on Hopi. We haven't had any improvement, as I stated. So we
5 appreciate your support. One that -- lastly that I'd like to
6 mention is support for our (inaudible), as it supports the
7 state's Four Corner region, having to provide for the open
8 corridor for a lot of the need that we see with this project.
9 So again, thank you for your time.

10 CHAIRMAN SELLERS: Thank you.

11 And the last speaker we have for our call to the
12 audience for the public hearing is Katherine Arthur -- Arthur.

13 MS. ARTHUR: Good Morning, Board Chair,
14 Mr. Sellers, and the members of the Board. My name is Katherine
15 Arthur. I represent Many Farms Chapter as their chapter
16 president.

17 We thank Many Farms Chapter on their behalf. I'm
18 thankful to ADOT and Mr. John Halikowski as -- and ADOT -- his
19 staff and Northeast District engineer, Mr. Moul, coming out to
20 Many Farms, spending times with us and coming and listening to
21 our concerns.

22 We also appreciate you all adding on in the 2020
23 to 2024 tentative five-year program two projects that are now
24 before you. That is on US-191, Milepost 450.5 to 453, and it's
25 a shoulder widening, and it's located in the Northeast District

1 as well as the Many Farms Chapter, and it's slated for
2 construction in 2020. The other one is the Chinle Wash. It's
3 north of Many Farms at Milepost 420, and that's also in the
4 Northeast District, and that is also in the Many Farms Chapter
5 of government area. The project is programmed for design in
6 2020 and for construction in 2022. Those two are suggested as
7 being in this hearing today.

8 This bridge has been there for a long time, and
9 it hasn't been worked on. And I'm from that area, and I've been
10 there a long time as well. So I haven't seen any correctiveness
11 to it. It at least needs a deck replacement. It is narrow.
12 It's in a poor condition. And we have several studies done on
13 191 for a number of years beginning in 2006 on a feasibility
14 study. But some of the projects that you all (inaudible)
15 through are Arizona program, ADOT program and is (inaudible)
16 excuse me -- chip sealing done in 2012, as well as a (inaudible)
17 study in 2012, and then a more fancy and -- category project,
18 and we are thankful for these projects that were completed.

19 We are requesting in addition to be added to the
20 2024 five-year program. The pavement preservation on 191,
21 that's listed as 191AP447H786701C between Chinle and Many Farms,
22 and this was the -- end of design. It's 30 percent designed at
23 this time. It was in excess in 2010, and it was (inaudible)
24 during the 2011-2015 construction, and it was supposed to have
25 been done in those years with the fiscal year moneys of 2013,

1 but it didn't get done. And that was recommended for Milepost
2 447 to 462, and again, in between Chinle and Many Farms.

3 I ran out of time, but I'm the last one. Can I
4 continue on, sir? Thank you.

5 CHAIRMAN SELLERS: Thank you.

6 Okay. Now we will proceed to the public hearing.
7 Greg Byres will provide an overview of the tentative fiscal year
8 2020-2024 Five-Year Transportation Facilities Construction
9 Program. This is for information and discussion only.

10 MR. BYRES: Okay. Thank you, Mr. Chairman, board
11 members. This presentation will go through Items A through E
12 that are listed in the agenda. So -- let's see if I can get the
13 clicker to work here. Ah, there are we go.

14 So as we go forward, if is -- this presentation
15 will go through the background overview as assessment
16 conditions, our P2P process, as well as the tentative five-year
17 highway delivery program, the MAG tentative program, PAG
18 tentative program, as well as the airport program and our next
19 steps.

20 As far as the background goes, this five-year
21 program was put together through a collaborative effort with the
22 ADOT different divisions as well as regional partners. It
23 demonstrates how federal and state dollars will be obligated
24 over the next five years. It's approved on an annual basis, and
25 it has -- the fiscal year starts on July 1, and it must be

1 fiscally constrained. So as we put it together, that's one of
2 the major contingencies that we have.

3 So as an overview of our asset conditions, the
4 value of the highway system right now as it stands is \$22.4
5 billion. However, if we had to replace it, we're talking
6 somewhere in the neighborhood of \$250 billion in today's
7 dollars.

8 Looking at bridge conditions, this kind of gives
9 you an idea going back to 2004 all the way through 2018. The
10 green being good condition, yellow being fair condition, and red
11 being poor. As of 2018, we have 59 percent of the bridges in
12 good condition, 40 percent in fair condition, and 1 percent in
13 poor condition. The map kind of indicates where those bridges
14 occur.

15 To give you an idea of how these ratings work,
16 good is primary structure components have no problems or only
17 very minor deterioration. Fair condition is primary structure
18 components are sound but have some concrete deterioration or
19 erosion around piers or abutments caused by flowing water. Poor
20 condition is advanced concrete deterioration, scour or seriously
21 affected primary structural components. A poor condition bridge
22 is not necessarily unsafe. If it's an unsafe bridge, it is
23 closed and taken out of commission.

24 For the pavement conditions on our interstate
25 highway system, this kind of gives you an idea of where we might

1 have gone from 2010 through 2017. The -- part of the changes
2 that you see in the 2017 are due to different means of data
3 collection. We now collect all of our data on the roadways, or
4 at least the roadway surfaces, through an electronic means with
5 the sensors all being carried on a van as it drives through the
6 entire state. This is done on an annual basis. Right now, the
7 conditions have us at 49 percent in good condition, 50 percent
8 in fair condition, and 1 percent in poor condition.

9 As we go to the non-interstate system, again,
10 from 2010 through 2017, you can see where these -- where our
11 highway conditions are. We currently in 2017 have 63 percent in
12 fair condition, 35 percent in good condition, 2 percent in poor
13 condition.

14 The pavement ratings that we just stated,
15 basically good is a smooth road surface with little cracking and
16 no ruts or potholes. Fair condition is moderate amounts of
17 cracking that lead to increased roughness in the road surface
18 and shallow ruts in the wheel path. Poor condition is numerous
19 cracks, rough road surface, ruts in the wheel path, potholes and
20 deterioration of the road surface.

21 As I go forward with these, we're going to start
22 talking about our different investment categories. So these are
23 going to be done on -- we have three different categories based
24 on preservation, modernization and expansion. So the
25 preservation is investments to keep pavement in smooth condition

1 and maintain bridges. Modernization's non-capacity investment
2 that improves safety and operations, such as -- okay, let me get
3 this right -- shoulders and smart technology. Expansion is
4 investment that adds capacity to the highway system such as new
5 roads, added lanes or new interchanges.

6 This is another breakdown a little bit further of
7 what the three investment categories have, and as you can see,
8 in the preservation, we have surface seals, thin overlays, deck
9 joints, deck overlays, some minor mill and fill projects. It
10 kind of goes down the list. Modernization, we have widening of
11 existing lanes and shoulders, intersection/interchange
12 reconfigurations, enhances the functional obsolescence as well
13 as traffic control and management. Expansion, again, is new
14 routes, new lanes, new rail, new intersections or interchanges
15 and so forth.

16 This is the five-year program that we have that
17 stretches from 2020 through 2024 with the different investment
18 categories that were just mentioned. What you see in green is
19 the preservation projects. The red is the modernization
20 projects. What's in purple is basically the development costs
21 for projects. The orange is the planning costs. The blue is
22 expansion projects, and that hash marked blue is executive
23 recommendations that have come down from the governor for the
24 current budgets.

25 So one of the other big things is you'll see a

1 black line, black horizontal line that goes across all five
2 years. That is our target for preservation of the existing
3 system, which is set at \$320 million. Those blue arrows have
4 the difference between what our target is on preservation and
5 what we are spending or what is budgeted, anyway, as we go
6 forward.

7 So with that budget that was put forward, we have
8 a P2P process that takes and prioritizes projects. The whole
9 purpose of the P2P is to address the funding, and this is due to
10 the limited amount of funding that we have. Projects must be
11 prioritized to ensure the limited funds are utilized on projects
12 which provide the highest value and satisfy the greatest need.

13 It also has performance measures due to the
14 requirements by the Federal Highway Administration. Program
15 projects must provide an improvement to the performance measures
16 which include safety, infrastructure condition, as well as
17 congestion reduction, and there's several other performance
18 measures that Federal Highways put forth that we must address in
19 each project that is selected.

20 One of the other things that we have is
21 compliance with objectives and goals provided in the Long Range
22 Transportation Plan, which was approved by this board.

23 So with our P2P process, there's basically four
24 categories that we go through in the selection -- or in the
25 analysis that we do for each of the different projects. We have

1 a technical score, a policy score, a safety analysis score, as
2 well as a district score, and they're rated at different
3 weightings, with the technical score at 35 percent, the policy
4 score at 10 percent, safety analytic score at 25 percent, and
5 the district score at 30 percent. This goes for every project
6 that we take and bring in to the P2P process.

7 So for each of the different investment
8 categories, we go through that P2P process that was just
9 described and take and translate it into the different
10 percentages that were put forth with the Long Range
11 Transportation Plan and its investment strategies that drop into
12 our tentative five-year program.

13 So looking at the tentative five-year program,
14 the 2020 through 2024 construction projects, this is a
15 comparison of what we have in the tentative plan versus what's
16 in the current program. You'll see we really haven't had much
17 of a change. One of the big things to note here is that we look
18 at the percentages that were put forth in Long Range
19 Transportation Plan. We're fairly close to where we -- where
20 that plan puts us or where we're projected to go.

21 One of the big things we have here that's
22 different than what we've had before is that executive funding
23 recommendation that has come through going towards the expansion
24 projects. So we're looking at roughly 46 to 49 percent
25 expansion projects, 10 percent modernization projects, and 41

1 percent on our preservation, and that compares to the 51 percent
2 that we had in expansion for the 2019 to 2023, as well as 12
3 percent in modernization and 37 percent in preservation.

4 In the Greater Arizona areas, if we look at the
5 -- how that funding is put out, we have 69 percent in our
6 preservation. We have 17 percent in modernization, and 14
7 percent in expansion. Again, this covers the Greater Arizona
8 area. What I showed you before was the entire budget, which
9 included MAG and PAG operations.

10 So as we go through in 2020, just a quick list of
11 the expansion projects that we have that are in the tentative
12 program. We have 10.2 million that's scheduled for the Fourth
13 Street Bridge here in Flagstaff. We also have 10 million set up
14 for the I-40/US-93 West Kingman TI. We also have 20 -- 1.3
15 million set up for right-of-way up at Prescott Lakes on 69. We
16 also have 41 million for the US-93, the Gap project, for
17 construction, and then on I-17, we have 15 million for design,
18 which runs from Anthem to Sunset, as well as 40 million to
19 construct I-17 from Anthem to Sunset. There's also an executive
20 -- which is an executive recommendation, and we also have 50
21 million that is put forth in the MAG region for that portion of
22 I-17.

23 In 2021, we again have SR-69 for construction at
24 8.7 million. We have Interstate 17 again at 62 million for
25 Anthem to Sunset Point, as well as the 45 million for the

1 executive recommendation, provided it comes through. We also
2 have 10 million set up for I-10, which runs from the 202 to
3 SR-387, which is a portion that runs through the GRIC, and that
4 is to complete a DCR and the scoping as well as the
5 environmental assessment for that project. That's to expand
6 that section from two lanes to three lanes in each direction.

7 In 2022, we have -- the only expansion project
8 that we have there is I-17, which has 65 million, which runs,
9 again, from Anthem to Sunset Point, as well as the \$45 million
10 through the executive recommendation.

11 This gives you a quick idea of what we're talking
12 about on I-17 and where that funding is going. The entire
13 project that we're looking at is about -- is a little over \$300
14 million to complete. And again, this takes us all the way from
15 design through construction on that portion of I-17.

16 For 2023, we have 50 million set aside for the
17 first segment of construction on I-10 that runs through the
18 GRIC. And in 2024, there's 56 million set up for the West
19 Kingman TI on I-40 and US-93.

20 As we go forward, the six- to ten-year program,
21 this is what we've got set up so far, what's in the tentative.
22 If you'll notice, our target is set at 320 million for
23 preservation. However, this is all set at 350 million. One of
24 the reasons for that is because we did not hit our goal in
25 trying to reach that 320 million in this tentative program

1 trying to complete the expansion projects that we already had on
2 the books, as if those projects went through, as well as the
3 I-17 and part -- and I-10 project that we have -- that has --
4 we've had the opportunity to put forth into the five-year
5 program.

6 As far as the MAG region goes, the MAG does their
7 own planning. So what they've put forth so far, this is not
8 finalized, but they're working on it. They have multiple
9 projects. They have projects on all of the major freeways
10 through the MAG region, including I-10, SR-30, the 202, the 101,
11 I-17, the 303. There's multiple projects out through MAG that
12 we incorporate into the five-year program. In PAG, it's the
13 same thing. They do their own planning. They have multiple
14 projects as well. On I-10, I-19, SR-77, as well as SR-210.

15 The next part of the program we have is the
16 Airport Capital Improvement Program. Last year that program had
17 -- we only had two major portions of our program. We had the
18 federal/state/local program set up. We also had the APMS, our
19 airport pavement preservation program set up that we funded out.
20 We did not fund any money going out through our state/local
21 program as well as through the airport development loan program.

22 As we get into this year, we can now have the
23 funding and the establishment of the aviation plan or the
24 Aviation Fund to actually take and open up all of our programs,
25 and not only open them up, but fund them the way they should be

1 funded, which allows for the entire use of the aviation program
2 on an annual basis.

3 One of the big things to note here is we have
4 changed the way we take and program all of the airport projects
5 so that it's fiscally constrained and maintained within that
6 Airport Fund, but also utilizes as close as we can to 100
7 percent of that fund at any given time to keep the future sweeps
8 from occurring, which have occurred in the past. So we have \$5
9 million set up for the federal match grants, which is our FSL
10 program. We have 9 million for the state and local grants. We
11 have 5.5 million for airport pavement management preservation.
12 There's also four and a half million that's set up for the Grand
13 Canyon National Park Airport, as well as 900,000 for airport
14 development group projects.

15 The next steps, as we go forward, we've got one
16 more hearing in Phoenix in -- on May 17th. We have a study
17 session that will follow that on June 4th in Phoenix with --
18 where we'll present the final program to this board June 21st at
19 Pinetop-Lakeside. The program must be delivered to the governor
20 by June 30th, and again, it starts fiscal year '20 on July 1st.
21 And so -- oops. With that, I'll stand for any questions that
22 anyone may have.

23 CHAIRMAN SELLERS: Any questions from board
24 members? Yes. Board Member Stratton.

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

1 If you could go back to the Greater Arizona
2 slide, please.

3 MR. BYRES: It takes a minute to go back to it.

4 MR. STRATTON: That's okay. Maybe you can answer
5 without it anyway.

6 MR. BYRES: Sure.

7 MR. STRATTON: In Tucson, I had -- at the public
8 hearing there, I asked what percentage of Greater Arizona was
9 being spent on freeways. After the meeting, I was told 40
10 percent. Is that correct?

11 MR. BYRES: That is correct.

12 MR. STRATTON: I did want to share with the rest
13 of the Board since I asked the question during the meeting.

14 Secondly, I don't believe in the previous public
15 hearing we were counting the 130 million from the Legislature or
16 the governor, because it was still very tentative.

17 MR. BYRES: Uh-huh.

18 MR. STRATTON: Is that correct?

19 MR. BYRES: That -- it still is.

20 CHAIRMAN SELLERS: Yeah. The budget has not been
21 approved yet.

22 MR. STRATTON: Correct. Assuming it gets
23 approved, now that you're showing it potentially in the program,
24 what percentage of that would be used in rural Arizona, in
25 Greater Arizona?

1 MR. BYRES: The I-17 project splits across
2 between MAG and Greater Arizona.

3 MR. STRATTON: I understand.

4 MR. BYRES: So the -- I'm going to say the
5 majority -- I don't know the exact amount, but the majority of
6 that would probably occur within Greater Arizona, but some of it
7 does fall into the MAG region.

8 MR. STRATTON: Having said that then, that would
9 free up other moneys for Greater Arizona, or would it not?

10 MR. BYRES: That money would take and actually
11 complete out the project on 17. Otherwise, 17 would -- they
12 would have a reduced scope, because there's not funds to be able
13 to do more.

14 MR. STRATTON: Thank you.

15 CHAIRMAN SELLERS: Any other questions or
16 comments?

17 MR. HAMMOND: I've got one question. This is
18 maybe not a question you can answer, but I think the current
19 plan includes the additional money for the vehicle license tax,
20 which is -- was set at \$36 and is now probably going to get
21 rolled back. Will some of these projects have to be taken out
22 or do you know what the financial impact is going -- that \$36
23 down to 18, the dollar amount, roughly, that would have to come
24 out of the plan?

25 MS. WARD: Mr. Chair, Mr. Hammond, wouldn't I

1 like to know? The difficulty here is, is if they were to -- if
2 they were to repeal what is the \$32 fee, the public safety fee
3 that has been established to support the DPS Highway Patrol, the
4 question is how they would backfill those revenues that they had
5 repealed. If -- --

6 MR. HAMMOND: What's that dollar amount that
7 (inaudible)?

8 MS. WARD: The total amount that's going to be
9 generated to support DPS Highway Patrol, I believe to be about
10 \$186 million annually.

11 MR. HAMMOND: So if they repeal the whole thing,
12 we'd have to -- they have to backfill that from some other
13 source?

14 MS. WARD: Correct.

15 MR. HAMMOND: Okay.

16 MS. WARD: Previously, they were -- if you'll
17 recall, there was about \$100 million off of the top for DPS that
18 came off of the top of HURF to support DPS --

19 MR. HAMMOND: Which is our infrastructure money.

20 MS. WARD: -- dollars that flow down through into
21 transportation. Yes, sir.

22 MR. HAMMOND: That's still a wild card out there.
23 We have to see how it plays out.

24 MS. WARD: Mr. Chair, Mr. Hammond, that is --
25 that is correct. The hope would be that they would not come

1 back to the old mechanism and that the dollars would continue to
2 flow through HURF.

3 MR. HAMMOND: Okay. Thank you.

4 MS. WARD: Thank you.

5 CHAIRMAN SELLERS: Board Member Thompson.

6 MR. THOMPSON: (Inaudible) remember, what project
7 has been listed in the five-year plan (inaudible) consider to
8 withdraw any of those projects?

9 MR. BYRES: During our -- Mr. Chairman, Board
10 Member Thompson, during our P2P process, we take and not only do
11 we prioritize new projects, but we take and prioritize all the
12 projects that are in the current program. So we go through our
13 P2P process, and we take and make sure that the program that --
14 the tentative program that we bring to this board for -- as a
15 recommendation has the absolute best priorities in that
16 tentative program.

17 So if we have projects that are in the outer
18 years of the program that funding has not started on, we haven't
19 started design on it, we haven't implemented any money on those
20 projects, and it turns out that those projects are not our
21 highest priority, we take and make sure that the highest
22 priority projects go into the tentative program, and those ones
23 might fall down.

24 MR. THOMPSON: So if whatever information is not
25 available, then it's up to the community whose project

1 (inaudible) they could provide all that information to you
2 within the time specified so that they won't be taken off? Is
3 that what I'm hearing?

4 MR. BYRES: In the course of completing our P2P
5 process, we have a call for projects, and then we start
6 through -- with that call for projects, we go through our P2P
7 process. It is -- it takes us roughly about nine months to go
8 through our P2P process. So it isn't something that we just do
9 overnight. And part of that P2P process is making sure that we
10 have all of the data associated with each project that's being
11 analyzed. So we take and we have meetings at each of the
12 districts. We go through each of the projects as part of our
13 rating process. We go through all of the safety data that we
14 have present as we go through and take and prioritize projects.

15 MR. ROEHRICH: Mr. Chair, Mr. Thompson, I guess
16 if I could add to that maybe to be a little more specific, I
17 think let's -- let's talk about maybe the Navajo Nation. If
18 they've got information on crash data that we don't have that
19 would maybe make an impact either on our safety analysis or our
20 consideration, yes, provide that information. It helps us.
21 Because we take what we have available at the time we're running
22 through the P2P process to make our recommendation to the --
23 bring it to the Board, and obviously, the better information we
24 have, the more accurate information that we have helps us to --
25 during that analysis process. But it is a discovery process,

1 and it is an evolving process each year as we continue to look
2 at where are our best investment choices and options.

3 MR. THOMPSON: Thank you, Chair.

4 Greg, thank you.

5 CHAIRMAN SELLERS: Thank you.

6 MR. KNIGHT: Mr. Chair.

7 CHAIRMAN SELLERS: Yes. Board Member Knight.

8 MR. KNIGHT: Thank you.

9 At the last meeting, I mentioned about the zeros
10 that appear on the summary of dollars over the five-year plan.
11 It was mentioned that the -- they should go away as we got
12 closer to the first year, but we've got -- we've got counties in
13 the plan that they've still got zeroes in year one, year two and
14 three.

15 It just seems like from what I'm hearing from my
16 constituents and those of us that are elected officials in -- on
17 the side or -- that's what we do when we're -- in addition to
18 the -- to being on the Board, what we hear from constituents is
19 they're -- they don't see where they're getting any return on
20 the fuel tax money that is being paid in.

21 And let me just give an example. At YMPO, at our
22 executive board meeting, it was put forward for us to send a
23 letter to the Legislature endorsing the -- or supporting
24 Representative Campbell's -- I think it was 2536 -- with the
25 increase in the fuel tax. And one of the executive board

1 members who is a supervisor, county supervisors, said I can't --
2 I can't support that. I'm not going to vote for it, because in
3 looking at the tentative five-year plan from ADOT, it doesn't
4 look like if we -- if I ask my constituents to support a gas tax
5 increase, they're not -- the money's not coming back to the
6 county. It's not coming back to them.

7 So I'm just saying this is what we have to deal
8 with from our constituents, is how are we going to support --
9 why should we support a gas tax increase, even though he said --
10 he knew very well it was needed. (Inaudible) had to have it
11 since 1991. He had no problems, knowing that it was definitely
12 needed. But why should his -- his argument was why should we
13 increase it 25 cents when we're not going to see any of it back
14 here in our county.

15 So that's just the mindset out there, just to
16 give you -- and it seems to me that if we had a little more
17 balance so that there weren't any -- and I know it's all a
18 matter of funds, but if there weren't any zeroes, if every
19 county got at least something, it would be -- it would go a lot
20 farther to getting a gas tax increase, or if it had to go the
21 voters for something to increase the road tax, they have a
22 better chance of that passing if they see that -- I mean,
23 Flagstaff is an excellent example. Flagstaff was able to pass
24 initiatives because they were able to show their voters exactly
25 what they were going to get for their money, and that money was

1 going to stay here or they knew it was going to stay here.

2 So from that perspective, if you could kind of
3 look at the way the voters are looking at it, and when they see
4 a five-year plan and things have gone away, and we've got some
5 counties that are getting absolutely nothing for one, two, three
6 years out of a five-year plan doesn't make them too anxious to
7 want to raise fuel tax or anything else, for that matter.

8 Anyway, thank you, Mr. Chair.

9 MR. ROEHRICH: Mr. Chair, Mr. Hammond, I'm not
10 sure how to respond to that. If you have a specific question.
11 I'd give you an opinion. But specifically how to respond to
12 that, somebody's individual opinion, I don't know, you know --
13 he has that -- he or she has that opinion, and they're entitled
14 to it.

15 MR. KNIGHT: Yes, and I just wanted to put that
16 perspective on it.

17 MR. ROEHRICH: Right.

18 CHAIRMAN SELLERS: Well, and I would mention that
19 I've attended a number of the Rural Transportation Advocacy
20 Group meetings, and there was widespread support from the
21 statewide group in that organization.

22 MR. ROEHRICH: And I guess, Mr. Chair,
23 Mr. Knight, if I would listen to that general sentiment, my
24 general comment would be within the context of the long range
25 plan that we developed, and the Board adopted it, and we

1 submitted to the Legislature and the governor last year or the
2 year before, I think it was, we had identified in there the fact
3 that with the existing funding that we have, this is the system
4 that we could provide. Mostly emphasized on preservation,
5 limited expansion, especially in the areas within the urban
6 areas that have additional revenues that they develop through
7 their own self-taxation, but within the contiguous system of a
8 state highway system, this is what we're able to do with the
9 funding that we have.

10 If the funding increased, that doesn't mean that
11 that system stays the same. The expansion and the ability to
12 improve within that system increases as the funding increases.
13 And I'm not -- I don't have in front of me what you have that
14 says counties are getting zero. I would struggle to say that
15 there's any county there that's getting zero, especially when
16 you look at the total funding package, whether they're safety
17 funds, maintenance funds, preservation funds, any of those
18 programs.

19 Are we able to do everything that is needed out
20 there? Hell no. And you see that every month when we come here
21 when the citizens around the state come up and identify these
22 great needs. Every one of those are valid and needed
23 improvements. But within the confines of what we have to
24 provide with the funding that we have, we're coming forward with
25 what we feel is the best system of improvements that we can with

1 that.

2 If the pot increases, the money increases, that
3 means we're able then to expand what happens within those
4 improvements, which means that expands through -- throughout the
5 system. Additional funding doesn't mean that we're not going to
6 -- you know, you're not going to get anything more. Additional
7 funding means we're able to do more. This board is able to
8 further consider other types of improvements. But until that
9 funding increases, this is the system that we have within the
10 constraints that we have, and our best estimate of how to move
11 forward and maintain it to the degree that we can.

12 MR. KNIGHT: I understand. I just wanted to get
13 that perspective out there.

14 CHAIRMAN SELLERS: Okay.

15 MR. KNIGHT: Thank you.

16 CHAIRMAN SELLERS: All right. Thank you.

17 Do I have a motion to adjourn the public hearing
18 on the Tentative Five-Year Transportation Facilities
19 Construction Program?

20 MR. ELTERS: So moved.

21 CHAIRMAN SELLERS: We have a motion from Board
22 Member Elters.

23 MR. KNIGHT: Second.

24 CHAIRMAN SELLERS: And a second from Board Member
25 Knight. Any discussion? All in favor say aye.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Any opposed? The meeting's
3 adjourned.

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Adjournment

A motion to adjourn the April 12, 2019 State Transportation Board Public Hearing was made by Board Member Elters and seconded by Board Member Knight. In a voice vote, the motion carried.

Meeting adjourned at 10:59 a.m. MST.

Jack Sellers, Chairman
State Transportation Board

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

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, April 12, 2019
City of Flagstaff
Council Chambers
211 W Aspen Avenue
Flagstaff, AZ 86001

Call to Order

Chairman Sellers called the State Transportation Board Meeting to order at 10:59 a.m.

Roll Call by Board Secretary was done during the Public Hearing, prior to Board Meeting

A quorum of the State Transportation Board was present. **In attendance:** Chairman Sellers, Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. There were approximately 60 members of the public in the audience.

Title VI of the Civil Rights Act was done during the Public Hearing, prior to the Board Meeting

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

Call to the Audience for the Board Meeting

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

1. Christine Price, Mayor of Maricopa
2. Rich Vitiello, Councilmember, City of Maricopa
3. Alicia Chee, Cameron Community Land Use Plan President
4. Wayne Williams, Private Citizen
5. Otto Tso, 24th Navajo Nation Council

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

City of Flagstaff Council Chambers
211 West Aspen Avenue
Flagstaff, Arizona 86001

April 12, 2019
10:59 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Mayor Christian Price.....	4
Rich Vitiello.....	7
Alicia Chee.....	8
Wayne Williams.....	10
Otto Tso.....	12

AGENDA ITEMS

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CHAIRMAN SELLERS: I'll now call to order the meeting for the regular board meeting. I got to use it twice.

MR. ROEHRICH: You're getting good at that.

CHAIRMAN SELLERS: Okay. We will start with a call to the audience, and so the first speaker is a -- welcome back -- Mayor Christian Price.

MAYOR PRICE: Thank you. Thank you, Chairman, members of the Board. Appreciate it. Sorry I've been absent for a few months between sickness and travel and a million other places to be. It just wasn't possible, but I wouldn't leave you too high and dry, and of course, you want to see me coming back for -- to talk about things that are important to Maricopa and other locations.

But I really wanted to give you an update as it pertains to the 347 overpass project. You know, as I sit here and I listen to so many people come month after month and talk about the needs of this state, just like Floyd mentioned, you know, your job is incredibly difficult. We know that. I know that from an elected position standpoint, and so at the end of the day, it's a tough gig, and I understand that. But at the same time, I think it's also about getting creative. This board has said many times from the dais how important it is to find new ways and new revenue sources, et cetera.

And so one of the things I really wanted to share

1 with you is just the updates on things that you have have had to
2 make these hard decisions that affected our community and let
3 you know how things are going.

4 So with that is the 347 overpass. It was a \$55
5 million project which the City of Maricopa helped fund, as well
6 as a TIGER grant, and in that process, the project is coming
7 along swimmingly. It's broken out into three phases. The first
8 phase is completed. The second phase is underway. We should be
9 driving over the bridge as of July. And if all things stay on
10 track, then we should be done by November with the third phase,
11 which is all the ancillary tie-in roads to that particular
12 project. You are scheduled to be down in Maricopa for the board
13 meeting in September. So we're excited to have you, and I think
14 there's a lot of great things on the horizon, and I'll tell you
15 more about that as we get closer.

16 I also just wanted to draw your attention to
17 things that have been mentioned. So just briefly, I-11, tier
18 one EIS is completed. I know you've seen it. And that is
19 something that we're very favorable to, as it goes along the
20 lines of the old Hassayampa Freeway Study done by MAG almost a
21 decade ago. And with that, it provides a whole host of benefits
22 and possibilities, but of course, it's a long way out.

23 We know there's a whole host of challenges that
24 we have to overcome, and with that, we are trying to do our best
25 as a city and as elected officials to follow Director

1 Halikowski's counsel to see if we can't get Congress to
2 designate the route, which it will help speed up the study
3 process and help move things forward, thereby saving the
4 taxpayers, you know, millions of dollars and so -- and speed up
5 the process in general. So that's something that we're working
6 towards.

7 And then last but not least, I just wanted to
8 give you, again, another update. We have started the discussion
9 study group between the I-10 study and the 347 study. Maricopa
10 helped spearhead that with ADOT's efforts and MAG and with Gila
11 River Indian Community, as well as Ak-Chin. We're working very
12 closely to help make sure that those studies become successful.
13 We are working very closely with Governor Lewis from the Gila
14 River Indian Community, and again, Chairman Miguel at Ak-Chin.
15 We're finding that that partnership is helping things move
16 forward at an accelerated rate.

17 And so while we are far away from where we want
18 to be, I just wanted to give you the update that, you know, the
19 City of Maricopa continues to grow, and with that growth, we've
20 added probably 5,000 people in the last two or three years. We
21 anticipate adding ten more in the next, you know, two or three
22 years, and so that 347 is becoming more and more difficult to
23 traverse. So while that study should help us, and it is on the
24 horizon for another -- end of this year, the fixes that need to
25 happen are on the cusp.

1 So again, thank you for your time. We appreciate
2 it, and we'll see you shortly. Thank you.

3 CHAIRMAN SELLERS: Okay. And I did fail to
4 mention that there is a three minute time limit on the call to
5 the audience.

6 Next speaker is Rich Vitiello. Did I get that
7 right? Council member, Maricopa.

8 MR. VITIELLO: Good morning, Chairman, board
9 members. Thank you for doing what you've done for the City of
10 Maricopa. We do appreciate it.

11 I have something near and dear to my heart, and I
12 just wanted to share it. This is a gentleman -- this is a
13 jersey that we -- who unfortunately for the last three years,
14 that jersey was made to raise funds for a accident that happened
15 on the 347 and Riggs Road, and it's been near and dear to my
16 heart. You probably know about several other accidents that
17 that happened there. The key to this accident was he wasn't
18 even in it. A part flew through his side of his -- side of his
19 window, and it hit him in the head, and he's been in the -- he's
20 basically brain dead.

21 So the 347 project is a big, big -- big, big,
22 big, big project for us, and I just want to let you guys know
23 how we feel about it in the city of Maricopa, because every day
24 out on the street when I'm walking around, Fry's, Bashas', many
25 other establishments, the question is: "When are you going to

1 fix 347?"

2 Please understand, I do understand it's a long
3 process. We support how you guys are taking this process, and
4 hopefully we'll see this eventually on your five-year plan, and
5 as Mayor Price said, we have -- the growth is amazing in our
6 city. So I just come to speak with you, and I was -- over the
7 time frame of the overpass, I was at several meetings, and I
8 appreciate what you did for the overpass.

9 So I want to make sure that you do know I am
10 completely understanding, but this project is -- is so near and
11 dear to people's hearts, because they ask me, "How many more
12 deaths are going to happen before we fix this?" And again, I
13 tell them, "One death is one too many." And I tell them you
14 guys have done a great job of working with the budget that you
15 have, and I appreciate it, and I look forward to working with
16 you guys in the future of fixing the 347 and having the people
17 of Maricopa drive up and down that freeway knowing there won't
18 be another death. Thank you.

19 CHAIRMAN SELLERS: Thank you.

20 Next we have Alicia Chee.

21 MS. CHEE: Hello.

22 CHAIRMAN SELLERS: Good morning.

23 MS. CHEE: Hi. Sorry. This is my first time to
24 something this important. My name is Alicia Chee. I come from
25 Cameron, Arizona. We're not very far from Flagstaff. I

1 volunteer at the Dzil Libei Elementary School, and we -- their
2 school's located at 463. And the way I volunteer is I coach the
3 cross country and the basketball team. We go from kindergarten
4 to fifth grade.

5 And so my concern is the Milemarker 463, in that
6 area. The speed limit is 65 miles per hour. We have buses that
7 exit and enter into that area, and it's very difficult -- and I
8 know this from personally driving that area. We are in a dip.
9 So it's hard to see oncoming traffic, and when the semi's coming
10 through, it's even harder to gain momentum, and it's harder,
11 also, for our bus driver, because they have to worry about the
12 safety of the children.

13 Also on Highway 89, we have 11 bus routes, and
14 just like the Many Farms, we also have problems with the
15 shoulder. There's not enough shoulder to exit on. We've had
16 teachers have to exit quickly when there's an oncoming, like,
17 police officer going, you know, whatever speed they need to to
18 get to an accident. And without a shoulder, it puts them at
19 risk of being rear ended, and then the traffic through there
20 doesn't abide by the speed limit. We've brought this attention
21 to NDOT, ADOT, and Navajo PD and DPS, and we just don't have the
22 infrastructure to support the traffic that's coming through on
23 Highway 89.

24 And we have a lot of residential areas. They
25 haul water and hay to their livestock. We have a lot of elders

1 that still commute through the area as well. The roundabout is
2 frequently having accidents. We don't have the data. I've
3 looked at ADOT's safety -- or sorry -- their research from 2018
4 and it does state insufficient data on Navajo Nation. So I'm
5 working with the Tuba City Hospital to collect that data so --
6 to further support our -- our need for a lower speed limit or
7 even a safety corridor stating, you know, like, fines doubled
8 through school zone. So -- and the population is growing, and
9 so will the traffic. I'm glad I follow the gentleman that had
10 the statistics for the tourist traffic flow through there. So
11 that's my concern.

12 CHAIRMAN SELLERS: Thank you.

13 MS. CHEE: Thank you. Have a good day.

14 CHAIRMAN SELLERS: Next we have Wayne Williams.

15 MR. WILLIAMS: Good morning. I'm here as a
16 private citizen, a concerned private citizen. I'm a retired
17 project engineer for BIA roads. I have 20 years of experience
18 in Alaska and eastern Oklahoma, and my issue is with 89 highway
19 from Green Mountain to Page. I feel that this is a very unsafe
20 road, and through my experience, it does not meet current AASHTO
21 specs, which is a highway requirement for a safe road. And as I
22 recall, this road was poorly built back in the days when they
23 were building the dam. It was really hastily built. But that's
24 what I understand. And as a result, it's a very bumpy road, and
25 it's very unsafe, and it is a major artery for people coming

1 from Phoenix to Page to Lake Powell.

2 So there are questions about the traffic. So my
3 argument is it is heavily used, and outside -- the size of
4 tourists, like, from -- to Grand Canyon and things like that.
5 And also, it is a very poor link between the reservation towns
6 and here and Page, because (inaudible) in Page rely on the
7 economic power of the -- in this case Navajo Nation to bring the
8 economy up here. The businesses in Flagstaff really are
9 enjoying the benefits of having all the reservation citizens
10 come here to spend their dollars. That's a fact. So you go
11 into Wal-Mart, and that's just full of Navajos over there and
12 Hopis.

13 So I've been on the web page without ADOT before,
14 and they always are concerned mostly with freeways from Phoenix
15 to here. It's already a four-lane highway, and they're talking
16 about traffic, unsafe. And to me, the solution there is police
17 enforcements. I've been on that road a lot of times, and people
18 are unsafe drivers. It just needs more enforcements. That's
19 what I feel.

20 I'm just a concerned citizen. That's all. So I
21 just want you to all know that, and that's about it. Thank you
22 very much.

23 CHAIRMAN SELLERS: Thank you.

24 Board secretary, it looks like we may have one
25 more card coming in.

1 MS. PRIANO: (Inaudible.)

2 CHAIRMAN SELLERS: Thank you. Okay. Otto Tso.

3 UNIDENTIFIED SPEAKER: He just stepped out. He
4 filled out the card but he left. I don't know if he wants to
5 speak or not.

6 CHAIRMAN SELLERS: Then we will move to the Item
7 Number 1 on our regular agenda, which is the director's report,
8 which this morning will be provided by Floyd Roehrich.

9 MR. ROEHRICH: Good morning, Mr. Chair, members
10 of the Board. The director unfortunately could not make it
11 today. Sends his regrets. I have no last minute items that he
12 had available.

13 Just a reminder that if the Board does have any
14 issues that you would like the director to request, let him know
15 or me know, and we'll make sure to get them on the agenda.

16 Thank you, Mr. Chair.

17 CHAIRMAN SELLERS: Okay. Yes. Are you Mr. Tso?

18 MR. TSO: Yes. Good morning. Yeah. (Speaking
19 Navajo.) My name is Otto Tso, and I'm a constituent of the
20 state of Arizona, constituent of the county of Coconino, and I
21 come from a small community between the city of Flagstaff and
22 Page, a community called Tuba City. And just -- I have a couple
23 issues with some of the roads that are within the jurisdiction
24 of the State of Arizona.

25 First of all, I am -- I'm a member of the Navajo

1 Nation Council, and I represent the Tuba City -- the community
2 of Tuba City there, and I am one of the 24 members that is --
3 current member of the 24th Council. (Inaudible.) Thank you
4 very much for accepting my -- I guess it's sort of like speaking
5 to the public.

6 And one concern I have in Tuba City, my home,
7 Tuba City, I really thank the State of Arizona for widening the
8 road at the intersection of Highway 264 and 160. And those
9 highways, highway improvement is very beneficial to my
10 community. And there's streetlights. I'm very gracious. Thank
11 you very much. You know, thank you for infusing dollars to try
12 to better the safety for the community there.

13 One issue that I would like to see is that to see
14 if we could start the negotiations and talk -- talking points in
15 regarding of sidewalks along Highway 89, because you have two
16 communities there in Tuba City. Tuba City is -- our neighbors
17 on the south side of the highway is the Hopi Tribe. So when we
18 get people coming in such as tourists and so forth, you know,
19 the public access, crossing the roads and -- and just that
20 safety corridor is something that we need -- we need to address
21 somewhere, whether it's government-to-government communication.

22 I'm willing to come to the table, and even I
23 speak with our county supervisor, Mr. Thompson and Mr. Lee Jack
24 from Navajo County. And, you know, I just would like to see if
25 we could entertain that somewhere down the road. We really need

1 to improve that area just for the sake of safety for the -- a
2 safety corridor for our people that come to visit Navajo and
3 Greater Arizona. And that's one area.

4 The other area is the community of Gap. Like the
5 lady before me that spoke on behalf of the community of Cameron,
6 that's the same thing, and if there could be a speed limit
7 reduction three-quarters of a mile before you get to Gap and
8 after Gap, that would benefit that community. In all other
9 rural roads within Navajo --

10 CHAIRMAN SELLERS: Okay. Please wrap up now.

11 MR. TSO: Thank you very much.

12 CHAIRMAN SELLERS: Thank you.

13 MR. ELTERS: Mr. Chairman.

14 CHAIRMAN SELLERS: Yes. Board Member Elters.

15 MR. ELTERS: I just have have a question on the
16 director's report before we move on.

17 CHAIRMAN SELLERS: Okay.

18 MR. ELTERS: So I recognize that we did receive
19 legislative update a couple of days ago, and perhaps that's why
20 there's no legislative update here, and that's good. That's
21 fine. The only question I have is related to House Bill 2536.
22 There was really no information on that in the legislative
23 update that was provided, and if there is one bill that is of
24 interest to me along with the ones you updated us on is that
25 one. So I'm just wondering if there is an update here today

1 that you could share with us, and if not, if you can keep us
2 more frequently updated on that. I know legislative session is
3 still ongoing and things get volatile and change quickly, but
4 that ties in to all the discussion we had earlier and the
5 explanation as provided and what was all been waiting for and
6 keeping our fingers crossed. So...

7 CHAIRMAN SELLERS: And I think, if I might speak
8 to that a little bit, things change so rapidly at the
9 Legislature, I think that's one of the reasons why we are
10 hesitant to provide anything that might sound like a specific
11 update here. I think that if a board member has a specific
12 question on the status of something, they can call Floyd, and he
13 will provide that information to them or to Kevin -- directly to
14 Kevin Biesty.

15 MR. ROEHRICH: Mr. Sellers, Mr. Elters, that's
16 what I was going to say. I know -- I'm glad you pointed out
17 that there's no legislative report. The decision that was made
18 in consultation with the director, and this was the
19 recommendation by Kevin, is he's only going to now provide those
20 written reports that you're going to see. He's going to work
21 with the staff to try to get them out every week. But what he
22 wants the board members to know, any time they have a question
23 to contact him. And if he's not available, call me and I will
24 run it down for him. But I do not have a specific update in
25 this meeting.

1 MR. ELTERS: Okay. Thank you.

2 CHAIRMAN SELLERS: Okay. Anything else before we
3 move to Item 2?

4 All right. We will now get an update from the
5 district engineer. Audra Merrick. This is for information and
6 discussion only. Audra.

7 MS. MERRICK: No clicker?

8 (Inaudible conversation.)

9 MS. MERRICK: Good morning, Chairman Sellers,
10 members of the Board. My name is Audra Merrick. I'm the ADOT
11 Northcentral District engineer. Thanks for having me here
12 today, and welcome to the Northcentral District.

13 I do have a quick snow trivia fact to share with
14 you. On February 21st this year -- you heard some people talk
15 about it earlier -- it snowed in Flagstaff 35.9 inches in 24
16 hours. That was the snowiest day in recorded history. We did
17 beat the 1915 record of 31 inches. Staff did a phenomenal job.
18 I think there's probably one or two that are still trying to
19 recover from it. But they did a really great job. This is just
20 one of the many photos of an event like this that we saw here in
21 northern Arizona.

22 This is the Northcentral District map. The star
23 on the map is Flagstaff, where we reside right now. The
24 district area is 23,200 square miles. This is about the size of
25 West Virginia, to put it into perspective. We have just under

1 2,800 lane miles of roadway to maintain, and if you go on Google
2 and ask what the distance is from L.A. to New York City, it's
3 about 2,800 miles.

4 We coordinate our construction and our
5 maintenance activities along with several other activities with
6 well over 40 stakeholders. But we have five cities, four towns,
7 five national forests, six reservations, four MPOs/COGs, five
8 counties. We have various state parks, national parks,
9 including the Grand Canyon, military. We have Camp Navajo,
10 along with some DOTs like Navajo DOT.

11 In the interest of your time today, I'm just
12 going to talk about the existing construction projects, and then
13 I'll talk briefly about some partnering awards and
14 opportunities.

15 I talked about this last time, rollover projects.
16 Here in the district, we talk about rollover projects, and there
17 are two season projects. So they're ones that start last year
18 and roll over to this year. That's the reason we call them
19 rollover. And we have four this season that's rolled over from
20 last season.

21 Our first one is the I-40/Cataracts to Park
22 project. It's a pavement preservation project of 17 miles on
23 I-40, west of Flagstaff, and it has some reconstruction area to
24 it as well. We're over 60 percent complete, and we'll be
25 complete this season. The photo there is a photo of the milling

1 operation. And here are two additional photos, really just
2 random photos of some of the reconstruction area.

3 Our second rollover project is the 17/40
4 interchange bridges, and that's a bridge deck replacement
5 project along with some rehab. It's 90 percent complete. Still
6 we have remaining on -- on this project in this season is the
7 paving between the bridges itself on I-40, and we still have
8 some painting to do over the rail and really some cleanup work.

9 This is a photo of some of the lost deck forms on
10 the deck replacement. Lost deck forms are forms that we put in
11 to hold up the deck, and when we pour the concrete, we call them
12 lost, because we don't go back in and try to get them out. They
13 just stay in those open bays of the bridge.

14 The left photo is a crane lifting the Bidwell
15 machine for the deck up on the bridge, and then the right photo
16 is one of the bridge deck pours.

17 The third project we have is on Interstate 17.
18 It's from County Line to the I-40 interchange. It's northbound
19 only. It's a 28.5 mile pavement preservation project. We're
20 over halfway complete. We did have some bridgework on that, and
21 we removed and replaced the Willard Springs bridge, which is
22 complete. These photos I put up here just to show you.

23 Sometimes it takes us months to build these bridges, and then we
24 take them down in a day. So demo is always interesting and fun.

25 The last rollover project I have for you are the

1 I-40/Cottonwood bridges, and that's a bridge deck replacement
2 project located just east of Winslow. We're replacing the
3 eastbound and westbound deck. We're halfway done. We completed
4 the eastbound deck last season, and we're starting the westbound
5 deck this season. So they actually just moved out there
6 probably about a week ago, and they're milling out the old
7 detours, putting in the new detours. We'll put all the traffic
8 on eastbound and then start the westbound.

9 This picture is a picture of the demo for the
10 eastbound structure. The longitudinal elements are your
11 girders. The horizontal ones are your -- essentially your
12 diaphragms and your pier caps, and you can see how rough that
13 is. In this photo here, to the left, those are the cleaned up
14 girders. Same girders, just cleaned up. And then to the right
15 is just another deck pour.

16 In addition to the four rollover projects, we
17 have six new projects that are just starting this construction
18 season. We have three in Board Member Knight's area. We have
19 the I-17 Verde River Bridges, which is a scour retrofit project.
20 We have the I-15, Bridges 2, 4 and 5, which are deck rehabs.
21 And then we have the 179, Ranger to Chapel, which is a chip seal
22 project.

23 The right photos on the screen are the Verde
24 River Bridges. With all the snow we had this season, and then
25 we had some snow and rain events. We ended up with a lot of

1 water in the river, and so we're waiting for that river to come
2 back down and dry out a little bit before we can move the
3 contractor in there.

4 The left photo is the I-15 gorge, and I believe
5 that's Bridge 5.

6 The other three new projects we have are in Board
7 Member Thompson's area. We have the I-40/Bellemont traffic
8 interchange, which is a superstructure replacement. We have the
9 I-40 Meteor City traffic intrachange, along with S40 Winslow
10 Spur railroad bridge, and those two -- the Meteor City and
11 Winslow are both deck replacements.

12 The photos on this screen are Bellemont, and so
13 the left lower photo is the Bellemont girders that we're
14 replacing, and the right is the bridge deck of Bellemont. That
15 does look new -- like new asphalt. If you're looking at it, it
16 actually is new asphalt. We put some asphalt and additional
17 just left on that bridge through our pavement preservation
18 project last year to hold us over until this bridge actually
19 came into construction for this year. And you can see how it's
20 already bleeding through and degrading.

21 These pictures here are of the Winslow Spur.
22 This was the deck rehab. The left photo just shows really the
23 remoteness of the project. The top left shows the existing deck
24 that we'll replace. And the lower right shows -- if you look
25 over the railing of the bridge, essentially, that's the railroad

1 tracks that kind of go out into nowhere land. So it's going to
2 be fun for those guys to be out there. Construction inspectors,
3 when we work near the railroads, we do have some additional
4 requirements. So they had to go through some additional
5 training with the railroad to operate around their facility.

6 Still to come, we have three additional projects.
7 We have two that are advertising. We have one pending award
8 today. The one project we have advertising is a fog project
9 here in the district. It's a district-wide fog project. All
10 sorts of locations where we'll fog and seal the roads.

11 We also have the State Route 89A Spur overpass,
12 which is a bridge deck rehab project, and it includes some
13 sidewalk. And for those of you not familiar with Flagstaff, if
14 you come up Interstate 17 into Flagstaff and you hit that first
15 signal, you literally just went over the 89A Spur Bridge. It's
16 probably about just 100, 200 feet south of that signal.

17 And then we have the I-40 spot repair project,
18 which is a four-mile spot repair project just west of the 17/40
19 interchange. So the east side of that spot repair project is
20 the interchange, and then it goes five -- four miles to the
21 west.

22 In addition, I have two additional slides to talk
23 to you about. Last year I shared with you some of our
24 partnering awards that we received. This year is not any
25 different, and so we're really excited here in the Flagstaff

1 district. We've -- we're going to be receiving the Arizona
2 Transportation Partnering Excellence Award for 2018 at Roads and
3 Streets coming here, I believe, next week or the week after for
4 two projects. One is the I-40 Devil Dog Project, and one is the
5 I-40 Twin Arrows Projects. They are both with Fann Contracting.
6 In addition, the I-40 Devil Dog Project received two additional
7 awards this year, and I just listed them on this slide just for
8 your reference.

9 So here in the Northcentral District, we take
10 great pride in partnering with our contractors, but we also like
11 to partner with our local governments as well. And so here are
12 just a very small taste for some of the partnering projects we
13 have going on in the district. In addition, when we had our
14 HSIP applications this year, we've since submitted them. We did
15 reach out to Navajo DOT and asked for additional assistance for
16 crash data to see if they had any data that we didn't have to
17 help facilitate those applications so that they're more
18 competitive statewide.

19 And that's all I have for you today. I'd be more
20 than happy to take any questions.

21 CHAIRMAN SELLERS: Thank you.

22 Just a couple of quick comments. I want to
23 express my appreciation at the reception last night. I heard a
24 lot of really nice comments about how you work with the City of
25 Flagstaff in resolving a bunch of their issues --

1 MS. MERRICK: Uh-huh.

2 CHAIRMAN SELLERS: -- and on helping them with
3 the partnering projects that they've moved forward and been
4 sucessful with. So thank you for that.

5 MS. MERRICK: Thank you.

6 CHAIRMAN SELLERS: And I -- the last thing I'll
7 mention is I did hear on the news this morning that we're
8 expecting snow this evening.

9 MS. MERRICK: There is some snow coming, I heard,
10 this evening.

11 CHAIRMAN SELLERS: Any other comments or
12 questions from the district engineer?

13 Yes, Jesse.

14 MR. THOMPSON: Chairman, has there been agreement
15 reached now between the Navajo Nation and ADOT regarding
16 providing the crash data?

17 MS. MERRICK: I'm not sure where that's at in the
18 process with the IGA. My understanding, it resided within
19 Navajo Nation and some legalities with it still. But I think
20 they're -- they're much closer.

21 MR. THOMPSON: Okay.

22 MS. MERRICK: Yeah.

23 MR. THOMPSON: Thank you.

24 CHAIRMAN SELLERS: Other questions or comments?
25 Thank you so much.

1 MS. MERRICK: Thank you.

2 CHAIRMAN SELLERS: We'll now move on to the
3 consent agenda. Does any member have any item they wish to have
4 removed?

5 MR. KNIGHT: Mr. Chair.

6 CHAIRMAN SELLERS: Yes. Board Member King [sic].

7 MR. KNIGHT: Item 3, 3E, I've just got a
8 question.

9 CHAIRMAN SELLERS: Okay.

10 MR. KNIGHT: On Item 3E, page 36, if you look at
11 the bids, it states -- looking at the bids, the apparent low
12 bidder was FNF. However, if you look at the -- what we're asked
13 to approve, it's for Pulice Construction, Inc., page 236 on this
14 -- at least it -- that's what it appears, unless I'm...

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 MR. KNIGHT: That's the A plus B.

17 MR. ROEHRICH: Mr. Chair, Mr. Knight, what that
18 is is, as pointed out, this was an alternative bid project. It
19 wasn't a low bid project. So it was --

20 MR. KNIGHT: Okay.

21 MR. ROEHRICH: -- an alternative bid project that
22 looked at a combination of the bid, price, the time frame, and a
23 technical score, and it's selected was on best value. So it
24 might not be the lowest bid, but it was the best value. And on
25 that page, it does say number one was Pulice Construction, with

1 a technical score -- A score and a B score, and all those added
2 together gave it the best value. They were the best value.

3 MR. KNIGHT: Okay.

4 MR. ROEHRICH: Not the lowest, but the best
5 value.

6 MR. KNIGHT: That's kind of what I thought. I
7 just want to confirm. Thank you.

8 CHAIRMAN SELLERS: Okay. All right. Thank you.
9 Do I have a motion to approve the consent agenda
10 as presented?

11 MR. HAMMOND: So moved.

12 MR. ELTERS: Second.

13 CHAIRMAN SELLERS: Moved by Board Member Hammond,
14 seconded by Board Member Elters. Any discussion?

15 All in favor say aye.

16 BOARD MEMBERS: Aye.

17 CHAIRMAN SELLERS: Any opposed? The motion
18 carries.

19 We'll now move on to the financial report.
20 Kristine Ward, Agenda Item Number 4. This is for information
21 and discussion only.

22 MS. WARD: (Inaudible.)

23 CHAIRMAN SELLERS: Going to add a little
24 excitement to our meeting.

25 MS. WARD: Excuse me, sir?

1 CHAIRMAN SELLERS: You're going to add some
2 excitement to our meeting?

3 MS. WARD: Absolutely.

4 CHAIRMAN SELLERS: Okay.

5 MS. WARD: Absolutely. The finances are always
6 -- I mean, Audra's pictures, you know, of all this, like, really
7 cool stuff is far dwarfed by the numbers. She left. Good.

8 All right. Well, we will have a brief report
9 today, but I will get to tell you about the bond sale that went
10 through.

11 Okay. With regards to HURF, our -- the Highway
12 User Revenue Fund, overall, we're a little above forecast. Our
13 forecasted target zone, March ran a little below forecast. So
14 while we're a little out of the target zone, we're pretty close,
15 right on the money. So we saw gas tax at -- running about 1 --
16 about a percentage below last year, year over year. Diesel use
17 is running higher. That's actually largely due to, I think, a
18 forecasting issue that we ran into. Not as much that it was --
19 that we're seeing any big change in diesel sales. But in VLT,
20 we're a little bit above forecast.

21 Overall, just so you know, we forecasted HURF to
22 grow at about 2.4 percent for this fiscal year, to put it all
23 into context.

24 So moving on to RARF, Regional Area Road Fund.
25 RARF is, as you can see, pretty much right on forecast.

1 Year-to-date actuals, we got about 307, \$308 million through the
2 door, at 7.4 percent growth year to date, and just a titch above
3 forecast.

4 So let me talk to you briefly about what happened
5 on March 26th. It was -- we went to -- out into the market to
6 sell the bonds that you approved us to sell to generate \$75
7 million in proceeds. We ended up being able to sell the bonds
8 at a premium. So we only had to actually issue a par value of
9 about \$63 million worth of bonds. We had a -- it was a very,
10 very good sale. The underwriters on the issue were Wells Fargo
11 was our senior manager, and Citigroup and JP Morgan were our
12 co-managers on the sale.

13 What was interesting is we had a very -- there
14 was a very large supply of bonds coming into the market that
15 day, and we were watching that, because the -- there were close
16 to \$10 million worth of bonds that were going to be sold. So
17 when -- you're always looking to see, okay, who else is coming
18 to sell, and how will that impact our sale? Because if there's
19 a lot of supply on the market, does that mean that they can --
20 that we won't have as -- enough demand to meet that supply.

21 Fortunately, in the scheme of that, close to \$10
22 million on the market, our type of bonds, there weren't as much
23 supply. So we ended up reaching -- achieving a -- a true
24 interest cost, a interest cost of about 2.42 percent. That is
25 -- that's a lovely thing, and that's on a 15-year term. So like

1 I said, we ended up being able to borrow the full amount that we
2 had come to you with. \$75 million is what we have in the
3 proceeds to support the program that you approved. This is
4 exactly the bond sale we forecasted, and we've delivered that.

5 So that concludes my presentation.

6 I guess I should add in there, I have a deep
7 appreciation for the folks that sell -- that support us through
8 these bond sales. There are a host of folks that support us.
9 Our bond counsel, Squire, our financial advisor, RBC, Kurt
10 Fruend, our underwriters that support us, and then the FMS
11 staff, Financial Management Services staff, the division I'm
12 responsible for. This really crosscuts and takes many, many of
13 the staff collaborating in order to generate the documents for
14 this. Lisa Danko, in particular, is -- coordinates the whole
15 thing. So I am -- you're looking at a person that's very
16 appreciative for a whole host of people that make this possible.

17 CHAIRMAN SELLERS: Okay. Thank you.

18 Any comments or questions on the financial
19 report? Okay.

20 MS. WARD: Thank you.

21 CHAIRMAN SELLERS: We'll move on to Agenda Item
22 5, the Multimodal Planning Division report. Greg Byres.

23 MR. BYRES: Thank you, Mr. Chairman, board
24 members. I really don't have a whole lot to report this month.
25 We are continuing working on updating our P2P process and

1 getting ready for a call for projects. So that's what we've got
2 upcoming right now. So that's about all I've got to report.
3 Thank you.

4 CHAIRMAN SELLERS: Very good. And this was an
5 item for information and discussion only.

6 So we'll move on to Item Number 6, the PPAC items
7 with -- for discussion and possible action. Mr. Byres.

8 MR. BYRES: Thank you, Mr. Chairman, board
9 members.

10 We've got -- let's see here. We only have one
11 project modification item. That is Item 6A that we bring forth
12 with a recommendation to approve.

13 CHAIRMAN SELLERS: Do we have a motion?

14 MR. THOMPSON: So moved for approval.

15 MR. KNIGHT: Second.

16 CHAIRMAN SELLERS: Okay. We have a motion by
17 Board Member Thompson, a second by Board Member Knight. Any
18 discussion?

19 All in favor.

20 BOARD MEMBERS: Aye.

21 CHAIRMAN SELLERS: Any opposed? That motion
22 carries.

23 MR. BYRES: Thank you, Mr. Chairman.

24 Next we have -- there's four new projects that
25 are coming forth. These are Items 6B through 6E. I would like

1 to notate that Items 6D and 6E are contingent on approval by
2 MAG's regional council, and we bring this forward with a
3 recommendation for approval.

4 CHAIRMAN SELLERS: Okay. Is there a motion to
5 approve PAC new projects Items 6B through 6E?

6 MR. ELTERS: I so move with an intent to ask a
7 question about 6B.

8 CHAIRMAN SELLERS: Okay.

9 MR. HAMMOND: I'll second that.

10 CHAIRMAN SELLERS: I have a motion by Board
11 Member Elters, seconded by Board Member Hammond.

12 Board Member Elters.

13 MR. ELTERS: So Mr. Byres, Item 6B is for a
14 bridge replacement. It's being advanced from '20 to '19. Is
15 that advancement due to the bridge conditions? Is that -- is
16 this amount for both design and construction or is it just
17 construction?

18 MR. BYRES: This is to establish the construction
19 project itself. So -- and it's being advanced only because we
20 have some room in 2019. It's being advanced out of 2020. So we
21 can take and schedule this in, and that's the only reason it's
22 being advanced, is because it's scheduled in to fit into the
23 program, and there's funding available currently within 2019.

24 MR. ELTERS: So on that -- in the write-up, it
25 just says capacity is available in 2019, and my question is how

1 did that capacity become available? Is it just a project that
2 was slated to move forward that didn't or how did that come
3 about?

4 MR. BYRES: So we've had projects in 2019 that
5 are falling behind schedule. So we're basically just swapping
6 one project for the next to be able to accommodate the
7 schedules.

8 MR. ELTERS: Fair enough. Thank you, Mr. Chair.

9 CHAIRMAN SELLERS: Okay. Any other discussion?
10 All in favor.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN SELLERS: Any opposed? That motion
13 carries.

14 MR. BYRES: Mr. Chairman, board members, we have
15 one more item. That is Item 6F. This is an airport project,
16 which, again, we're bringing forward with a recommendation for
17 approval.

18 CHAIRMAN SELLERS: Is there a motion to approve
19 PPAC airport project Item 6F.

20 MR. KNIGHT: So moved.

21 CHAIRMAN SELLERS: So moved by Board Member
22 Knight.

23 MR. THOMPSON: Second.

24 CHAIRMAN SELLERS: Seconded by Board Member
25 Thompson. Any discussion?

1 All in favor.

2 BOARD MEMBERS: Aye.

3 CHAIRMAN SELLERS: Any opposed? That motion
4 carries.

5 MR. BYRES: Thank you.

6 CHAIRMAN SELLERS: Thank you, Greg.

7 Moving on to Agenda Item Number 7. State
8 engineer's report with Dallas Hammit, for information and
9 discussion only. Dallas.

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

11 Currently at ADOT, we have 100 projects under
12 construction totaling about \$1.89 billion. We've finalized six
13 projects in March, totaling 6.6 million, and year to date, we
14 have finalized 79 projects. Unless there's any other questions,
15 that's all I had for the state engineer's report.

16 CHAIRMAN SELLERS: Any questions for Dallas?

17 All right. We'll move on to Agenda Item 8.

18 Construction contracts for discussion and possible action.

19 MR. HAMMIT: And Mr. Chairman, thank you, and
20 Board, thank you for the approval of the consent agenda.

21 Mr. Knight stepped out. I was going to point out
22 on the design-build that Floyd nailed exactly the reason for
23 that, as I've watched those, the technical score in this case
24 was the deciding factor. I have not usually seen that in a
25 design-build. Usually it is price. Everything was close enough

1 with price, time, and then the technical score. But in this
2 case, the technical score -- well, I guess all of them were a
3 factor. It was the last one read, and it was the deciding
4 factor on that project.

5 You'll see that we are continuing to be above our
6 estimate. We have tightened up our estimates, but the 16.6
7 percent is somewhat deceiving, because as you've done some of
8 these PPAC actions, it's got our -- we upped our estimates. So
9 we're getting close to it. It doesn't mean the projects are
10 coming in lower. We're still about 25 percent higher than we
11 were two years ago on -- as an average in the program.

12 CHAIRMAN SELLERS: Thank you.

13 MR. HAMMIT: Moving to Item 8A, Mr. Chairman,
14 this project is in the area of Nogales. Staff is requesting the
15 Board to defer this project to a future board meeting so that we
16 can work through some DBE irregularities on the submittals.

17 CHAIRMAN SELLERS: Okay. Is there a motion to
18 postpone Item 8A as presented?

19 MR. STRATTON: So moved.

20 CHAIRMAN SELLERS: Moved by Board Member
21 Stratton.

22 MR. ELTERS: Second.

23 CHAIRMAN SELLERS: Seconded by Board Member
24 Elters. Any discussion?

25 All in favor.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Opposed? That motion carries.

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

4 Item 8B, this is a project on Interstate 40 on
5 the west end, and it is to replace our truck weight scales.
6 These support our port of entries and really support our
7 pavement, because if we know and can track and stop those heavy
8 trucks coming in, it is critical that we do that. On the
9 project, the low bid was \$1,288,535. The State's estimate was
10 \$886,225. It was over the State's estimate by \$402,309, or 45.4
11 percent. We had higher than expected pricing in -- there's an
12 electrical field office that's needed during construction. Some
13 more cabling, reinforcing steel, mobilization, and a lot of
14 those you still go back to location, the remote location and
15 labor. So we have reviewed the bid and believe it is a
16 responsive and responsible bid and would recommend award to
17 Intermountain West Civil Contractors, Inc.

18 CHAIRMAN SELLERS: Okay. Is there --

19 MR. HAMMOND: I'll move --

20 CHAIRMAN SELLERS: Okay.

21 MR. HAMMOND: -- for approval.

22 CHAIRMAN SELLERS: Motion made for approval by
23 Board Member Hammond.

24 MR. THOMPSON: Second.

25 CHAIRMAN SELLERS: Second by Board Member

1 Thompson. Any discussion?

2 All in favor.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN SELLERS: Any opposed? The motion
5 carries.

6 MR. STRATTON: Mr. Chairman.

7 CHAIRMAN SELLERS: Yes.

8 MR. STRATTON: If I may, I have a conflict on
9 Item 8C. I'd like the record to reflect I recuse myself.

10 CHAIRMAN SELLERS: Thank you. So noted.

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

12 Item 8C is a rest area rehabilitation project.

13 It's on I-40 at the Meteor Crater Rest Area. The low bid on the
14 project was \$5,896,610. The State's estimate was \$4,464,303, or
15 \$1,432,307, or 32 percent. We saw higher than estimated pricing
16 in the building renovations, reservoir replacement, some of our
17 architectural items, our septic tank and mobilization. Just
18 like the last one, we're in a remote location. And the other
19 thing, these are not standard work that the department generally
20 advertises. As this one and the last one both only had two
21 bidders. We have reviewed the bids and believe it is a
22 responsible and responsive bid and recommend award to Fann
23 Contracting, Inc.

24 CHAIRMAN SELLERS: Okay. Is there a motion?

25 MR. THOMPSON: I would so move for approval.

1 CHAIRMAN SELLERS: Moved by Board Member
2 Thompson.

3 MR. ELTERS: Second.

4 CHAIRMAN SELLERS: Seconded by Board Member
5 Elters. Any discussion?

6 All in favor.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN SELLERS: Any opposed? That motion
9 carries.

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

11 Item 8D, this is in the Phoenix valley, on the
12 303, Northern Avenue. This -- the low bid on this project was
13 \$4,360,420. The State's estimate was \$3,952,538. It was over
14 the State's estimate by \$407,882, or 10.3 percent. We had
15 higher than expected pricing in our cameras, our power supply
16 and mobilization. The department has reviewed the bid and
17 believes it is a responsible and responsive bid and recommends
18 award to CS Construction, Inc.

19 CHAIRMAN SELLERS: Is there a motion to award
20 Item 8D to CS Construction, Inc. as presented?

21 MR. ELTERS: So moved.

22 MR. KNIGHT: Second.

23 CHAIRMAN SELLERS: Moved by Board Member Elters,
24 seconded by Board Member Knight. Any discussion?

25 All in favor.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Any opposed? That carries.

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

4 And the last item I have is Item 8E. These --
5 this project is to put speed feedback signs along some safety
6 corridors on the programs. And if you're saying, "What's a
7 speed feedback sign," if you came up from the valley, up by 17,
8 we have three of them, and basically it says, "Your speed is X."
9 And you know, Floyd's says 75 when it's 75. So it's always
10 right on. But these, we have found, do slow people down.

11 The low bid on this project was \$337,733. The
12 State's estimate was \$287,761. It was over the State's estimate
13 by \$49,972, or 17.4 percent. We had higher than expected for
14 our foundations, for poles and mobilization. This project is in
15 multiple areas. We did underestimate the mobilization. The
16 department has reviewed the bid and believes it is a responsive
17 and responsible bid and would recommend award to Stormwater
18 Plans, LLC, doing business as SWP Contracting and Paving.

19 CHAIRMAN SELLERS: Do we have a motion to award
20 8E as presented?

21 MR. KNIGHT: So moved.

22 MR. HAMMOND: Second.

23 CHAIRMAN SELLERS: Moved by Board Member Knight,
24 seconded by Board Member Hammond. Any discussion?

25 All in favor.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Opposed? The motion carries.

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

4 CHAIRMAN SELLERS: Thank you.

5 We'll now move on to Agenda Item 9, for
6 information and discussion only. Jay Van Echo, I-11 Project
7 Manager, will give us an update of the I-11 tier one Draft
8 Environmental Impact Statement.

9 MR. VAN ECHO: Good morning, still, for the next
10 ten minutes.

11 CHAIRMAN SELLERS: Good morning. And I -- you
12 know, I'm disappointed so many people left, because I think
13 virtually everybody that had been here today would have liked to
14 know where we stand with I-11, because it's really an important
15 project for the state.

16 MR. VAN ECHO: Well, I thank you, Mr. Chair. I
17 would hope they'd stay, too, but we'll have plenty of public
18 hearings come up, as you'll hear.

19 Chairman Sellers, Vice Chair Hammond, board
20 members, audience members who are still left, thank you very
21 much. For the record, my name is Jay Van Echo, and I'm a senior
22 project manager with ADOT Multimodal Planning Division. Senior
23 because I got the gray hair and been doing this for a little
24 bit. So thank you very much for sticking around and hearing
25 this I-11 update. Hopefully it will be a short presentation,

1 but this is a very complex project. You've heard I-11 come up a
2 couple times in public members, and Mayor Price mentioned it,
3 Mayor Kingman -- mayor of Kingman mentioned it on the West
4 Kingman TI. I think as we go forward, this board's going to
5 start hearing more about I-11 as we go forward into the next 10,
6 20, 30 years.

7 CHAIRMAN SELLERS: I'd like to hear more within
8 the next few years.

9 MR. VAN ECHO: Well, it will be the next few
10 years, too.

11 So a little background. This project has
12 actually been on board for over 25 years as the CANAMEX
13 Corridor. Here, the study that we're working on now, the I-11
14 tier one EIS is kind of a continuation of the I-11 Intermountain
15 West Corridor Study. That was the joint study that Arizona
16 Department of Transportation did with Nevada Department of
17 Transportation to look at the corridor through the states of
18 Nevada and Arizona.

19 This study, we are looking at trying to identify
20 the corridor between Nogales and Wickenburg, Arizona. That's
21 the purpose of this study. We cross five counties, from Santa
22 Cruz, through Pima, Pinal, and Maricopa, on up to Yavapai
23 County, between Nogales and Wickenburg, Arizona. The 2015 FAST
24 Act, U.S. Congress identified the future I-11 corridor from
25 Wickenburg to that new little bridge that we built up at the

1 Nevada state line as US-93. Our charge is to find where that
2 corridor will be from Nogales to Wickenburg so we have a
3 continuous future I-11 corridor within the state of Arizona.

4 I want to reiterate or really champion that we
5 are just looking at a corridor now, a 2,000-foot wide corridor
6 within which a future I-11 alignment can be built. Now, tier
7 one is set up through the Department of Transportation. If
8 there's no funding available and no project, no eminent project,
9 FHWA, ADOT can develop a tier one environmental impact
10 statement. It's more of a qualitative as opposed to a
11 quantitative EIS. We do all the chapters of an EIS, but we look
12 at it more at a 30,000 foot elevation and look to build a
13 corridor within which when moneys become available, a future --
14 as you see on the right-hand side, a future corridor can be
15 built within -- a future alignment can be built within that
16 corridor.

17 Who's involved in this project? The two lead
18 agencies, our federal partners is Federal Highway
19 Administration, Arizona Department of Transportation. We're the
20 lead sponsoring agency. This board approved the study, this
21 tier one study, I believe, in December of 2015. I'm pleased to
22 announce that we advertised our Draft Environmental Impact
23 Statement on this past Friday. It came out on April 5th. We're
24 in the midst of a 45-plus day public hearing comment period.

25 We have ten cooperating agencies that we're --

1 been working with on a project almost on a daily basis. Nine of
2 them are federal partners. One is a sister agency, Arizona Game
3 and Fish. We have 52 participating agencies, including many
4 still in the room, Mayor Price and others, local governments
5 between Nogales and Wickenburg, including two tribes, two
6 sovereign nations. We have 92 consulting parties. That
7 includes all 24 tribes in the state of Arizona. And of course,
8 the public at large.

9 We spent the first year of this study developing
10 a purpose and need. What is the need for a new interstate
11 corridor, a new CANAMEX corridor within the state of Arizona?
12 This is the most important part of a project. We spent the
13 first year working with our tribal partners, working with our
14 participating agencies, working with the public, and what is the
15 need and what is a purpose of a new interstate?

16 It's really hard to get your mindset in thinking
17 20, 30, 40 years, when we have so many issues, and especially
18 this board has in front of them. But we've got to start
19 planning. What's going to happen in the future for our
20 children, for our grandchildren? So we spend a lot on of time
21 working out need and purpose for a new interstate.

22 And these are some of the issues that came up
23 from population employment growth in our state to travel growth,
24 travel time reliability. People want to know that they're going
25 to get to the Grand Canyon in a certain period of time. They

1 want to travel through the state to see our beautiful state.
2 They want reliable transportation, and it is -- as DOT, that is
3 our charge to do.

4 The next year, what we did is we spent developing
5 corridor alternatives. So we worked within the technical team,
6 again, with our partners in looking for alternatives of a new
7 corridor between Nogales and Wickenburg. This wasn't as easy as
8 it sounds. We have to avoid, obviously, our sovereign tribal
9 nations, willederness, federal parks. We had the Ironwood
10 National Forest, the Sonoran Desert National Forest. And so we
11 had to look for alternatives to have a corridor through a very
12 constricted area.

13 This technical analysis also -- it's an
14 interstate. This is a highest level transportation facility
15 that we design and that we build. So we are at the highest
16 level. So we're looking at the geometry, the engineering
17 constraints of an interstate highway, and then also we're
18 looking at the environmental constraints. We need to avoid,
19 minimize and mitigate impacts to all these constraints that we
20 have along the corridor. So that was the second year of our
21 project.

22 There's always, always, always a no build
23 alternative. So what would happen if the public decide -- if we
24 decide that we are not going to have a -- an I-11 facility?
25 What happens is we continue with our transportation plan as is,

1 with the five-year construction program that we're currently in
2 the public hearing. Those will continue, but I-11, if at the
3 end of the record of decision is a no build decision, then it
4 becomes not part of the long range plan. But as we study
5 through it, as we go through this process, we've determined at
6 this stage that -- with our partners that at this time, a no
7 build really does not address our purpose and need, our
8 long-term purpose and need for a new interstate facility.

9 We finally came up with three build alternatives
10 to add to that no build from Nogales to Wickenburg. The
11 purple -- we colored them purple, green and orange. The purple
12 alternative was a mix of existing and new corridor options
13 between Nogales and Wickenburg. The green option was primarily
14 new corridors between the two cities, and the orange is mostly
15 an existing interstate and corridors, would be improving I-19,
16 I-10, I-8, double shielding. If you've been back east,
17 sometimes there will be, like, an I-75 and an I-80 or an I-77,
18 dual shields on the same interstate. So we would look at the
19 capacity of our existing facilities, and could they support an
20 I-11 in the year 2040? That's the orange option.

21 At the end of the day, with all our environmental
22 constraints, we are building a transportation facility. So we
23 look at transportation. This is one of the numbers we look at.
24 What is the time savings in the year 2040 that these options,
25 these new alternatives could have between Nogales, Arizona, and

1 Wickenburg?

2 As you could see, the purple alternative came out
3 the best. It's about an hour -- you gain about an hour in
4 travel time between Nogales and Wickenburg. Green's about an
5 hour, too. The orange alternative, which would be improving the
6 existing corridors, about a half an hour. So these would be the
7 time savings that you would get if we start in Nogales, Arizona
8 at an afternoon peak and head to Wickenburg, Arizona.

9 So what we did and what you'll see in the report,
10 if you -- it's all online. I'll show you in a minute if you
11 want to open the -- I think it's close to 900-page document, our
12 Draft Environmental Impact Statement -- you'll see this
13 recommended corridor alternative in there. It is a hybrid
14 primarily of the purple and green, and the reason for that is it
15 best meets those purpose and needs that I went over here that --
16 in the first slide, while avoiding minimizing and mitigating
17 those environmental impacts.

18 Now, one could imagine, putting an interstate
19 highway 280 miles long, we're going to have some impacts. What
20 we need to do and what we are doing in the tier one is
21 addressing those impacts, how best we can, A, avoid them --
22 that's what we try to do first -- two, minimize them, and three,
23 mitigate them should they become a constraint.

24 Our timeline. We started this project in 2016.
25 As I mentioned, for the first year, we went and developed our

1 purpose and need with our agencies and the public. We spent the
2 next year developing those corridor alternatives, 2017. 2018 we
3 were working and involved in our environmental impact statement,
4 our draft exhaustive environmental impact statement, and pleased
5 to announce, as I said, that we published that this past Friday.

6 We are in the midst of -- by National
7 Environmental Policy Act, we have to have 45 days of public
8 hearing. I believe at this stage, we have 56 days. We started
9 April 5th. We're going to May 31st for public hearings, just as
10 the public hearings that this board had today.

11 Here's our public hearings. We'll have six
12 public hearings throughout the state. We start off April 29th
13 in Buckeye. We have three in a row. I'm going to have to bulk
14 up again to debate these three public meeting -- public
15 hearings. We go to Wickenburg and then Casa Grande. Then we go
16 to the southern part of the state on the 7th of May, to Nogales,
17 then to Tucson. Board Member Hammond in your area, we'll be in
18 Tucson, and then we'll be over on the other side of the hill in
19 the Marana area, at the Marana High School there off of Sandario
20 Road. I'm personally looking forward to these and getting a lot
21 of good feedback from our friends at all these locations.

22 We have a lot of comment. This is all online.
23 The public hearing, we will have court reporters at all six
24 locations in Tucson and Marana. We'll open up two rooms for the
25 public to make their three minute comments. Of course, online,

1 we have a software program online called Smart Comment, which is
2 able to capture all the public's comments online. Of course,
3 there's the standard email and phone, and we're accepting
4 comments, again, anywhere we could -- can.

5 We're anticipating between 15 and 20,000 comments
6 will come in on this document. And then we'll -- I think I have
7 it here. Well, let me go back to the schedule. So we'll close
8 the public hearing period May 31st. Then we'll have to address
9 the -- all the public comments. We anticipate that taking
10 approximately a year.

11 So this is a recommended corridor alternative.
12 It can be changed at any time. We'll spend that year addressing
13 those comments, coming up with a final environmental impact
14 statement. That should be about a year from now.

15 At that stage, we'll have a preferred
16 alternative. So it will go from a recommended to a preferred
17 alternative. Again, in concert with our nine federal partners
18 and the Game and Fish and the public and our tribal partners.

19 We'll go out for a public comment period again.
20 It's a 30-day public comment period, and then we'll have a
21 record of decision approximately 30 days after that, and that
22 will be a selective alternative. As I mentioned earlier, either
23 a selected build alternative or a no build alternative. And, of
24 course, if I get invited back here, I'll present that
25 information to this board as well.

1 I believe that's it. That's the website.
2 Interesting, on this website, if you get a chance to go on it,
3 there's interactive maps. You can drill down through Google
4 Maps. There's -- you know, I'm -- my IT director's my
5 10-year-old granddaughter. So I've gotten online, and it's very
6 easy, even for somebody like me to use, and you can drill down
7 into the Google Maps and the alignment, and you can get right
8 down where the public will to rooftops. So I'll encourage all
9 of you to get on there and take a look at it. Your constituency
10 probably will be asking questions of you all. I'm available, of
11 course, to answer any questions, also.

12 That's the end of my presentation. I'm open to
13 question, Mr. Chairman.

14 CHAIRMAN SELLERS: Okay. And I'll just start
15 with a comment. I -- you know, I think this is a really a
16 critical part of our economic future here in this state as a key
17 commerce corridor, and so anything we can do to move this
18 process along, I would encourage.

19 Any comments or questions from the Board?

20 MR. KNIGHT: Mr. Chair.

21 CHAIRMAN SELLERS: Yes.

22 MR. KNIGHT: Yes. I just wondered if -- and I
23 think this is a great alternative corridor, and again, echo
24 Chairman Sellers. But did you also notice that it can connect
25 to ports, to Arizona ports? We've got the San Luis commercial

1 port of entry, which is a brand-new, state-of-the-art port.
2 That is connected through 195 to Interstate 8. Interstate 8 to
3 Gila Bend connects to 85, which is also divided, and it looks
4 like this is going across 85. So we would -- with this
5 corridor, we would have the possibility of connecting not only
6 Nogales to a CANAMEX west corridor, but we could connect San
7 Luis port of entry, commercial port of entry, to -- through
8 already existing divided highway, a couple of them, three of
9 them, directly to Interstate 8 just below Buckeye, wherever it
10 -- it looks like that's where it crosses.

11 UNIDENTIFIED SPEAKER: Yeah.

12 MR. KNIGHT: So we would have an east and west
13 corridor.

14 MR. VAN ECHO: Board Member Knight, Chairman and
15 board members, you're exactly right. It is -- this -- this new
16 core is really key to movement of goods and services and freight
17 and people in the future. It's good for the economic
18 development. As you go back, you saw one of our purpose and
19 needs was meeting existing and future economic developments.

20 As I said earlier, so we met with all our
21 participating partners, the MPOs, the council of governments,
22 the local governments, and where are you planning your growth.
23 Where are you planning your inland ports? Where is growth being
24 planned? And this facility is to meet the needs of all that.

25 And you're exactly right, Board Member Knight, is

1 as it crosses 85, we have that 85 facility, and we have, you
2 know -- as long as we continue to keep improving our existing
3 connections, there will be a system interchange there at 85 that
4 we can bolster transportation and traffic and goods and services
5 to all of our ports throughout -- from that -- that side of the
6 state.

7 MR. KNIGHT: Thank you, Mr. Chair.

8 CHAIRMAN SELLERS: Thank you.

9 Any other comments, questions? Okay. Thank you.

10 MR. VAN ECHO: Thank you, board members.

11 CHAIRMAN SELLERS: All right. Moving to Item
12 Number 10. Do we have suggestions from board members for future
13 items?

14 And I guess I'll just throw out one thing, and
15 I'm not sure how soon we would be able to really report anything
16 on this, but you know, Mayor Price talked about the work we're
17 doing with the Indian communities now on I-10 between --
18 essentially between Chandler and Tucson. And I think that that
19 study also probably includes 347, because there are right-of-way
20 issues along that corridor as well. And I would be anxious to
21 know where we are with that study and when we think we might
22 have some answers.

23 MR. ROEHRICH: Mr. Chair, I know that we're in
24 the process of soliciting a professional services consultant to
25 help us start with that study. So it will come back. We will

1 bring that back once we have further developed into that. It
2 might not be for a few months, but I --

3 CHAIRMAN SELLERS: Yeah.

4 MR. ROEHRICH: -- absolutely think updating as we
5 move along with that, since we're in these early stages, is
6 appropriate. So I would look at that as something later this
7 year.

8 CHAIRMAN SELLERS: Yeah. And I recognize that
9 we're not ready yet, but I appreciate that. Thank you.

10 Anything else? Okay. Is there a motion --

11 MR. ROEHRICH: But I'll remind you then the next
12 board meeting is May 17th. It is in Phoenix at the ADOT
13 auditorium, and that will be the -- as well the last public
14 hearing on the five-year program before we start the board
15 deliberations.

16 CHAIRMAN SELLERS: Okay. Does anyone want to
17 continue the meeting, or do I hear a motion to adjourn?

18 MR. ELTERS: So moved.

19 MR. THOMPSON: Second.

20 CHAIRMAN SELLERS: All in favor?

21 BOARD MEMBERS: Aye.

22 CHAIRMAN SELLERS: This meeting is adjourned.
23
24
25

Adjournment

A motion to adjourn the April 12, 2019 State Transportation Board meeting was made by Board Member Elters and seconded by Board Member Thompson. In a voice vote, the motion carried.

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

Jack Sellers, Chairman
State Transportation Board

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

May 17, 2019

RES. NO. 2019-05-A-018
 PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
 202L MA 000 H5384 01R / RAM 600-7-806
 HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
 SECTIONS: U. S. 60 T. I.; and Warner Rd. - U. S. 60
 ROUTE NO.: State Route 202 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D - C - 062

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 certain right of way acquired for the State Route 202 Loop within the above referenced projects.

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 established by Resolution 85-04-A-34 of April 26, 1985, which adopted and approved the State Route Plan for the Southeast Loop Freeway, and established the corridor as State Route 220. Resolution 87-11-A-105, dated December 18, 1987, redesignated State Routes 216, 217, and part of State Route 220 as the State Route 202 Loop. Resolution 89-01-A-06, dated January 16, 1989, approved, adopted and established a refined State Route Plan for the Santan Freeway Corridor, running from Interstate 10 to Baseline Road, and provided for advance acquisition of right of way. On April 18, 2003, ready for construction under the above referenced projects, this portion of the refined State Route Preliminary Transportation Corridor of the Red Mountain and Santan Freeways was established as an access controlled state route and highway by Resolution 2003-04-A-020, which established additional right of way for utility relocation and construction activities; and was thereafter amended by Resolution 2003-12-A-075, dated December 19, 2003; by Resolution 2004-12-A-075, dated December 17, 2004; and by Resolution 2005-08-A-045, dated August 19, 2005, due to multiple design changes.

May 17, 2019

RES. NO. 2019-05-A-018
PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806
HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
SECTIONS: U.S. 60 T.I.; and Warner Rd. - U.S. 60
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D-C-062

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa 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 January 16, 2019, executed 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, 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 Plans of the RED MOUNTAIN FREEWAY, U.S. 60 T.I., Project 202L MA 030 H5783 01R / RAM 202-B-700"; and on those entitled: "Right of Way Plans of the SANTAN FREEWAY, Warner Rd. - U.S. 60, Project 202L MA 000 H5384 01R / RAM 600-7-806"; and is shown in Appendix "A" attached hereto.

May 17, 2019

RES. NO. 2019-05-A-018
PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806
HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
SECTIONS: U.S. 60 T.I.; and Warner Rd. - U.S. 60
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D-C-062

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, in accordance with that certain 120-Day Advance Notice of Abandonment, dated January 16, 2019, 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 said existing facilities and structures, if any, 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.

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.

May 17, 2019

RES. NO. 2019-05-A-018
PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806
HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
SECTIONS: U.S. 60 T.I.; and Warner Rd. - U.S. 60
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 062

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

May 17, 2019

RES. NO. 2019-05-A-018
PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806
HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
SECTIONS: U.S. 60 T.I.; and Warner Rd. - U.S. 60
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 062

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on May 17, 2019, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Mesa within the above referenced projects.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa 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 January 16, 2019, executed 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 RED MOUNTAIN FREEWAY, U.S. 60 T.I., Project 202L MA 030 H5783 01R / RAM 202-B-700"; and on those entitled: "Right of Way Plans of the SANTAN FREEWAY, Warner Rd. - U.S. 60, Project 202L MA 000 H5384 01R / RAM 600-7-806"; and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

May 17, 2019

RES. NO. 2019-05-A-018
PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806
HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
SECTIONS: U.S. 60 T.I.; and Warner Rd. - U.S. 60
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D-C-062

WHEREAS the City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated January 16, 2019, executed 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 said existing facilities and structures, if any, 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

May 17, 2019

RES. NO. 2019-05-A-018
PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806
HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
SECTIONS: U.S. 60 T.I.; and Warner Rd. - U.S. 60
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D-C-062

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, in accordance with that certain 120-Day Advance Notice of Abandonment, dated January 16, 2019, 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 said existing facilities and structures, if any, 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

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 evidencing the abandonment of the State's interest.

May 17, 2019

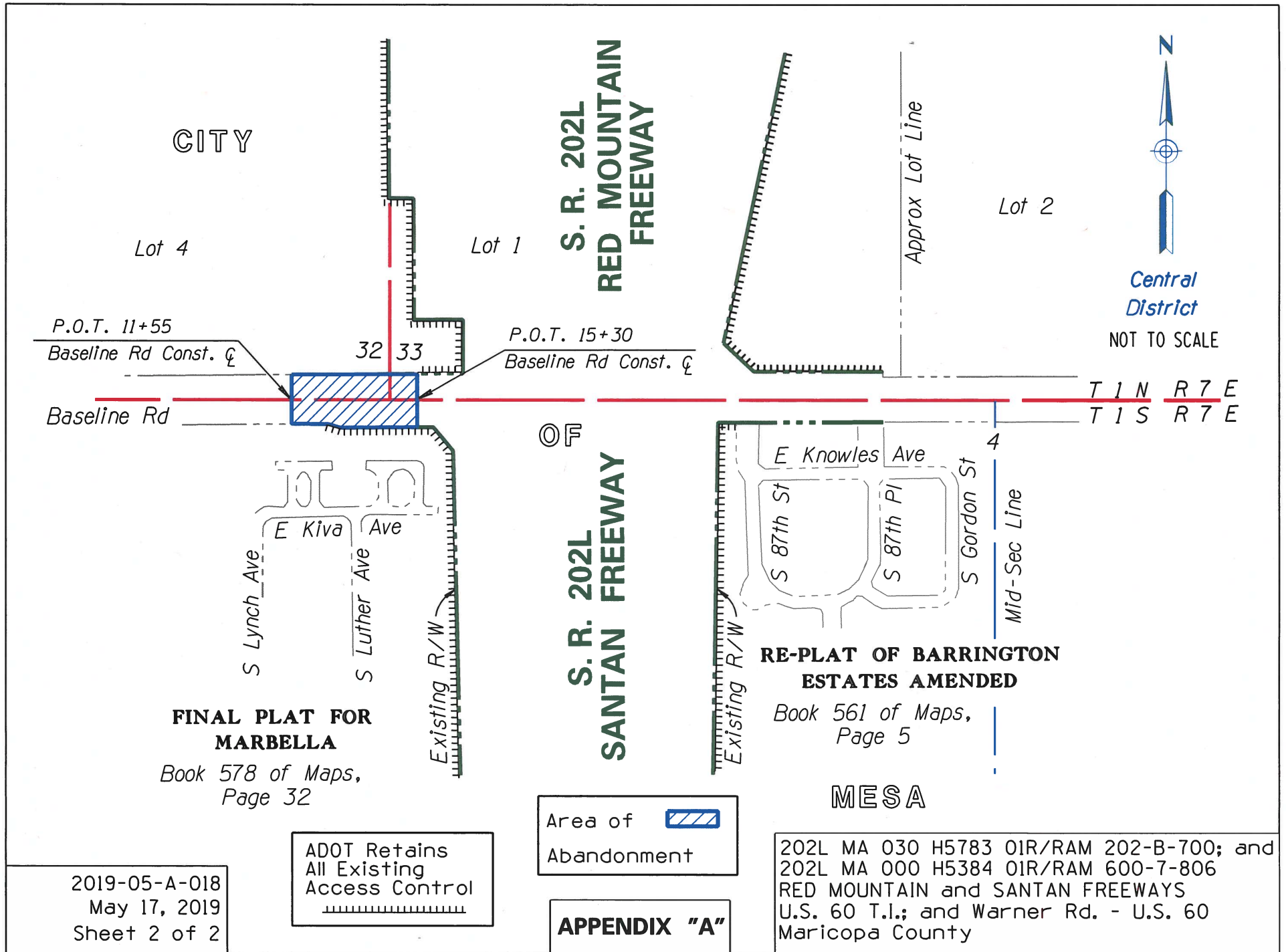
RES. NO. 2019-05-A-018
PROJECTS: 202L MA 030 H5783 01R / RAM 202-B-700; and
202L MA 000 H5384 01R / RAM 600-7-806
HIGHWAYS: RED MOUNTAIN and SANTAN FREEWAYS
SECTIONS: U. S. 60 T. I.; and Warner Rd. - U. S. 60
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 062

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 May 17, 2019.

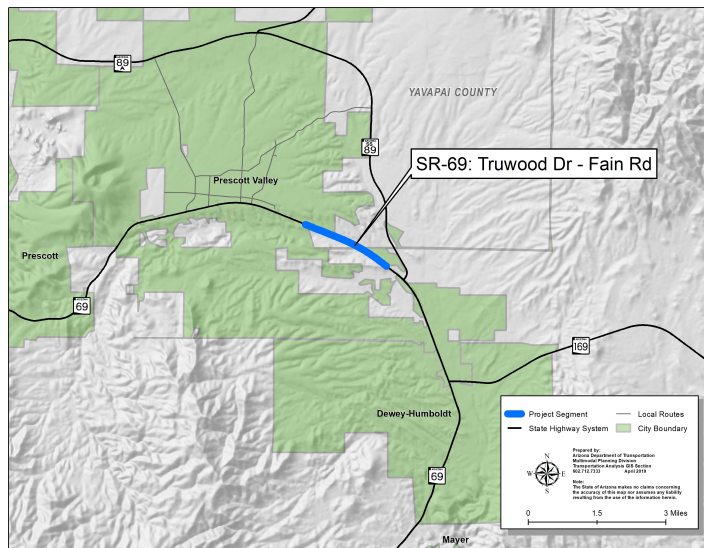
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 17, 2019.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation



*ITEM 6a:

Route & MP:	SR 69 @ MP 284
Project Name:	TRUWOOD DR - FAIN RD
Type of Work:	CONSTRUCT RAISED CURB MEDIAN
County:	Yavapai
District:	Northwest
Schedule:	FY 2019
Project:	F006101C, TIP#: 8323
Project Manager:	Jeffrey Davidson
Program Amount:	\$2,500,000
New Program Amount:	\$2,500,000
Requested Action:	Change in Scope; Change in Name; Change in Schedule. See Lines 18 and 26.



06

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/26/2019

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17th Ave, 295, 614E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

TRUWOOD DR - FAIN RD

7. Type of Work:

CONSTRUCT RAISED CURB MEDIAN

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

AU1Q Northwest 69 Yavapai 284 F006101C ? 2.0 069-A(218)T

16. Program Budget: \$2,500

17. Program Item #: 8323

18. Current Approved Program Budget:

\$2,500

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

\$0

18b Total Program Budget After Request:

\$2,500

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

Item #	Amount	Description	Comments
8323	\$2,500	TRUWOOD DR - FAIN RD	

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

21. CURRENT FISCAL YEAR: 19

22. CURRENT BID READY: 3/19/2019

23. CURRENT ADV DATE: 3/22/2019

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY: 5/8/2019

23A. REQUEST ADV DATE: 6/8/2019

20. JPA #'s:

SIGNED: NO

ADV: YES



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: YES 24b. TYPE OF WORK: NO 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE III

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Change in Scope; Change in Name; Change in Schedule

26. JUSTIFICATION OF REQUEST

The project limits have been reduced to construct raised medians on SR69 from Truwood to Enterprise; MP 284.0-286.0. Junction boxes and conduit will also be installed at the intersection of SR69 and Mendecino. The change in name "Truwood to Enterprise" is to reflect the project limits.

The project has experienced a delay associated with the scope revisions and completing the design plans. The project needs to move to the 4th quarter because of this delay.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCHEDULE
CHANGE IN SCOPE
CHANGE IN PROJECT NAME

APPROVED / RECOMMENDED ACTIONS:

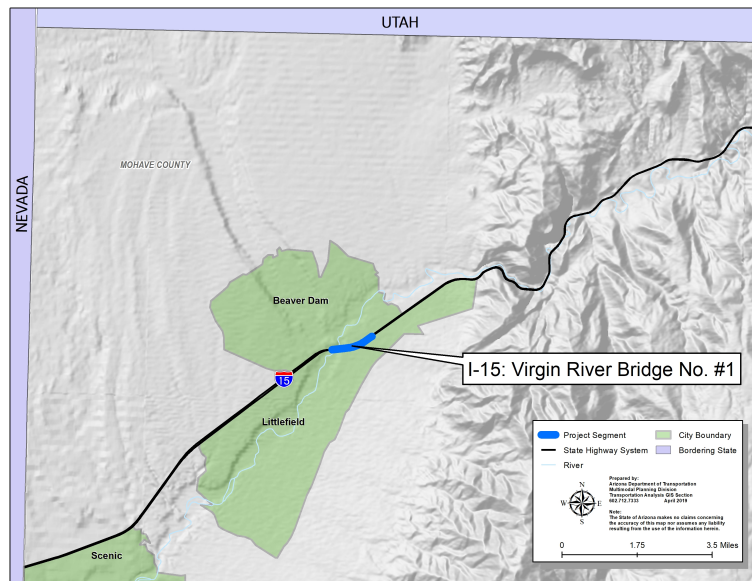
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6b:

Route & MP:	I-15 @ MP 9.0
Project Name:	VIRGIN RIVER BRIDGE NUMBER 1 STR #1089
Type of Work:	CONSTRUCT BRIDGE REPLACEMENT
County:	Mohave
District:	Northcentral
Schedule:	FY 2020
Project:	H876001D, TIP#: 10219
Project Manager:	Jennifer Acuna
Program Amount:	\$3,196,000
New Program Amount:	\$4,479,000
Requested Action:	Increase design funding. See Lines 18a and 26.



05

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/9/20

2. Teleconference:

3. Form Date / 5. Form B

4. Project Manager / Presente

205 S 17th Ave, , 065R - 4983 PROJECT MANAGEMENT

4/26/2019

Jennifer Acuna @ (602) 712-8336

6. Project Name:

VIRGIN RIVER BRIDGE NUMBER 1 STR #1089

7. Type of Work:

CONSTRUCT BRIDGE REPLACEMENT

8. CPSID:

FA1N

9. District:

Northcentral

10. Route:

15

11. County:

Mohave

12. Beg MP:

9.0

13. TRACS #:

H876001D

14. Len (Mi.):

1.0

15. Fed Id #:

NHPP015-A(216)S

16. Program Budget: \$3,196

17. Program Item #: 10219

18. Current Approved Program Budget:

\$3,196

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

\$1,283

18b Total Program Budget After Request:

\$4,479

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

Item #	Amount	Description	Comments
72317	\$696	.	.
10219.	\$2,500	.	Virgin River Bridge No 1

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY: TBD

23. CURRENT ADV DATE: TBD

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

Item #	Amount	Description	Comments
76219	\$1,283	BRIDGE REPLACEMENT . & REHABILITATION	

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN:

24a. PROJECT NAME: NO

24b. TYPE OF WORK: NO

24c. SCOPE: NO

24d. CURRENT STAGE:

STAGE II

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: NO

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase design funding.

26. JUSTIFICATION OF REQUEST

The Virgin River Bridge #1 bridge replacement project is currently in the design phase. In January 2018, a design consultant was selected to initiate the design of the bridge replacement and at the same time, ADOT approved to move forward with an alternative project delivery method of CMAR for this project. The request to establish the design phase of the project was presented at PRB on March 14, 2017 with a request for \$3.196M for design including \$2,120K for the final design consultant and \$600k for the CMAR pre construction services. The project team decided to move forward with a two phase approach for design with Phase 1 to include the delivery of 30pct plans and Phase 2 to include the incorporation of the CMAR (pre-construction services) and delivery of the 60pct through 100pct design.

Additional funding in the Design phase is needed to cover an increase in the consultant cost for Phase 2 due to the complexity of the design in reducing the existing 5-span bridge to a 4-span steel girder structure as well as geotechnical efforts related to the 4-span design. Additional funding is also needed to include the independent construction estimator (ICE) consultant and increased staff time for in-house survey that was performed for the geotechnical study.

Consultant = \$1,051K

Staff = \$115K

ICAP = \$117K

Total = \$1,283K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

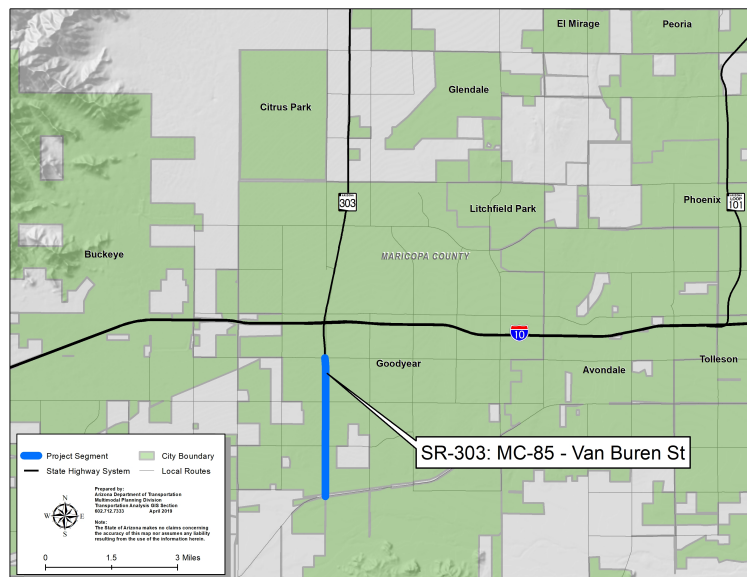
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c:

Route & MP:	SR 303L @ MP 105
Project Name:	MC85 - VAN BUREN ST
Type of Work:	Construct New Roadway
County:	Maricopa
District:	Central
Schedule:	FY19
Project:	_ TIP#: 8899
Project Manager:	Myrna Bondoc
Program Amount:	\$25,700,000
New Program Amount:	\$0
Requested Action:	Defer Design and ROW from FY19 to FY20. See Lines 18a and 26. Approved by the MAG Regional Council on March 27, 2019.



11**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 4/2/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

MC85 - VAN BUREN ST

7. Type of Work:

Construct New Roadway

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

- Phoenix SR303 Maricopa 105 - ? 2.55

16. Program Budget: \$25,700

17. Program Item #: 8899

18. Current Approved Program Budget:

\$25,700

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

(\$25,700)

18b Total Program Budget After Request:

\$0

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

Item #	Amount	Description	Comments
8899.	\$10,700	.	Right of Way RARF
8899.	\$15,000	.	Design RARF

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

Item #	Amount	Description	Comments
8899.	(\$25,700)	.	RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: FY19

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR: FY20

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

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

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Defer Design and ROW from FY19 to FY20.

26. JUSTIFICATION OF REQUEST

Due to MAG Freeway Life Cycle Program rebalancing, project priorities are currently unknown therefore we request to defer design and ROW from FY19 to FY20 until MAG has completed their rebalancing effort.

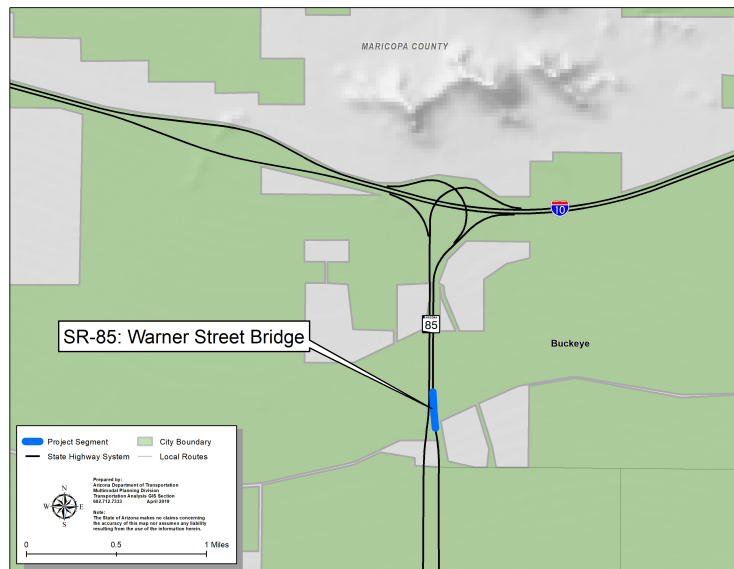
This action was approved by the MAG Regional Council on March 27, 2019.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**CHANGE IN FY
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6d:

Route & MP:	SR 85 @ MP 153.2
Project Name:	WARNER STREET BRIDGE
Type of Work:	CONSTRUCT NEW BRIDGE
County:	Maricopa
District:	Southwest
Schedule:	FY 2019
Project:	H800601C, TIP#: 44811
Project Manager:	Myrna Bondoc
Program Amount:	\$5,300,000
New Program Amount:	\$0
Requested Action:	Defer construction from FY19 to FY20. See Lines 18a and 26. Approved by the MAG Regional Council on August 31, 2018.



12**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 4/2/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

WARNER STREET BRIDGE

7. Type of Work:

CONSTRUCT NEW BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
ZN1J	Southwest	85	Maricopa	153.2	H800601C	0.0	RARF085-B(204)T

16. Program Budget: \$5,300

17. Program Item #: 44811

18. Current Approved Program Budget:

\$5,300

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

(\$5,300)

18b Total Program Budget After Request:

\$0

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

Item #	Amount	Description	Comments
44811	\$5,300	WARNER STREET BRIDGE	RARF

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

Item #	Amount	Description	Comments
44811.	(\$5,300)	.	RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 19

22. CURRENT BID READY: TBD

23. CURRENT ADV DATE: TBD

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 20

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

<u>CHANGE IN:</u>	<u>24a. PROJECT NAME:</u>	NO	<u>24b. TYPE OF WORK:</u>	NO	<u>24c. SCOPE:</u>	NO	<u>24d. CURRENT STAGE:</u>	NOT APPLICABLE
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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:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Defer construction from FY19 to FY20.

26. JUSTIFICATION OF REQUEST

Due to MAG Freeway Life Cycle Program rebalancing, project priorities are currently unknown therefore we request to defer construction from FY19 to FY20 until MAG has completed their rebalancing effort.

This action has been approved by MAG Regional Council on August 31, 2018.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN FY
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

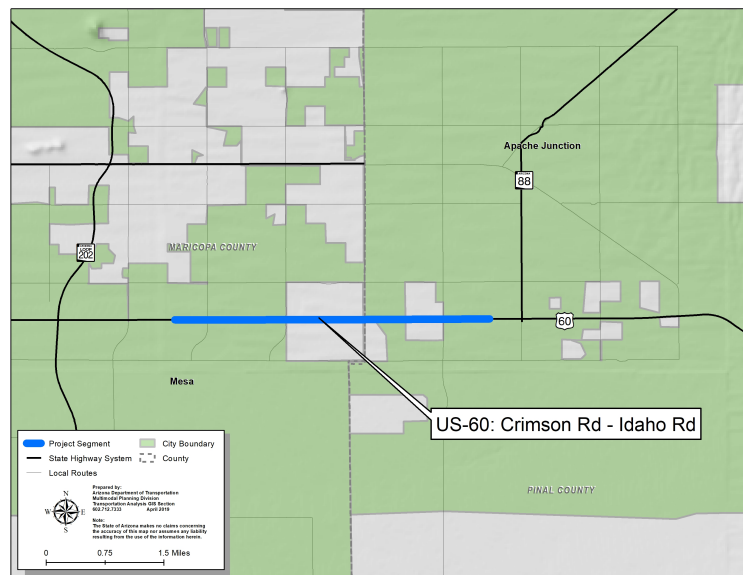
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e:

Route & MP:	US 60 @ MP 192.0
Project Name:	CRISMON RD - IDAHO RD
Type of Work:	CONSTRUCT FMS
County:	Maricopa
District:	Central
Schedule:	FY 2019
Project:	F019501D, TIP#: 5726
Project Manager:	Myrna Bondoc
Program Amount:	\$400,000
New Program Amount:	\$0
Requested Action:	Defer Pre-Design and Environmental from FY19 to FY20. See Lines 18a and 26. Approved by the MAG Regional Council on March 27, 2019.



13**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 4/2/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

CRISMON RD - IDAHO RD

7. Type of Work:

CONSTRUCT FMS

8. CPSID:

GQ1N

9. District:

Central

10. Route:

60

11. County:

Maricopa

12. Beg MP:

192.0

13. TRACS #:

F019501D ?

14. Len (Mi.):

0.0

15. Fed Id #:

CMAQ060-C(213)T

16. Program Budget: \$400**17. Program Item #:** 5726**18. Current Approved Program Budget:**

\$400

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

(\$400)

18b Total Program Budget After Request:

\$0

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

Item #	Amount	Description	Comments
5726.	\$400	.	DESIGN - CMAQ

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

Item #	Amount	Description	Comments
5726.	(\$400)	.	CMAQ

CURRENT SCHEDULE:**21. CURRENT FISCAL YEAR:** 19**22. CURRENT BID READY:** TBD**23. CURRENT ADV DATE:** TBD**CHANGE REQUEST NEW SCHEDULE:****21A. REQUEST FISCAL YEAR:** 20**22A. REQUEST BID READY:****23A. REQUEST ADV DATE:****20. JPA #'s:****SIGNED:**

NO

ADV: NO**CHANGE IN:****24a. PROJECT NAME:** NO**24b. TYPE OF WORK:** NO**24c. SCOPE:** NO**24d. CURRENT STAGE:** NOT APPLICABLE**24e. ENVIRONMENTAL CLEARANCE:** NO**24g. U&RR CLEARANCE:** NO**24i. R/W CLEARANCE:** NO**24k. SCOPING DOCUMENT:** NO**24f. MATERIALS MEMO COMP:** NO**24h. C&S CLEARANCE:** NO**24j. CUSTOMIZED SCHEDULE:** NO**25. DESCRIPTION OF REQUEST**

Defer Pre-Design and Environmental from FY19 to FY20.

26. JUSTIFICATION OF REQUEST

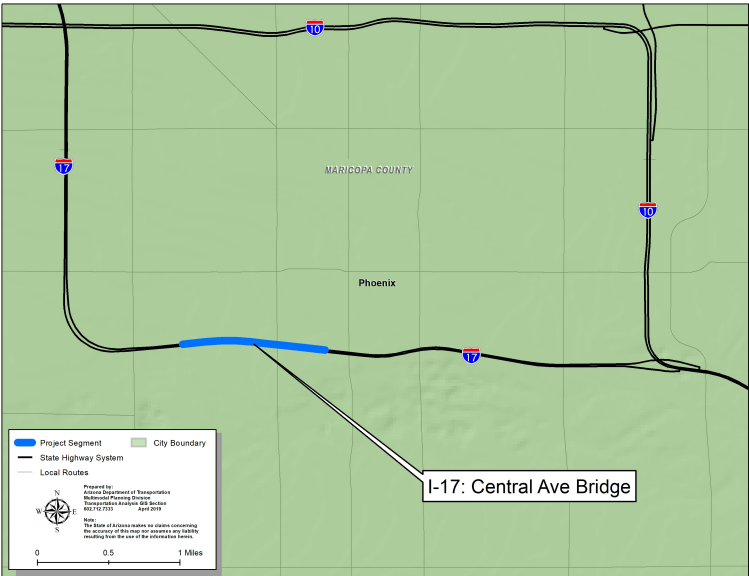
Due to MAG Freeway Life Cycle Program rebalancing, project priorities are currently unknown therefore we request to defer pre-design from FY19 to FY20 until MAG has completed their rebalancing effort.

This action has been approved by MAG Regional Council on March 27, 2019.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**CHANGE IN FY
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6f:	Route & MP:	I-17 @ MP 196.6
	Project Name:	CENTRAL AVENUE BRIDGE
	Type of Work:	CONSTRUCT GRADE SEPARATION
	County:	Maricopa
	District:	Central
	Schedule:	FY 2019
	Project:	F011501C, TIP#: 8886
	Project Manager:	Myrna Bondoc
	Program Amount:	\$20,000,000
	New Program Amount:	\$0
	Requested Action:	Defer construction from FY19 to FY20. See Lines 18a and 26. Approved by the MAG Regional Council on March 27, 2019.



14

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/2/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

CENTRAL AVENUE BRIDGE

7. Type of Work:

CONSTRUCT GRADE SEPARATION

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

HD1Q Central 17 Maricopa 196.6 F011501C ? 1.0 RARF017-A(0)T

16. Program Budget: \$20,000

17. Program Item #: 8886

18. Current Approved Program Budget:

\$20,000

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

(\$20,000)

18b Total Program Budget After Request:

\$0

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

Item #	Amount	Description	Comments
8886.	\$20,000	.	CONSTRUCTION - RARF

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

Item #	Amount	Description	Comments
8886.	(\$20,000)	.	RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 19

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 20

22A. REQUEST BID READY: TBD

23A. REQUEST ADV DATE: TBD

20. JPA #'s: SIGNED: NO ADV: NO

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

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Defer construction from FY19 to FY20

26. JUSTIFICATION OF REQUEST

Due to MAG Freeway Life Cycle Program rebalancing, project priorities are currently unknown therefore we request to defer construction from FY19 to FY20 until MAG has completed their rebalancing effort.

This action has been approved by MAG Regional Council on March 27, 2019.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCHEDULE
CHANGE IN FY
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

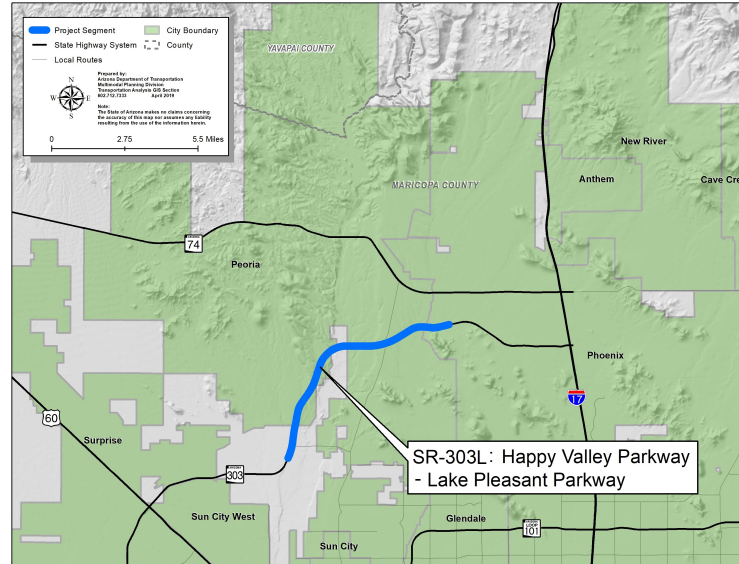
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6g:

Route & MP:	SR 303L @ MP 125.2
Project Name:	HAPPY VALLEY PKWY - LAKE PLEASANT PKWY
Type of Work:	CONSTRUCT GENERAL PURPOSE LANE
County:	Maricopa
District:	Central
Schedule:	FY 2019
Project:	F011601C, TIP#: 9140
Project Manager:	Myrna Bondoc
Program Amount:	\$36,200,000
New Program Amount:	\$0
Requested Action:	Defer construction from FY19 to FY20. See Lines 18a and 26. Approved by the MAG Regional Council on March 27, 2019.



16**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 4/2/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

HAPPY VALLEY PKWY - LAKE PLEASANT PKWY

7. Type of Work:

CONSTRUCT GENERAL PURPOSE LANE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
HH1Q	Central	303L	Maricopa	125.2	F011601C ?	9.0	RARF303-A(227)T

16. Program Budget: \$36,200

17. Program Item #: 9140

18. Current Approved Program Budget:

\$36,200

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

(\$36,200)

18b Total Program Budget After Request:

\$0

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

Item #	Amount	Description	Comments
9140	\$36,200	HAPPY VALLEY PARKWAY - LAKE PLEASANT PARKWAY	RARF

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

Item #	Amount	Description	Comments
9140	(\$36,200)	HAPPY VALLEY PARKWAY - LAKE PLEASANT PARKWAY	RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 19

22. CURRENT BID READY: 5/3/2019

23. CURRENT ADV DATE: 6/3/2019

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 20

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

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

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Defer construction from FY19 to FY20.

26. JUSTIFICATION OF REQUEST

Due to MAG Freeway Life Cycle Program rebalancing, project priorities are currently unknown therefore we request to defer construction from FY19 to FY20 until MAG has completed their rebalancing effort.

This action has been approved by MAG Regional Council on March 27, 2019.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN FY
CHANGE IN BUDGET

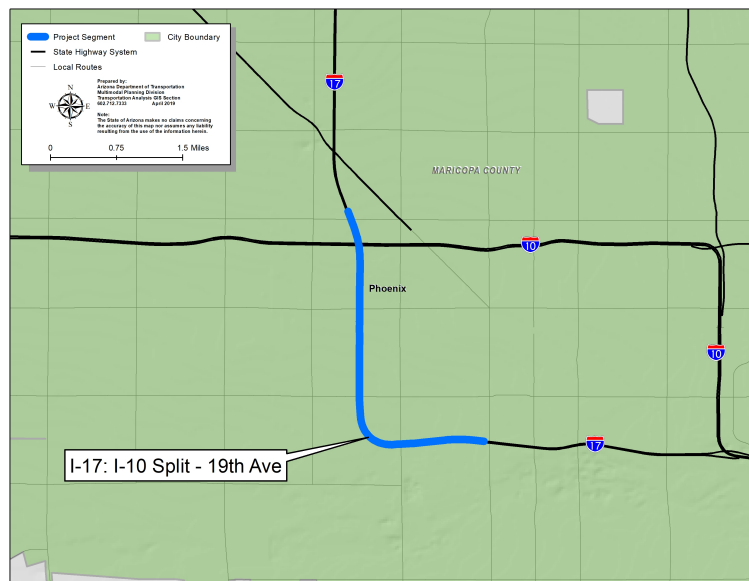
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6h:	Route & MP:	I-17 @ MP 197.0
	Project Name:	I-10 SPLIT - 19TH AVE
	Type of Work:	DESIGN WIDENING
	County:	Maricopa
	District:	Central
	Schedule:	FY 2019
	Project:	H756301L, TIP#: 8890
	Project Manager:	Myrna Bondoc
	Program Amount:	\$5,850,000
	New Program Amount:	\$0
	Requested Action:	Defer predesign and environmental from FY19 to FY20. See Lines 18a and 26. Approved by the MAG Regional Council on March 27, 2019.



17**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 4/2/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

I-10 SPLIT - 19TH AVE

7. Type of Work:

DESIGN WIDENING

8. CPSID: **9. District:** **10. Route:** **11. County:** **12. Beg MP:** **13. TRACS #:** **14. Len (Mi.):** **15. Fed Id #:**
LU10 Central 17 Maricopa 197.0 H756301L 4 RARF
16. Program Budget: \$5,850**17. Program Item #:** 8890**18. Current Approved Program Budget:**

\$5,850

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

(\$5,850)

18b Total Program Budget After Request:

\$0

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

Item #	Amount	Description	Comments
8890.	\$5,850		FY 19 RARF

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

Item #	Amount	Description	Comments
8890.	(\$5,850)		RARF

CURRENT SCHEDULE:**21. CURRENT FISCAL YEAR:** 19**22. CURRENT BID READY:** TBD**23. CURRENT ADV DATE:** TBD**CHANGE REQUEST NEW SCHEDULE:****21A. REQUEST FISCAL YEAR:** 20**22A. REQUEST BID READY:****23A. REQUEST ADV DATE:**
20. JPA #'s: **SIGNED:** NO **ADV:** NO

CHANGE IN: **24a. PROJECT NAME:** NO **24b. TYPE OF WORK:** NO **24c. SCOPE:** NO **24d. CURRENT STAGE:** NOT APPLICABLE
24e. ENVIRONMENTAL CLEARANCE: NO**24f. MATERIALS MEMO COMP:** NO**24g. U&RR CLEARANCE:** NO**24h. C&S CLEARANCE:** NO**24i. R/W CLEARANCE:** NO**24j. CUSTOMIZED SCHEDULE:** NO**24k. SCOPING DOCUMENT:** NO**25. DESCRIPTION OF REQUEST**

Defer predesign and environmental from FY19 to FY20.

26. JUSTIFICATION OF REQUEST

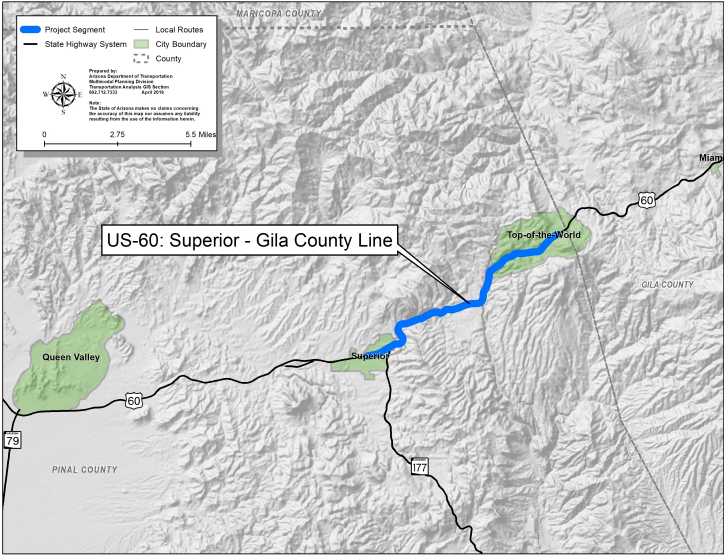
Due to MAG Freeway Lifecycle Program rebalancing, there is uncertainty what the priorities are until MAG completes their rebalancing effort. The request is to defer predesign and environmental from FY19 to FY20.

This action has been approved by MAG Regional Council on March 27, 2019.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**
CHANGE IN FY
CHANGE IN BUDGET
APPROVED / RECOMMENDED ACTIONS:
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019
PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6i:	Route & MP:	US 60 @ MP 226.0
	Project Name:	SUPERIOR - GILA COUNTY LINE
	Type of Work:	PAVEMENT REHABILITATION
	County:	Pinal
	District:	Southeast
	Schedule:	FY19
	Project:	F016501C, TIP#: 9118
	Project Manager:	Richard Wallace
	Program Amount:	\$9,500,000
	New Program Amount:	\$10,900,000
	Requested Action:	Increase budget. See Lines 18a and 26.



13

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/25/2019

Richard Wallace

4. Project Manager / Presenter:

Richard Wallace @

- 4983 PROJECT MANAGEMENT

6. Project Name:

SUPERIOR - GILA COUNTY LINE

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:

LN1O

9. District:

Southeast

10. Route:

60

11. County:

Pinal

12. Beg MP:

226.0

13. TRACS #:

F016501C ?

14. Len (Mi.):

10.0

15. Fed Id #:

NHPP060-D(219)T

16. Program Budget: \$9,500

17. Program Item #: 9118

18. Current Approved Program Budget:

\$9,500

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

\$1,400

18b Total Program Budget After Request:

\$10,900

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

Item #	Amount	Description	Comments
9118	\$9,500	SUPERIOR TO GILA COUNTY LINE	

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

Item #	Amount	Description	Comments
72519	\$1,400	PRESERVATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: FY19

22. CURRENT BID READY: 6/3/2019

23. CURRENT ADV DATE: 6/28/2019

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN:

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

STAGE IV

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

YES

24g. U&RR CLEARANCE:

YES

24h. C&S CLEARANCE:

YES

24i. R/W CLEARANCE:

YES

24j. CUSTOMIZED SCHEDULE:

YES

24k. SCOPING DOCUMENT:

YES

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

The Unit costs were previously under-estimated on some major items, such as the unit cost for asphalt rubber, bituminous tack coat, weathered steel for guardrail and shoulder buildup (which requires borrow). Based on the latest design estimate these unit costs have been adjusted to reflect current prices.

ICAP is included in this request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

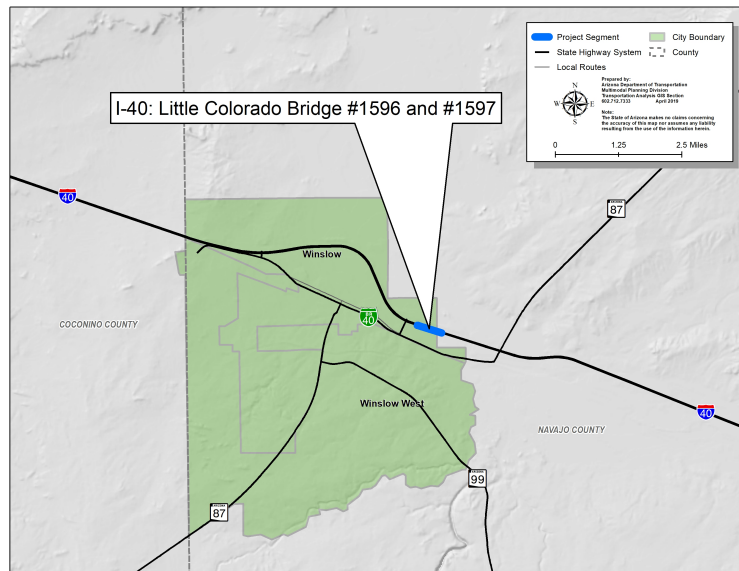
SUBJECT TO PPAC APPROVAL - 5/1/2019



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6j:

Route & MP:	I-40 @ MP 256.0
Project Name:	LITTLE COLORADO BRIDGE #1596 AND #1597
Type of Work:	MINOR BRIDGE REPAIR
County:	Navajo
District:	Northcentral
Schedule:	FY 2019
Project:	F017701C, TIP#: 9290
Project Manager:	Richard Wallace
Program Amount:	\$500,000
New Program Amount:	\$1,500,000
Requested Action:	Increase budget. See Lines 18a and 26.



14

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/25/2019

Richard Wallace

4. Project Manager / Presenter:

Richard Wallace @

- 4983 PROJECT MANAGEMENT

6. Project Name:

LITTLE COLORADO BRIDGE #1596 AND #1597

7. Type of Work:

MINOR BRIDGE REPAIR

8. CPSID:

MU10

9. District:

Northcentral

10. Route:

40

11. County:

Navajo

12. Beg MP:

256.0

13. TRACS #:

F017701C ?

14. Len (Mi.):

0.5

15. Fed Id #:

NHPP040-D(240)T

16. Program Budget: \$500

17. Program Item #: 9290

18. Current Approved Program Budget:

\$500

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

\$1,000

18b Total Program Budget After Request:

\$1,500

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

Item #	Amount	Description	Comments
9290.	\$500	.	

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

Item #	Amount	Description	Comments
76219	\$1,000	BRIDGE REPLACEMENT & REHABILITATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 19

22. CURRENT BID READY: 5/15/2019

23. CURRENT ADV DATE: 6/14/2019

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN:

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

STAGE V

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

YES

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

YES

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

The cost of bridge repair work and maintenance of traffic were under-estimated in the scoping report. During final design, the construction cost was revised due to addition of carbon fiber reinforcement to the piers and addition of deck sealing to both bridges as a part of bridge repair work. During scoping, MOT was estimated as a percentage of the original bridge repair work which was insufficient. Subsequently the MOT cost was revised to account for the traffic control needed for the revised scope of the bridge repair work.

ICAP is included in this request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

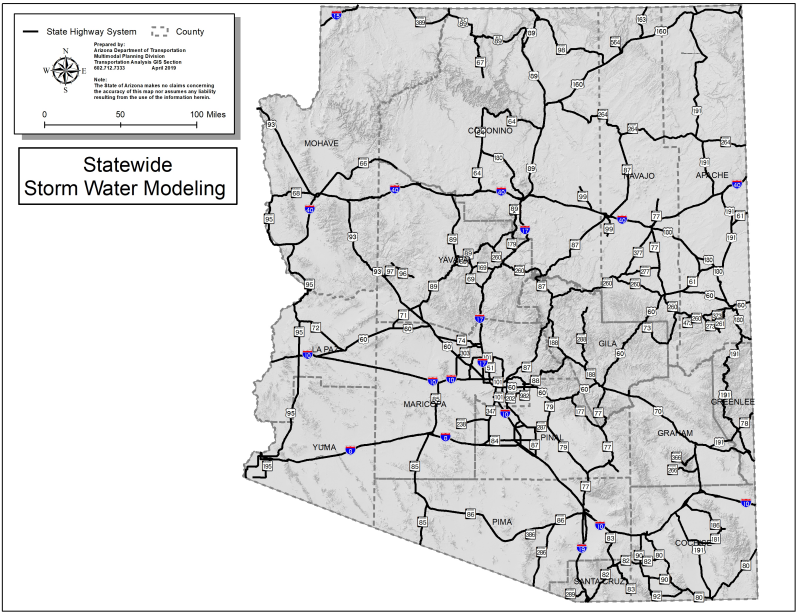
REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6k:	Route & MP:	
	Project Name:	Statewide Storm Water Modeling
	Type of Work:	Data Collection and Modeling
	County:	Statewide
	District:	Central
	Schedule:	
	Project:	M588801X, TIP#: 101099
	Project Manager:	Steven Olmsted
	Program Amount:	\$550,000
	New Program Amount:	\$625,000
	Requested Action:	Increase Budget. See Lines 18a and 26.



06

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/9/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

4/26/2019

Steven Olmsted @ (602) 712-6421

Steven Olmsted

1611 W Jackson St, EM02 - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

7. Type of Work:

Statewide Storm Water Modeling

Data Collection and Modeling

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

FH1Q

Central

999

Statewide

0

M588801X

0.0

999-M(160)Z

16. Program Budget: \$550

17. Program Item #: 101099

18. Current Approved Program Budget:

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

18b Total Program Budget After Request:

\$550

\$75

\$625

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

Item #	Amount	Description	Comments
77715	\$125	.	.
77716	\$125	.	.
77717	\$150	.	.
77718	\$150	.	.

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

Item #	Amount	Description	Comments
77719	\$75	ENVIRONMENTAL SUPPORT SERVICES	

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: 15-0005239-USGS
Amendment

SIGNED: YES

ADV: NO



PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Increase Budget.

26. JUSTIFICATION OF REQUEST

Request to fund the FY2019 JPA agreement in order to closeout the pilot phase of the Partnership and rotate the vast benefits developed to project specific task assignments. The first three projects initiated are SR 79 Gila River Bridge replacement, SR 80 St David Bridge replacement, I-19B Potrero Canyon Bridge & Country Club Bridge scour retrofit.

\$75K is requested for FY19. \$25K to closeout remaining costs already incurred. \$25K to take advantage of a one time USGS cooperative matching fund opportunity. \$25K to finalize a cloud based scientific data lifecycle project to expedite project sharing of very large 2-D and 3-D data sets and work with the ADOT Project Resource Office to link these data sets to the ADOT ROAD portal.

The Partnership provides a suite of water data collection technology options customized to ADOT; a standardized format in which to mobilize USGS; and a data modeling design services menu for Project Management Group to enhance design and environmental considerations at priority 5-yr program water crossing sites that pose compelling scientific/engineering linkages. In addition the Partnership is a critical piece of ADOT's Resilience Program, asset management quantitative lifecycle modeling, contributes to wider adoption of innovation, and is a tool available for post flood modeling risk assessments.

Beyond the Partnership agreement USGS has at their cost added \$170K in drone, surveying, gaging, data processing, and cloud storage equipment during FY19 alone.

27. CONCERNS OF REQUEST**REQUESTED ACTIONS:****28. OTHER ALTERNATIVES CONSIDERED**

CHANGE IN BUDGET

REQUEST APPROVED

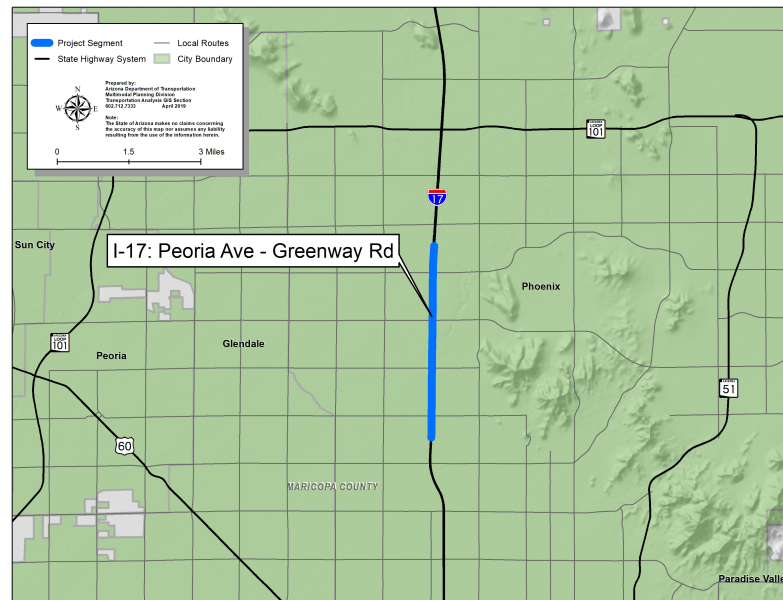
SUBJECT TO PPAC APPROVAL 5/1/2019



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6I:

Route & MP:	I-17 @ MP 208.5
Project Name:	PEORIA AVE - GREENWAY RD
Type of Work:	CONSTRUCT FOR DRAINAGE
County:	Maricopa
District:	Central
Schedule:	FY 2019
Project:	F015501C, TIP#: 9150
Project Manager:	Tafwachi Katapa
Program Amount:	\$27,600,000
New Program Amount:	\$34,300,000
Requested Action:	Increase Budget. See Lines 18a and 26. The material change was approved by the MAG Regional Council on February 27, 2019.



09

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/23/2019

Tafwachi Katapa

4. Project Manager / Presenter:

Tafwachi Katapa @ (602) 712-7614

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

PEORIA AVE - GREENWAY RD

7. Type of Work:

CONSTRUCTION FOR DRAINAGE

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

L11Q

Central

17

Maricopa

208.5

F015501C ?

4

017-A-NFA

16. Program Budget: \$27,600

17. Program Item #: 9155

18. Current Approved Program Budget:

\$27,600

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

\$6,700

18b Total Program Budget After Request:

\$34,300

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

Item #	Amount	Description	Comments
9155	\$27,600		CONSTRUCTION FOR DRAINAGE

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

Item #	Amount	Description	Comments
49919	\$6,700		CONSTRUCTION FOR DRAINAGE

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 19

22. CURRENT BID READY: 4/12/2019

23. CURRENT ADV DATE: 4/30/2019

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY: 4/30/2019

23A. REQUEST ADV DATE: 5/24/2019

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

INCREASE BUDGET

26. JUSTIFICATION OF REQUEST

Align construction budget with MAG Regional Council Material Change approved on February 27, 2019. Increase in construction costs were due to increased pipe sizes based on current hydrology, increased pavement area impacts, and increased construction duration.

ICAP is included in this request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**CHANGE IN SCHEDULE
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019


PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6m:	Route & MP:	
	Project Name:	Cattail Cove State Park
	Type of Work:	Roadway Reconstruction
	County:	Mohave
	District:	Northwest
	Schedule:	
	Project:	M710201C TIP#: 101107
	Project Manager:	Craig Regulski
	Program Amount:	\$0
	New Program Amount:	\$1,000,000
	Requested Action:	Establish a new project. See Lines 18a and 26.



17

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/23/2019

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave, , E748 - 4983 PROJECT MANAGEMENT

6. Project Name:

Cattail Cove State Park

7. Type of Work:

Roadway Reconstruction

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
-	Kingman	999	Mohave	ASP	M710201C ?		

16. Program Budget: \$0

17. Program Item #: 101107

18. Current Approved Program Budget:

\$0

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

\$1,000

18b Total Program Budget After Request:

\$1,000

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

Item #	Amount	Description	Comments
78419	\$1,000	STATE PARKS	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 16-0006009

SIGNED: YES

ADV: NO



PROJECT FUNDING VERIFIED BY PM

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

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

Arizona State Parks has requested funding for roadway reconstruction of an existing access road for recreational access within the Cattail Cove State Park.

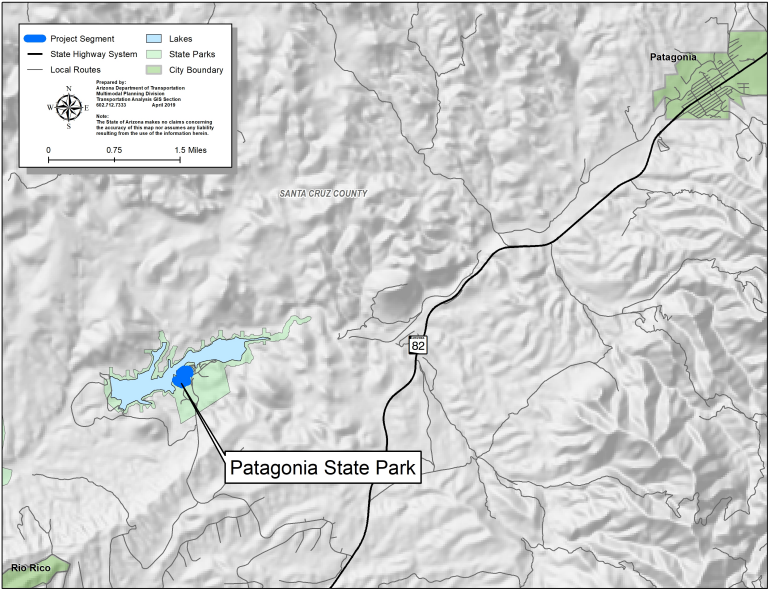
27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019**PRB APPROVED**

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6n:	Route & MP:	
	Project Name:	Patagonia State Park
	Type of Work:	Paving
	County:	Santa Cruz
	District:	Southcentral
	Schedule:	
	Project:	M711401C, TIP#: 101106
	Project Manager:	Craig Regulski
	Program Amount:	\$0
	New Program Amount:	\$415,000
	Requested Action:	Establish a new project. See Lines 18a and 26.



18

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/26/2019

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave, , E748 - 4983 PROJECT MANAGEMENT

6. Project Name:

Patagonia State Park

7. Type of Work:

Paving

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
-	Tucson	999	Santa Cruz	ASP	M711401C ?		

16. Program Budget: \$0

17. Program Item #: 101106

18. Current Approved Program Budget:

\$0

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

\$415

18b Total Program Budget After Request:

\$415

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

Item #	Amount	Description	Comments
78419	\$415	STATE PARKS	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 16-0006009

SIGNED: YES

ADV: NO

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

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

Arizona State Parks has requested funding to perform pavement preservation and rehabilitation activities along roadways within the Patagonia State Park. Work also includes paving an existing gravel parking lot.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

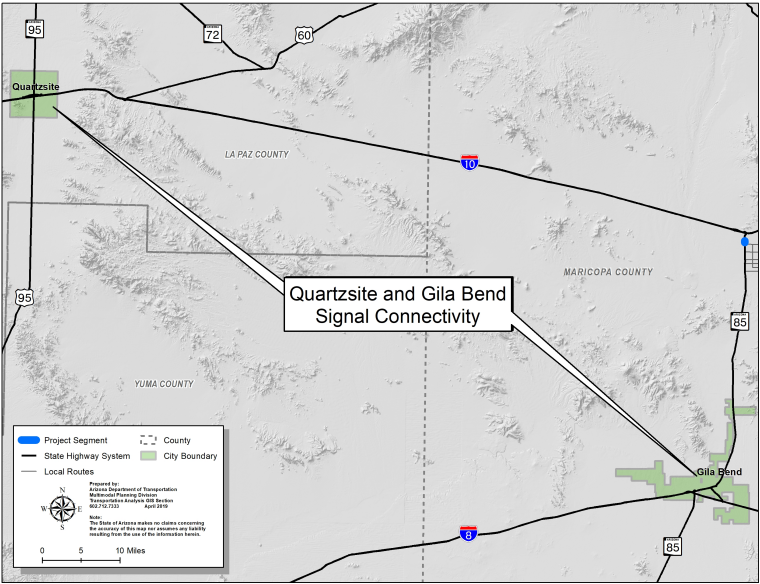
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 60:	Route & MP:	I-10 @ MP 17
	Project Name:	Quartzsite & Gila Bend Signals
	Type of Work:	Upgrade Signal Connectivity
	County:	La Paz
	District:	Southwest
	Schedule:	
	Project:	F026601X, TIP#: 101078
	Project Manager:	Illya Riske
	Program Amount:	\$0
	New Program Amount:	\$65,000
	Requested Action:	Establish Project. See Lines 18a and 26.



01

1. PRB Meeting Date: 4/9/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/26/2019

Illya Riske

4. Project Manager / Presenter:

Illya Riske @ (602) 712-4689

1801 W Jefferson St, 120, 102M - 6000 DIVISION DIRECTOR

6. Project Name:

Quartzsite & Gila Bend Signals

7. Type of Work:

Upgrade Signal Connectivity

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
-	Yuma	I-10	La Paz	17	F026601X ?		

16. Program Budget: \$0

17. Program Item #: 101078

18. Current Approved Program Budget:

\$0

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

\$65

18b Total Program Budget After Request:

\$65

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

Item #	Amount	Description	Comments
78819	\$65	TSM&O	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

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

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: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish Project

26. JUSTIFICATION OF REQUEST

This project will add CCTV and will establish remote connectivity to three traffic signals in Quartzsite and one traffic signal in Gila Bend. These traffic signals are maintained out of the Yuma ADOT traffic signal shop, making both locations a 3-hour round trip travel time to address outages. Adding connectivity to these signals will allow our techs to connect remotely to these signals to manage detection and other issues that could be causing problems. Procurement contract.

Equipment 59k

ICAP 6k

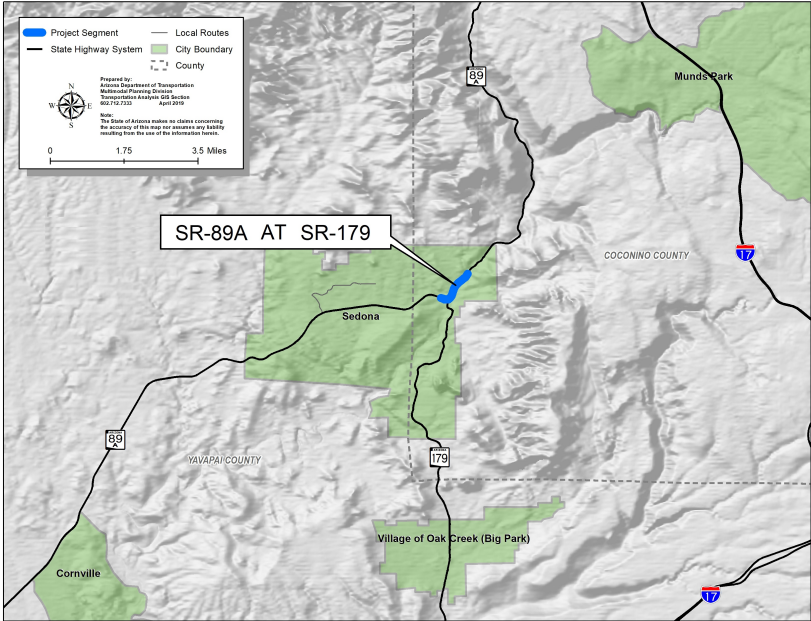
27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019**PRB APPROVED**

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6p:	Route & MP:	SR 89A @ MP 374.0
	Project Name:	SR 89A at SR 179
	Type of Work:	CONSTRUCT RT TURN SLIP LANES
	County:	Coconino
	District:	Northcentral
	Schedule:	
	Project:	F020601D, TIP#: 101105
	Project Manager:	Jennifer Acuna
	Program Amount:	\$0
	New Program Amount:	\$506,000
	Requested Action:	Establish new design project. See Lines 18a and 26.



10

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/26/2019

Jennifer Acuna

4. Project Manager / Presenter:

Jennifer Acuna @ (602) 712-7371

205 S 17th Ave, , 065R - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

SR 89A at SR 179

7. Type of Work:

CONSTRUCT RT TURN SLIP LANES

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UW10	Northcentral	89A	Coconino	374.0	F020601D	1.0	A89-A(210)T

16. Program Budget: \$0

17. Program Item #: 101105

18. Current Approved Program Budget:

\$0

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

\$506

18b Total Program Budget After Request:

\$506

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

Item #	Amount	Description	Comments
OTHR19	\$253	.	City of Sedona Share
73319	\$253	STATEWIDE MINOR PROJECTS	ADOT Share

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 18-0006995-I SIGNED: YES ADV: YES

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE I
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish new design project.

26. JUSTIFICATION OF REQUEST

This is a Minor Program Project.

The intersection of SR 89A and SR 179 in the City of Sedona has experienced 132 crashes over a period of 5 years which accounts for approximately 12.4pct of the total crashes in the city. The City of Sedona Transportation Master Plan was completed in January 2018. During the review ADOT MPD recommended advancing this project to construct right lane bypasses for right turning movements within the roundabout. This will reduce tourist and peak hour congestion within the City. The City of Sedona has pledged to contribute half of the funds needed to deliver this project. The IGA was approved by the City of Sedona City Council at their regular meeting held on October 23, 2018. A few revisions were made to the original agreement based on discussions with the City regarding capping the right-of-way acquisition cost for the project and the revised IGA was executed on April 16, 2019.

Staff = \$357k

Consultant = \$103k

ICAP = \$46k

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

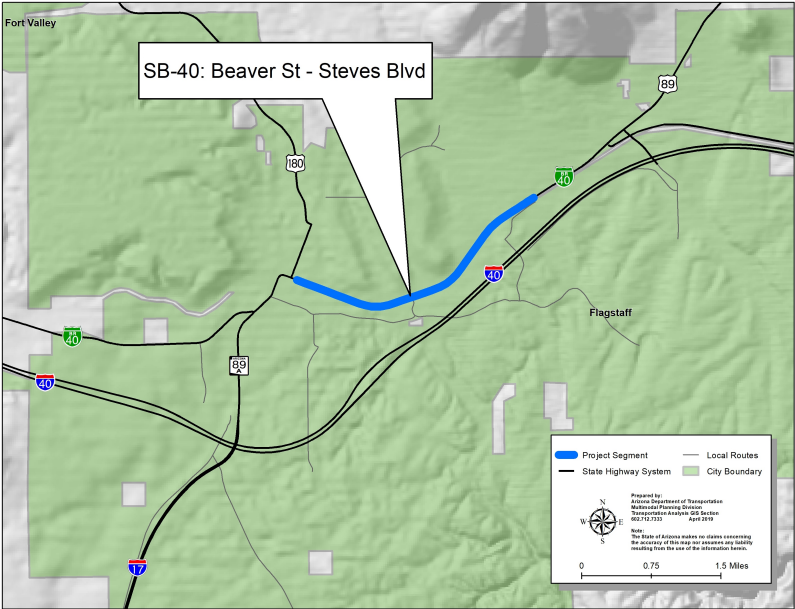
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6q:	Route & MP:	I-40B @ MP 0.0
	Project Name:	Beaver St - Steves Blvd
	Type of Work:	Safety Upgrades
	County:	Coconino
	District:	Northcentral
	Schedule:	
	Project:	F026801C, TIP#: 101103
	Project Manager:	Jorge Vasquez
	Program Amount:	\$0
	New Program Amount:	\$110,000
	Requested Action:	Establish a new project. See Lines 18a and 26.



01

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

4. Project Manager / Presenter:

Jorge Vasquez @ (602) 712-6616

Jorge Vasquez

205 S 17th Ave, 357, 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

Beaver St - Steves Blvd

7. Type of Work:

Safety Upgrades

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

ZT10 Flagstaff I-40B Coconino 0.0 F026801C ? 0.1 B40-D(204)T

16. Program Budget: \$0

17. Program Item #: 101103

18. Current Approved Program Budget:

\$0

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

\$110

18b Total Program Budget After Request:

\$110

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

Item #	Amount	Description	Comments
72619	\$110	RAILWAY HIGHWAY CROSSING	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

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

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:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

Project will upgrade the safety on four RR crossings by installing Advance Preemption System, gates, lights, flashers, pedestrian gates, and signing and striping.

01C - \$110K as follows:

Staff - \$40K - admin. and clearances: environmental, R/W, and utilities.

Staff - \$60K - materials and installation of signing and striping.

ICAP - \$10K

The above four crossings are: DOT# 025-133N is Beaver St; DOT# 025-132G is San Francisco St; DOT# 025-131A is Ponderosa Blvd; and DOT# 025-099J is a Steves Blvd.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

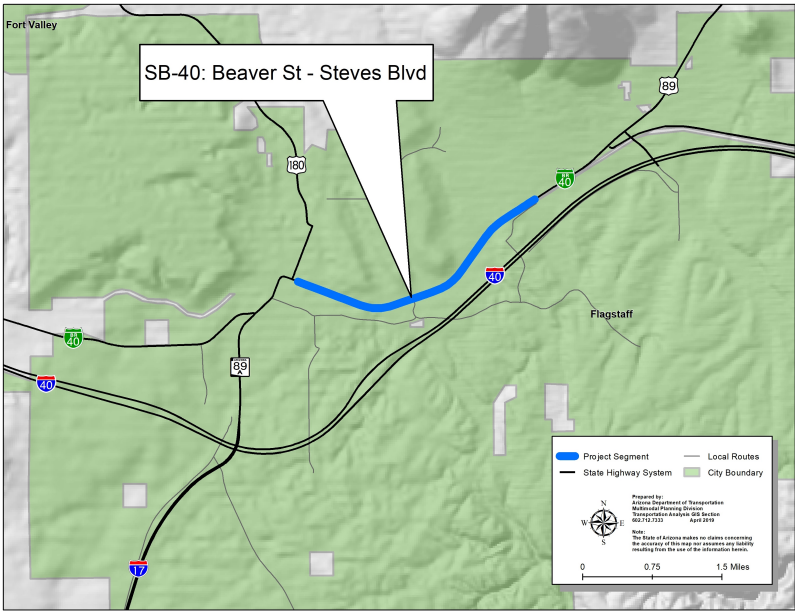
REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6r:	Route & MP:	I-40B @ MP 0.0
	Project Name:	Beaver St - Steves Blvd
	Type of Work:	Safety Upgrades
	County:	Coconino
	District:	Northcentral
	Schedule:	
	Project:	F026801X, TIP#: 101103
	Project Manager:	Jorge Vasquez
	Program Amount:	\$0
	New Program Amount:	\$693,000
	Requested Action:	Establish a new project. See Lines 18a and 26.



02

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

4. Project Manager / Presenter:

Jorge Vasquez @ (602) 712-6616

Jorge Vasquez

205 S 17th Ave, 357, 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

Beaver St - Steves Blvd

7. Type of Work:

Safety Upgrades

8. CPSID:

ZT10

9. District:

Flagstaff

10. Route:

I-40B

11. County:

Coconino

12. Beg MP:

0.0

13. TRACS #:

F026801X ?

14. Len (Mi.):

0.1

15. Fed Id #:

16. Program Budget: \$0

17. Program Item #: 101103

18. Current Approved Program Budget:

\$0

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

\$693

18b Total Program Budget After Request:

\$693

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

Item #	Amount	Description	Comments
72619	\$693	RAILWAY HIGHWAY CROSSING	

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

Item #	Amount	Description	Comments
72619	\$693	RAILWAY HIGHWAY CROSSING	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

CHANGE IN:

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

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:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

Project will upgrade the safety of four RR crossings by installing Advance Preemption System, gates, lights, flashers, pedestrian gates, and signing and striping.

01X - \$693K as follows:

RR - \$630K - railroad to furnish and install all necessary materials.

ICAP - \$63K

The above four crossings are: Beaver Street DOT# 025-133N; San Francisco Street DOT#025-132G; Ponderosa Pkwy DOT#025-131A and Steves Blvd DOT#025-099J.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

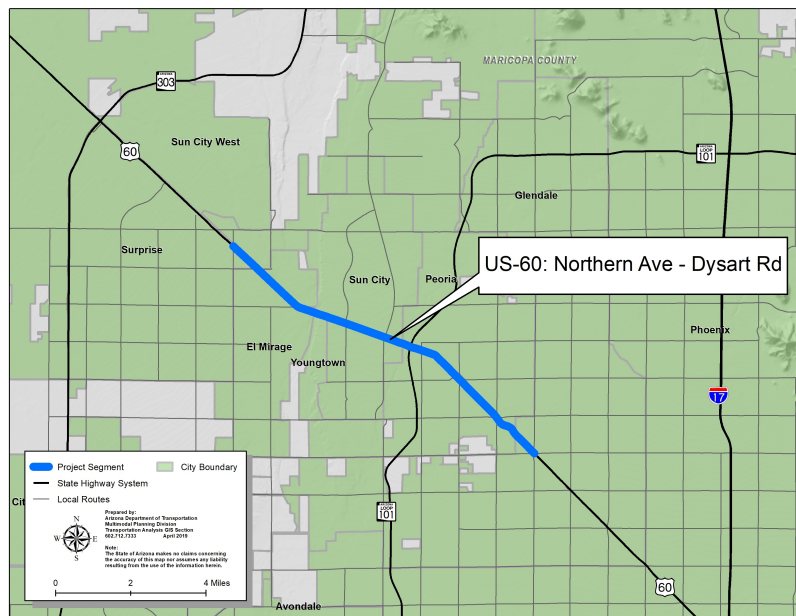
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6s:

Route & MP:	US 60 @ MP 0.0
Project Name:	Northern Ave - Dysart Rd
Type of Work:	Safety Upgrades
County:	Maricopa
District:	Central
Schedule:	
Project:	F026701C, TIP#: 101104
Project Manager:	Jorge Vasquez
Program Amount:	\$0
New Program Amount:	\$132,000
Requested Action:	Establish a new project. See Lines 18a and 26. Contingent upon approval at the MAG Regional Council or MAG Regional Council Executive Committee Meeting.



03**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

4. Project Manager / Presenter:

Jorge Vasquez @ (602) 712-6616

Jorge Vasquez

205 S 17th Ave, 357, 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

Northern Ave - Dysart Rd

7. Type of Work:

Safety Upgrades

8. CPSID:

ZU1Q

9. District:

Phoenix

10. Route:

US60

11. County:

Maricopa

12. Beg MP:

0.0

13. TRACS #:

F026701C ?

14. Len (Mi.):

0.1

15. Fed Id #:

060-B(226)T

16. Program Budget: \$0**17. Program Item #:** 101104**18. Current Approved Program Budget:**

\$0

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

\$132

18b Total Program Budget After Request:

\$132

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

Item #	Amount	Description	Comments
72619	\$132	RAILWAY HIGHWAY CROSSING	

CURRENT SCHEDULE:**21. CURRENT FISCAL YEAR:****22. CURRENT BID READY:****23. CURRENT ADV DATE:****CHANGE REQUEST/NEW SCHEDULE:****21A. REQUEST FISCAL YEAR:****22A. REQUEST BID READY:****23A. REQUEST ADV DATE:****20. JPA #'s:****SIGNED:**

NO

ADV:

NO

CHANGE IN:**24a. PROJECT NAME:**

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

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:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

Project will upgrade the safety on four RR crossings by installing Advance Preemption System, gates, lights, flashers, and signing and striping.

01C - \$132k AS FOLLOWS:

Staff - \$40K - admin. and clearances: environmental, R/W, and utilities.

Staff - \$80K - materials and labor for signing and striping.

ICAP - \$12K

Above crossings are: DOT# 025-415E is Myrtle Ave; DOT# 025-413R is Northern Avenue; DOT# 025-393G is Dysart Road; and DOT# 025-583K is Meeker Blvd.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

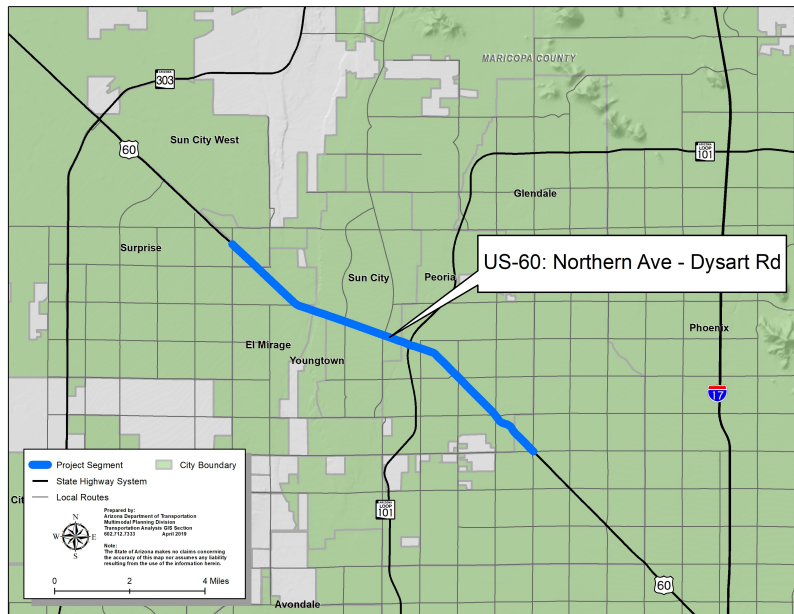
REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6t:	Route & MP:	US 60 @ MP 0.0
	Project Name:	Northern Ave - Dysart Rd
	Type of Work:	Safety Upgrades
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	F026701X, TIP#: 101104
	Project Manager:	Jorge Vasquez
	Program Amount:	\$0
	New Program Amount:	\$1,030,000
	Requested Action:	Establish a new project. See Lines 18a and 26. Contingent upon approval at the MAG Regional Council or MAG Regional Council Executive Committee Meeting.



04

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

5/2/2019

4. Project Manager / Presenter:

Jorge Vasquez @ (602) 712-6616

Jorge Vasquez

205 S 17th Ave, 357, 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

Northern Ave - Dysart Rd

7. Type of Work:

Safety Upgrades

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

ZU1Q Phoenix US60 Maricopa 0.0 F026701X ? 0.1

16. Program Budget: \$0

17. Program Item #: 101104

18. Current Approved Program Budget:

\$0

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

\$1,030

18b Total Program Budget After Request:

\$1,030

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

Item #	Amount	Description	Comments
72619	\$1,030	RAILWAY HIGHWAY CROSSING	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

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

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:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

Project will upgrade the safety on four RR crossings by installing Advance Preemption System, gates, lights, and flashers.

01X - \$1,030K as follows:

RR - \$936K - railroad to furnish and install all necessary materials.

ICAP - \$94K

The above four crossings are: DOT# 025-415E is Myrtle Ave; DOT# 025-413R is Northern Avenue; DOT# 025-393G is Dysart Road; and DOT# 025-583K is Meeker Blvd.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

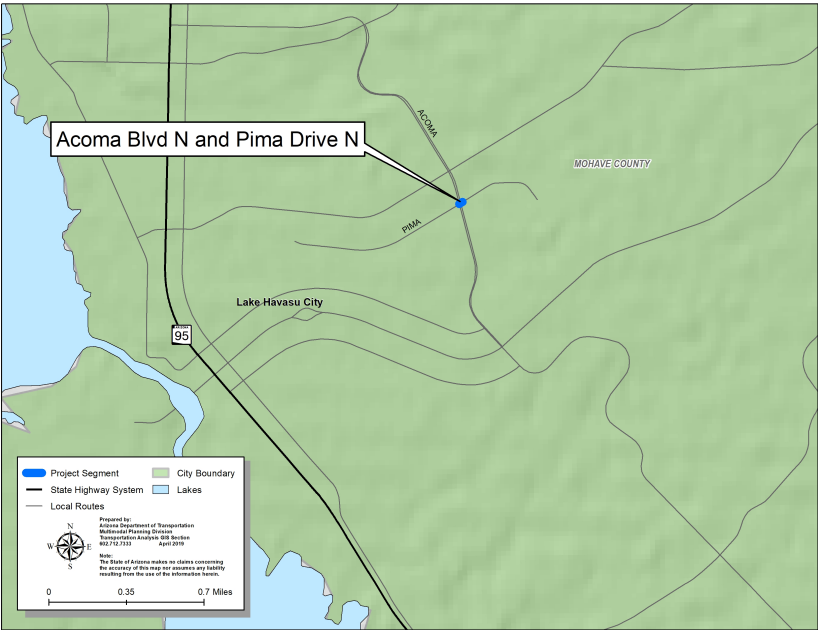
REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6u:	Route & MP:	Local Roads
	Project Name:	ACOMA BLVD N AND PIMA DRIVE N
	Type of Work:	PEDESTRIAN HYBRID BEACON
	County:	Mohave
	District:	Northwest
	Schedule:	
	Project:	T020201D TIP#: 100175
	Project Manager:	Trent Kelso
	Program Amount:	\$0
	New Program Amount:	\$160,000
	Requested Action:	Establish New Design Project. See Lines 18a and 26.



05

1. PRB Meeting Date: 4/23/2019

2. Teleconference: No

3. Form Date / 5. Form By:

4/24/2019

Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685

205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

ACOMA BLVD N AND PIMA DRIVE N

7. Type of Work:

PEDESTRIAN HYBRID BEACON

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
YV10	Northwest	0000	Mohave	LHV	T020201D ?	0.0	HSIPLHV-0(210)T

16. Program Budget: \$0

17. Program Item #: 100175

18. Current Approved Program Budget:

\$0

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

\$160

18b Total Program Budget After Request:

\$160

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

Item #	Amount	Description	Comments
70119	\$160	MODERNIZATION	HSIP Design

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 19-7242

SIGNED: YES

ADV: YES

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE I
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24e. ENVIRONMENTAL CLEARANCE: NO

24g. U&RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NO

24h. C&S CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

25. DESCRIPTION OF REQUEST

Establish New Design Project

26. JUSTIFICATION OF REQUEST

This is a new 100pct HSIP-funded project to install a pedestrian hybrid beacon across Acoma Blvd at Pima Drive in Lake Havasu City, Arizona.

LHMPO TIP Number is LHM-19-101.

Consultant \$130k

Staff \$30k

Total \$160k

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

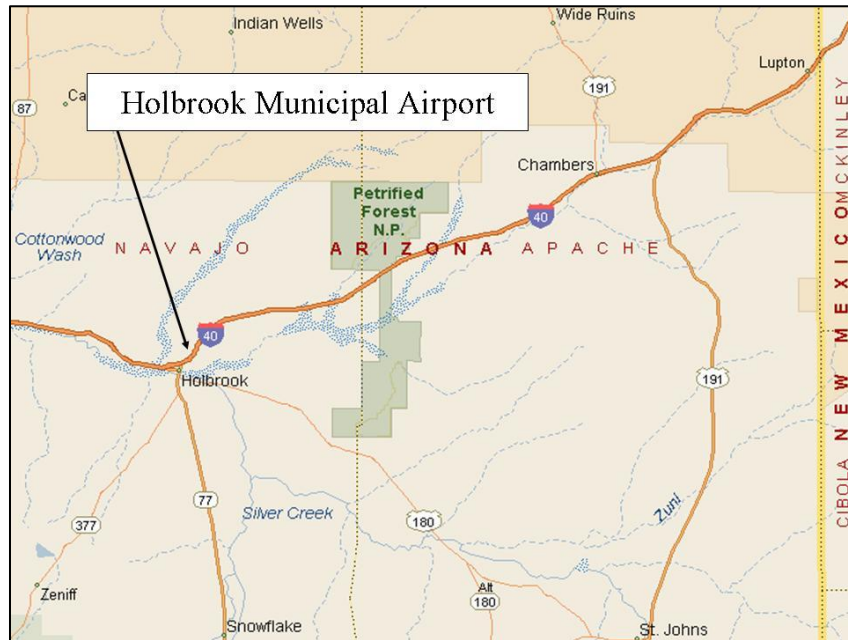
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/1/2019

PRB APPROVED

PPAC - AIRPORT PROJECT - DISCUSSION AND POSSIBLE ACTION

*ITEM 6v:	AIRPORT NAME:	Holbrook Municipal Airport	
	SPONSOR:	City of Holbrook	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2019-2023	
	PROJECT #:	E9M2C	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Lisa Yahraus	
	PROJECT DESCRIPTION:	Rehabilitate Runway Lighting 3/21; Install Runway Vertical Visual Guidance System, & Install Misc NAVAIDS.	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	FAA	\$ 510,450.00
		Sponsor	\$ 25,058.00
		State	\$ 25,057.00
		Total Program	\$ 560,575.00



**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

AIRPORT: HOLBROOK MUNI
SPONSOR: CITY OF HOLBROOK
CATEGORY: Public GA
PROJECT NUMBER: E9M2C
AIP NUMBER: 3-04-0020-017-2018
DATE: March 29, 2019

New Project
Changed Project

4-12-19
 CF approved
 Elise Maza

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Runway Lighting 03121, Install Runway Vertical Visual Guidance System, Install Miscellaneous NAVAIDS	2019	\$25,057.00	\$25,058.00	\$510,460.00	\$560,575.00	188
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: Sponsor is requesting a State Match Grant of \$25,057.00 to be funded by the '19 CIP Aeronautic Sub-program						

Source of Funds: 2019 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance If Approved
\$5,000,000.00	\$3,810,838.71	\$1,189,161.29	\$1,164,103.29

Aeronautics Project Development Committee Recommends to PPAC:

☒ Approval ☐ Disapproval

Date: March 29, 2019

Aeronautics Representative:



STATE ENGINEER'S REPORT

April 2019

The Status of Projects Under Construction report for April 2019 shows 101 projects under construction valued at \$1,900,380,055.31. The transportation board awarded 7 projects during April valued at approximately \$75 million.

During April, the Department finalized 7 projects valued at \$7,942,079.82. 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 86 projects. The total cost of these 86 projects has exceeded the contractors bid amount by 3%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -0.7%.

MONTHLY CONSTRUCTION REPORT

April 2019

PROJECTS UNDER CONSTRUCTION	101
MONETARY VALUE OF CONTRACTS	\$1,900,380,055.31
PAYMENTS MADE TO DATE	\$1,243,211,372.48
STATE PROJECTS	73
LOCAL GOVERNMENT	28
OTHER	0
CONTRACTS EXECUTED IN APRIL 2019	16
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$96,813,682.15

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2019 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
86	\$222,232,777.86	\$223,709,976.02	\$230,375,379.30	\$6,665,403.28	3.0%

Prepared By:

David Bont

Field Reports Unit, X7301

Checked By:

C. Neish

Charlene Neish, Manager
Field Reports Unit, X7301

Completed Contracts (Fiscal Year 2019)

April, 2019

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 7	7	\$7,762,035.58	\$8,129,776.71	\$7,942,079.82
		<u>Monetary</u>		<u>Monetary</u>
		\$367,741.13		(\$187,696.89)

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
 April, 2019

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
AVN-0-(214)T SZ04301C	CENTRAL AVE: WESTERN AVE TO Central District						
Working Days: 240 = 150 + 25 + 8 + 30 + 27 Days Used: 240							
		2,636,400.00	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$21,255.72 or 0.81% over State Estimate \$2,657,655.72	\$2,698,015.56	\$40,359.84	1.5 %
093-B-(209)T H835401C	US 93, SB BURRO CREEK BRIDGE NorthWest District						
Working Days: 170 Days Used: 169							
		1,666,983.03	FNF CONSTRUCTION, INC.	Low Bid = \$503,811.56 or 30.22% over State Estimate \$2,170,794.59	\$2,079,444.36	(\$91,350.23)	-4.2 %
MM0-0-(212)T SH62801C	LED ENHANCED SPEED LIMIT SIGNS NorthWest District						
Working Days: 63 = 55 + 5 + 3 Days Used: 61							
		102,243.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	Low Bid = (\$2,796.50) or 2.74% under State Estimate \$99,446.50	\$105,219.39	\$5,772.89	5.8 %
082-A-(204)T F000201C	Rain Valley Wash Bridge STR # SouthCent District						
Working Days: 90 Days Used: 67							
		323,294.90	K E & G CONSTRUCTION, INC.	Low Bid = \$204,679.10 or 63.31% over State Estimate \$527,974.00	\$544,691.96	\$16,717.96	3.2 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
 April, 2019

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
AVN-0-(224)T T003401C Working Days: 200 Days Used: 192	MCDOWELL RD - DYSART TO AVONDA Central District						
			ROADWAY ELECTRIC, LLC	Low Bid = (\$62,072.20) or 9.01% under State Estimate			
		689,240.80		\$627,168.60	\$512,110.07	(\$115,058.53)	-18.3 %
087-A-NFA H886401C Working Days: 70 Days Used: 69	SANTAN INDUSTRIAL PARK SouthCent District						
			Sunland Asphalt & Construction Inc.	Low Bid = (\$197,987.60) or 12.18% under State Estimate			
		1,625,737.60		\$1,427,750.00	\$1,369,897.23	(\$57,852.77)	-4.1 %
YYU-0-(208)T SB45501C Working Days: 120 Days Used: 120	CO. 12TH ST AT AVE D BR# 8368 SouthWest District						
			PULICE CONSTRUCTION, INC.	Low Bid = (\$99,148.95) or 13.81% under State Estimate			
		718,136.25		\$618,987.30	\$632,701.26	\$13,713.96	2.2 %

<u>FINAL COST VS BID ADJUSTED</u>									
FISCAL YEAR 2019									

[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 8a: BOARD DISTRICT NO.: 2

Page 220

BIDS OPENED: April 26, 2019

HIGHWAY: NOGALES – TUCSON HIGHWAY (I-19)

SECTION: EL TORO ROAD OP, SB # 1573 & NB # 1572

COUNTY: PIMA

ROUTE NO.: I-19

PROJECT : TRACS: NHPP-019-A(233)T: 019 PM 045 F000401C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 5,978,331.10

STATE ESTIMATE: \$ 4,373,599.00

\$ OVER ESTIMATE: \$ 1,604,732.10

% OVER ESTIMATE: 36.7%

PROJECT DBE GOAL: 5.58%

BIDDER DBE PLEDGE: 5.71%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 8b : BOARD DISTRICT NO.: 5

Page 223

BIDS OPENED: APRIL 26, 2019

HIGHWAY: SHOW LOW – SPRINGVILLE HIGHWAY (US 60)

SECTION: 40TH STREET – SR 61

COUNTY: NAVAJO

ROUTE NO.: SR 61

PROJECT : TRACS: STP-060-E(219)T: 060 NA 343 F016801C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: HATCH CONSTRUCTION & PAVING, INC.

LOW BID AMOUNT: \$ 4,747,992.29

STATE ESTIMATE: \$ 4,974,359.00

\$ UNDER ESTIMATE: \$ 226,366.71

% UNDER ESTIMATE: 4.6%

PROJECT DBE GOAL: 3.77%

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: TO BE DETERMINED



*ITEM 8c: BOARD DISTRICT NO.: 5

BIDS OPENED: April 26, 2019

HIGHWAY: S. MILTON ROAD, FLAGSTAFF (SR 89A)

SECTION: SR 89A SPUR OVERPASS

COUNTY: COCONINO

ROUTE NO.: SR 89A

PROJECT : TRACS: STP-89A-B(216)T: 089 CN 401 H877901C

FUNDING: 92.09% FEDS 6.74% STATE 1.17% LOCAL

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 6,299,733.68

STATE ESTIMATE: \$ 5,325,526.71

\$ OVER ESTIMATE: \$ 974,206.97

% OVER ESTIMATE: 18.3%

PROJECT DBE GOAL: 8.68%

BIDDER DBE PLEDGE: 8.71%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 8d: BOARD DISTRICT NO.: 6

Page 229

BIDS OPENED: April 12, 2019

HIGHWAY: QUARTZSITE – PARKER – TOPOCK HIGHWAY

SECTION: SR 95 AT KIOWA BOULEVARD

COUNTY: MOHAVE

ROUTE NO.: SR 95

PROJECT : TRACS: HSIP-095-C(220)T: 095 MO 184 F002901C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 1,395,145.80

STATE ESTIMATE: \$ 1,261,860.80

\$ OVER ESTIMATE: \$ 133,285.00

% OVER ESTIMATE: 10.6%

PROJECT DBE GOAL: 7.78%

BIDDER DBE PLEDGE: 7.79%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 8e: BOARD DISTRICT NO.: 5

Page 232

BIDS OPENED: April 12, 2019

HIGHWAY: PAYSON – SHOW LOW HIGHWAY (SR 260)

SECTION: MORTENSEN WASH BRIDGE STR. # 1641

COUNTY: NAVAJO

ROUTE NO.: SR 260

PROJECT : TRACS: NHPP-260-B(217)T: 260 NA 328 H854801C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: K.A.Z. CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 292,000.00

STATE ESTIMATE: \$ 168,818.16

\$ OVER ESTIMATE: \$ 123,181.84

% OVER ESTIMATE: 73.0%

PROJECT DBE GOAL: 5.61%

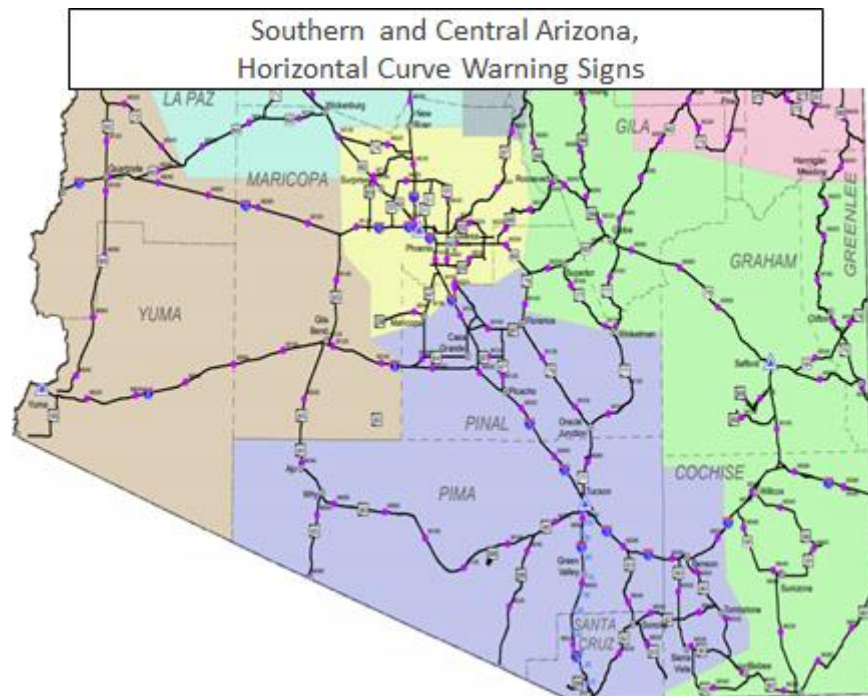
BIDDER DBE PLEDGE: 85.08%

NO. BIDDERS: 1

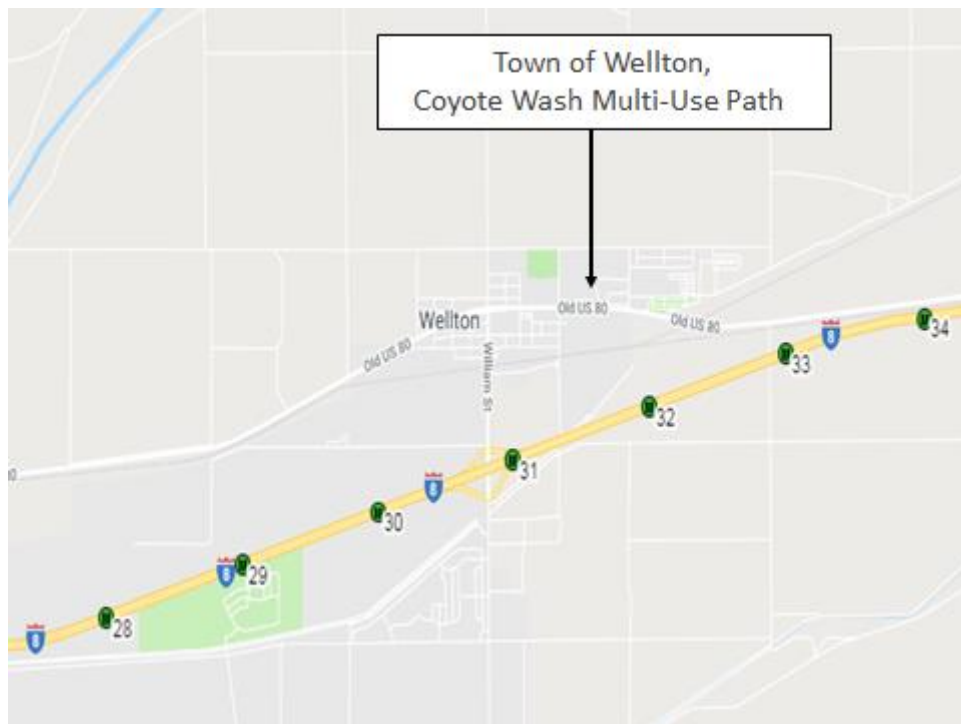
RECOMMENDATION: AWARD



*ITEM 8f: BOARD DISTRICT NO.: STATEWIDE
BIDS OPENED: April 26, 2019
HIGHWAY: STATEWIDE
SECTION: VARIOUS LOCATIONS
COUNTY: STATEWIDE
ROUTE NO.: STATE
PROJECT : TRACS: HSIP-999-A(534)T: 999 SW 000 F014201C
FUNDING: 100% FEDS
LOW BIDDER: ABBCO SIGN GROUP, INC.
LOW BID AMOUNT: \$ 1,391,298.08
STATE ESTIMATE: \$ 1,800,286.08
\$ UNDER ESTIMATE: \$ 408,988.00
% UNDER ESTIMATE: 22.7%
PROJECT DBE GOAL: N/A
BIDDER DBE PLEDGE: N/A
NO. BIDDERS: 2
RECOMMENDATION: AWARD



*ITEM 8g: BOARD DISTRICT NO.: 6
BIDS OPENED: April 26, 2019
HIGHWAY: TOWN OF WELLTON
SECTION: COYOTE WASH MULTI-USE PATH
COUNTY: YUMA
ROUTE NO.: LOCAL
PROJECT : TRACS: STP-WEL-0(200)T: 0000 YU WEL SZ07701C
FUNDING: 94.30% FEDS 5.70% STATE
LOW BIDDER: D B A CONSTRUCTION, INC.
LOW BID AMOUNT: \$ 1,049,988.48
STATE ESTIMATE: \$ 745,717.75
\$ OVER ESTIMATE: \$ 304,270.73
% OVER ESTIMATE: 40.8%
PROJECT DBE GOAL: 3.44%
BIDDER DBE PLEDGE: 6.09%
NO. BIDDERS: 3
RECOMMENDATION: AWARD



*ITEM 8h: BOARD DISTRICT NO.: 6

BIDS OPENED: April 26, 2019

HIGHWAY: COUNTY HIGHWAY OFF SYSTEM ROAD

SECTION: WELLTON & MOHAWK CANAL BRIDGES

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: STBG-YYU-0(210)T: 0000 YU YYU T002801C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: D B A CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,539,911.90

STATE ESTIMATE: \$ 868,265.50

\$ OVER ESTIMATE: \$ 671,646.40

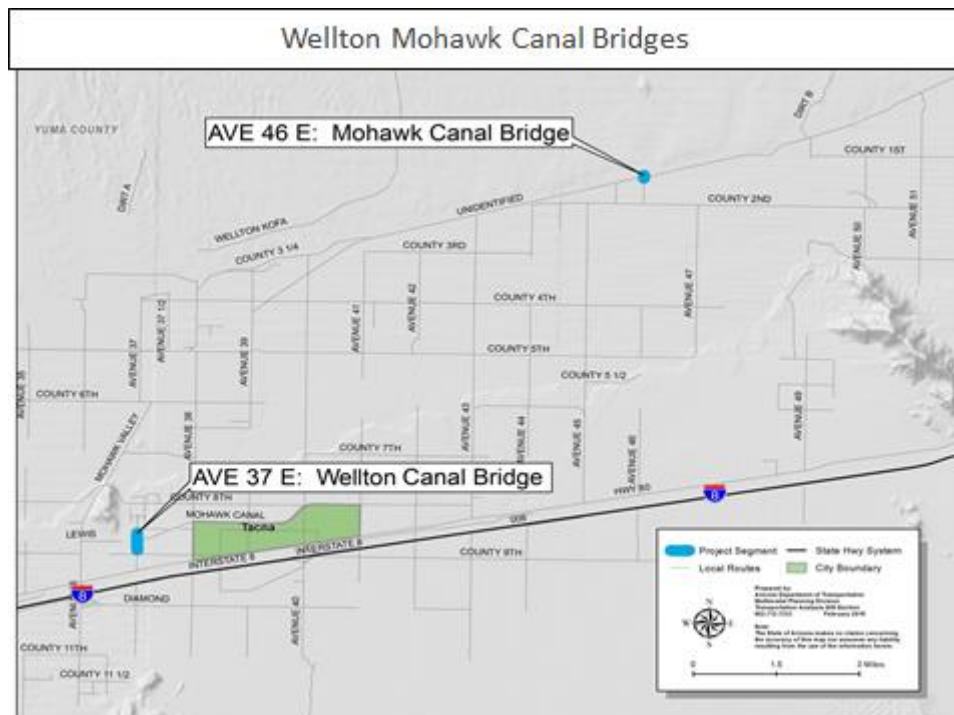
% OVER ESTIMATE: 77.4%

PROJECT DBE GOAL: 5.07%

BIDDER DBE PLEDGE: 6.59%

NO. BIDDERS: 1

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

60 Working Days

The proposed project is located in Pima County within the City of Tucson at West Ruthrauff Road, West Camino Del Cerro, and North Parkway Drive. The proposed work consists of demolishing structures on 14 parcels. The work includes the removal of structures, foundations, asphaltic concrete pavement, fencing, vegetation and other miscellaneous work.

Bid Opening Date : 4/26/2019, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
010 PM 252 H848011C 010-D-(213)T	CASA GRANDE - TUCSON HWY (I-10)	W RUTHRAUFF ROAD TI SouthCent District	11417

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$739,130.00	B & C CONTRACTORS, INC.	1324 W. El Caminito PI TUCSON, AZ 85703-1863

\$745,600.00 DEPARTMENT

Apparent Low Bidder is 0.9% Under Department Estimate (Difference = (\$6,470.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 26, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 PM 252 H8480 11C
PROJ NO NH-10-D(213)T
TERMINI CASA GRANDE – TUCSON HIGHWAY (I-10)
LOCATION W RUTHRAUFF RD TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	252	South Central	11417

The amount programmed for this contract is \$1,080,000. The location and description of the proposed work are as follows:

The proposed project is located in Pima County within the City of Tucson at West Ruthrauff Road, West Camino Del Cerro, and North Parkway Drive. The proposed work consists of demolishing structures on 14 parcels. The work includes the removal of structures, foundations, asphaltic concrete pavement, fencing, vegetation and other miscellaneous work.

The time allowed for the completion of the work included in this project will be 60 working days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Brandon Campbell	Bcampbell2@azdot.gov
Construction Supervisor:	Michael Jauch	Mjauch.consultant@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 4/1/2019

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

500 Working Days

The proposed project is located in Gila County on US 60 between mileposts 237.91 and 238.50, approximately 12 miles east of the Town of Superior. The work consists of removing the existing nine span steel arch bridge from its current location and constructing a new four span steel haunch girder bridge on a new alignment. The work also includes reconstructing roadway approaches, constructing retaining walls on micropile foundations, replacing guardrail, and other related work.

Bid Opening Date : 4/12/2019, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
060 GI 237 H824301C 060-D-(207)S	PHOENIX - GLOBE HIGHWAY (US-60)	PINTO CREEK BR #351 SouthEast District	14217

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$22,751,059.20	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
2	\$22,888,888.88	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 Drivers Way Tempe, AZ 85284
3	\$22,976,824.00	SUNDT CONSTRUCTION, INC.	2620 S. 55TH STREET TEMPE, AZ 85282
	\$23,687,315.00	DEPARTMENT	
4	\$24,312,331.00	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 4.0% Under Department Estimate (Difference = (\$936,255.80))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 12, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 GI 237 H824301C
PROJ NO	NHPP-EB-060-D(207)S
TERMINI	PHOENIX - GLOBE HIGHWAY (US-60)
LOCATION	PINTO CREEK BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	237.91 TO 238.50	SOUTHEAST	14217

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$31,500,000. The location and description of the proposed work are as follows:

The proposed project is located in Gila County on US 60 between mileposts 237.91 and 238.50, approximately 12 miles east of the Town of Superior. The work consists of removing the existing nine span steel arch bridge from its current location and constructing a new four span steel haunch girder bridge on a new alignment. The work also includes reconstructing roadway approaches, constructing retaining walls on micropile foundations, replacing guardrail, and other related work.

This project contains option bidding.

The time allowed for the completion of the work included in this project will be 500 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 5.68.

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.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

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

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

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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

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

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Mohammed Patwary
Chris Olson

MPatwary@azdot.gov
COlson.Consultant@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 03/15/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed project is located in Maricopa County. The project includes three proposed locations on I-10 and US-60. The proposed work consists of installing six radar speed feedback signs, on a Type-A pole on a breakaway base and foundation at locations indicated on the plans

Bid Opening Date : 4/12/2019, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
888 MA 888 F018601C 888-A-(233)T	I-10 & US-60	VARIOUS LOCATIONS Central District	100262

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$140,506.00	DEPARTMENT	
1	\$146,146.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	5624 N. 54TH AVENUE GLENDALE, AZ 85301
2	\$176,800.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

Apparent Low Bidder is 4.0% Over Department Estimate (Difference = \$5,640.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 12, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 888 MA 00 F0186 01C
PROJ NO HSIP-888-A(233)T
TERMINI I-10 & US-60
LOCATION Various Locations

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	MP 143 to MP 147	Central	100262
US-60	MP 177 to MP 190	Central	100262

The amount programmed for this contract is \$180,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County. The project includes three proposed locations on I-10 and US-60. The proposed work consists of installing six radar speed feedback signs, on a Type-A pole on a breakaway base and foundation at locations indicated on the plans.

The time allowed for the completion of the work included in this project will be 120 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:	Layth Al Obaidi	LAlobaidi@azdot.gov
Construction Supervisor:	John Halvarson	JHalvarson@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 02/14/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

55 Working Days

The proposed project is located in Gila County on Broad Street between Mesquite Street and Cottonwood Street, in the City of Globe. The work consists of pavement rehabilitation and upgrading the existing sidewalks and access ramps to meet current ADA accessibility guidelines. The work includes milling and repaving of asphaltic concrete pavement, constructing concrete curb, sidewalk, driveways, and access ramps, installing pavement markings, and other related work.

Bid Opening Date : 4/12/2019, Prequalification Required, Engineer Specialist : Patton Samuel James

Project No.	Highway Termini	Location	Item
0000 GI GLB SZ15101C GLB-0-(207)T	CITY OF GLOBE	BROAD ST - E. MESQUITE TO E. C SouthEast District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$387,201.25	DEPARTMENT	
1	\$425,890.75	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372
2	\$459,040.65	D B A CONSTRUCTION INC.	P O BOX 63035 PHOENIX, AZ 85082-3035

Apparent Low Bidder is 10.0% Over Department Estimate (Difference = \$38,689.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 12, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 GI GLB SZ15101C
PROJ NO STBG-GLB-0(207)T
TERMINI CITY OF GLOBE
LOCATION BROAD STREET: MESQUITE STREET TO COTTONWOOD STREET

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
NONE	NONE	SOUTHEAST	LOCAL

The amount programmed for this contract is \$442,000. The location and description of the proposed work are as follows:

The proposed project is located in Gila County on Broad Street between Mesquite Street and Cottonwood Street, in the City of Globe. The work consists of pavement rehabilitation and upgrading the existing sidewalks and access ramps to meet current ADA accessibility guidelines. The work includes milling and repaving of asphaltic concrete pavement, constructing concrete curb, sidewalk, driveways, and access ramps, installing pavement markings, and other related work.

The time allowed for the completion of the work included in this project will be 55 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 9.81.

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:

Sarker Rahman
Chris Olsen

srahman@azdot.gov
colsen.consultant@azdot.gov


Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 3/6/19

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

450 Calendar Days

The proposed project is located in Pima County on Interstate 19, it consists of reconstructing existing bridge decks for both northbound and southbound bridge structures over EL Toro Road. The southbound bridge will also be widened. Other work consists of constructing median crossover roadway, signing, striping, guardrail, seeding and other related work.

Bid Opening Date : 4/26/2019, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
019 PM 045 F000401C 019-A-(233)T	NOGALES - TUCSON HIGHWAY (I - 19)	El Toro Road OP SB 1573 and NB SouthCent District	19616

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,373,599.00	DEPARTMENT	
1	\$5,978,331.10	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$5,999,999.99	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 Drivers Way Tempe, AZ 85284
3	\$6,406,545.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
4	\$6,996,372.14	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713

Apparent Low Bidder is 36.7% Over Department Estimate (Difference = \$1,604,732.10)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 26, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	019 PM 045 F0004 01C
PROJ NO	NHPP-019-A(233)T
TERMINI	NOGALES – TUCSON HIGHWAY (I-19)
LOCATION	EL TORO ROAD OP, SB #1573 & NB #1572

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-19	45.88	SOUTHCENTRAL	19616

The amount programmed for this contract is \$7,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Pima County on Interstate 19, it consists of reconstructing existing bridge decks for both northbound and southbound bridge structures over EL Toro Road. The southbound bridge will also be widened. Other work consists of constructing median crossover roadway, signing, striping, guardrail, seeding and other related work.

The time allowed for the completion of the work included in this project will be 450 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.58% .

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 A. Teran
Daniel Casmer

Rteran@azdot.gov
Dcasmer@azdot.gov

for 

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: March 29, 2010

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Calendar Days

The proposed project is located on US 60 primarily in Navajo County crossing into Apache County in the Northeast District. The project limits begin at MP 343.67, and end at MP 352.88. The proposed work consists of milling and replacing the existing US 60 roadway AC pavement, the paved turnouts, pullouts and paving the designated unpaved turnout pullouts and other related work.

Bid Opening Date : 4/26/2019, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
060 NA 343 F016801C 060-E-(219)T	SHOW LOW - SPRINGVILLE HIGHWAY	40TH STREET - SR-61 NorthEast District	9119

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,747,992.29	HATCH CONSTRUCTION & PAVING, INC.	127 S. MAIN STREET TAYLOR, AZ 85939
2	\$4,929,900.00	Sunland Asphalt & Construction Inc.	775 West Elwood Street Phoenix, AZ 85041
	\$4,974,359.00	DEPARTMENT	
3	\$5,577,587.74	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
4	\$5,641,535.09	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372

Apparent Low Bidder is 4.6% Under Department Estimate (Difference = (\$226,366.71))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 26, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 NA 343 F016801C
PROJ NO	STP-060-E(219)T
TERMINI	SHOW LOW – SPRINGERVILLE HIGHWAY (US 60)
LOCATION	40TH STREET - SR-61

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	343.67 to 352.88	Northeast	9119

The amount programmed for this contract is \$8,000,000. The location and description of the proposed work are as follows:

The proposed project is located on US 60 primarily in Navajo County crossing into Apache County in the Northeast District. The project limits begin at MP 343.67, and end at MP 352.88. The proposed work consists of milling and replacing the existing US 60 roadway AC pavement, the paved turnouts, pullouts and paving the designated unpaved turnout pullouts and other related work.

The time allowed for the completion of the work included in this project will be 150 calendar days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.77.

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:	Layth Al Obaidi	LAlobaidi@azdot.gov
Construction Supervisor:	Randy Routhier	rrouthier@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 04/05/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Fixed Completion Date:

10/31/2020

The proposed work is located in Coconino County on SR 89A Spur between mileposts 401.89 and 402.09 within the City of Flagstaff. The proposed work consists of a full deck replacement widening, box culvert extension, sidewalk construction. Additional work includes relocating a sewer line, constructing driveway access road, replacing guardrail and guardrail terminals, placing pavement markings, and other miscellaneous work.

Bid Opening Date : 4/26/2019, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
089A CN 402 H877901C A89-B-(216)T	S. MILTON ROAD, FLAGSTAFF (SR 89A)	SR 89A SPUR OP #1187 NorthCent District	24415

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$5,325,526.71	DEPARTMENT	
1	\$6,299,733.68	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
2	\$7,300,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 Drivers Way Tempe, AZ 85284
3	\$7,332,105.01	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323

Apparent Low Bidder is 18.3% Over Department Estimate (Difference = \$974,206.97)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 26, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 089 CN 401 H877901C
PROJ NO STP-89A-B(216)T
TERMINI S. MILTON ROAD, FLAGSTAFF (SR 89A)
LOCATION SR 89A SPUR OVERPASS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89	401.89 TO 402.09	NORTHCENTRAL	24415

The amount programmed for this contract is \$6,700,000. The location and description of the proposed work are as follows:

The proposed work is located in Coconino County on SR 89A Spur between mileposts 401.89 and 402.09 within the City of Flagstaff. The proposed work consists of a full deck replacement widening, box culvert extension, sidewalk construction. Additional work includes relocating a sewer line, constructing driveway access road, replacing guardrail and guardrail terminals, placing pavement markings, and other miscellaneous work.

The work included in this project shall be completed by October 31, 2020.

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 8.68.

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.

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:	Mohammed Patwary	MPatwary@azdot.gov
Construction Supervisor:	Nathan Reisner	NReisner@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 04/02/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

140 Working Days

The project is located in Mohave County on SR-95, within the Lake Havasu City limits. The work consists of constructing right turn lanes and raised medians. The work also includes constructing traffic signal, sidewalk, curb and gutter, ADA ramps and other related work.

Bid Opening Date : 4/12/2019, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
095 MO 184 F002901C 095-C-(220)T	QUARTZSITE - PARKER - TOPOCK HIGHWAY	SR 95 AT KIOWA BOULEVARD NorthWest District	8377

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,261,860.80	DEPARTMENT	
1	\$1,395,145.80	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
2	\$1,469,685.12	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372
3	\$1,497,205.27	MCCORMICK CONSTRUCTION CO.	P.O. BOX 545 BULLHEAD CITY, AZ 86430

Apparent Low Bidder is 10.6% Over Department Estimate (Difference = \$133,285.00)

**ARIZONA DEPARTMENT OF TRANSPORTATION
SECOND BID CALL**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 12, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	095 MO 184 F0029 01C
PROJ NO	HSIP-095-C(220)T
TERMINI	QUARTZSITE – PARKER – TOPOCK HIGHWAY
LOCATION	SR 95 AT KIOWA BOULEVARD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 95	184.40 -184.70	NORTHWEST	8377

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$1,690,000. The location and description of the proposed work are as follows:

The project is located in Mohave County on SR-95, within the Lake Havasu City limits. The work consists of constructing right turn lanes and raised medians. The work also includes constructing traffic signal, sidewalk, curb and gutter, ADA ramps and other related work.

The time allowed for the completion of the work included in this project will be **140 Working days**.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **7.78**.

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:	ALLISON BAKER	ABaker@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

Project Advertised on: 2-27-2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

65 Working Days

The proposed scour retrofit project is located in Navajo County, on SR 260 from MP 327.8 to MP 328.8 northwest of Show Low. The scour retrofit work will be performed on the Mortensen Wash Bridge # 1641. The work consists of constructing concrete floors underneath the existing bridges # 1641 and other related work.

Bid Opening Date : 4/12/2019, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
260 NA 328 H854801C 260-B-(217)T	PAYSON-SHOW LOW HIGHWAY (SR 260)	MORTENSEN WASH BRIDGE (STR # 1 NorthEast District	7919

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$168,818.16	DEPARTMENT	
1	\$292,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 73.0% Over Department Estimate (Difference = \$123,181.84)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 12, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	260 NA 328 H854801C
PROJ NO	NHPP-260-B(217)T
TERMINI	PAYSON – SHOW LOW HIGHWAY (SR 260)
LOCATION	MORTENSEN WASH BRIDGE STR. # 1641

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 260	327.8 to 328.8	NORTHEAST	7919

The amount programmed for this contract is \$300,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed scour retrofit project is located in Navajo County, on SR 260 from MP 327.8 to MP 328.8 northwest of Show Low. The scour retrofit work will be performed on the Mortensen Wash Bridge # 1641. The work consists of constructing concrete floors underneath the existing bridges # 1641 and other related work.

The time allowed for the completion of the work included in this project will be 65 working days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.61.

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:	Randy Routhier	RRouthier@azdot.gov



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications Section

PROJECT ADVERTISED ON: 03/21/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

210 Working Days

The proposed work is located in Maricopa, Pinal, Pima, Gila, Apache, Greenlee, Graham, Cochise, and Santa Cruz Counties along various interstates and state routes. The work consists of installing new horizontal curve warning signs, chevron alignment signs with mounted supports, delineators, and other related work.

Bid Opening Date : 4/26/2019, Prequalification Required, Engineer Specialist : Young Jedidiah

Project No.	Highway Termini	Location	Item
999 UN 999 F014201C 999-A-(534)T	STATEWIDE	Various locations SouthCent District	100332

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,391,298.08	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
	\$1,800,286.08	DEPARTMENT	
2	\$2,396,936.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	5624 N. 54TH AVENUE GLENDALE, AZ 85301

Apparent Low Bidder is 22.7% Under Department Estimate (Difference = (\$408,988.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 26, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	999 SW 000 F014201C
PROJ NO	HSIP-999-A(534)T
TERMINI	STATEWIDE
LOCATION	VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	VARIES	SOUTHCENTRAL	100332

The amount programmed for this contract is \$2,700,000. The location and description of the proposed work are as follows:

The proposed work is located in Maricopa, Pinal, Pima, Gila, Apache, Greenlee, Graham, Cochise, and Santa Cruz Counties along various interstates and state routes. The work consists of installing new horizontal curve warning signs, chevron alignment signs with mounted supports, delineators, and other related work.

The time allowed for the completion of the work included in this project will be 210 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:	Jedidiah Young	Jyoung2@azdot.gov
Construction Supervisor:	Jeremy Moore	Jmoore@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: March 26, 2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed project is located in Yuma County, on Los Angeles Avenue at Coyote Wash Bridge, within the Town of Wellton. The proposed work consists of constructing a new single-span prefabricated steel pedestrian bridge, paving a multi-use asphaltic concrete path and other related work.

Bid Opening Date : 4/26/2019, Prequalification Required, Engineer Specialist : David Do

Project No.	Highway Termini	Location	Item
0000 YU WEL SZ07701C WEL-0-(200)T	TOWN OF WELLTON	COYOTE WASH MULTIUSE PATH SouthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$745,717.75	DEPARTMENT	
1	\$1,049,988.48	D B A CONSTRUCTION INC.	P O BOX 63035 PHOENIX, AZ 85082-3035
2	\$1,060,606.06	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 Drivers Way Tempe, AZ 85284
3	\$1,235,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 40.8% Over Department Estimate (Difference = \$304,270.73)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 26, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU WEL SZ07701C
PROJ NO STP-WEL-0(200)T
TERMINI TOWN OF WELLTON
LOCATION COYOTE WASH MULTI-USE PATH

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHWEST	LOCAL

The amount programmed for this contract is \$1,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Yuma County, on Los Angeles Avenue at Coyote Wash Bridge, within the Town of Wellton. The proposed work consists of constructing a new single-span prefabricated steel pedestrian bridge, paving a multi-use asphaltic concrete path and other related work.

The time allowed for the completion of the work included in this project will be 120 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.44.

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:	David Do	DDo@azdot.gov
Construction Supervisor:	Jaime Hernandez	JHernandez@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: March 26, 2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed project is located in Yuma County off-system at Ave 37E and Co. 6th Street and Ave 46E and Co. 1-1/2 Street. The proposed work consists of removing and replacing/salvaging bridge girders, removing and replacing the bridge railing/barrier and bridge abutments, remove existing AC pavement on the deck, placing AC on the bridge deck as well on the 50-foot approach slabs and other related work.

Bid Opening Date : 4/26/2019, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
0000 YU YU T002801C YU-0-(210)T	COUNTY HIGHWAY OFF SYSTEM ROAD	Well and Mohawk Canal Bridges SouthEast District	N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$868,265.50	DEPARTMENT	
1	\$1,539,911.90	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082

Apparent Low Bidder is 77.4% Over Department Estimate (Difference = \$671,646.40)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: APRIL 26, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU YYU T0028 01C
PROJ NO STBG-YYU-0(210)T
TERMINI COUNTY HIGHWAY OFF SYSTEM ROAD
LOCATION WELLTON & MOHAWK CANAL BRIDGES

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SW	N/A

The amount programmed for this contract is \$1,075,000. The location and description of the proposed work are as follows:

The proposed project is located in Yuma County off-system at Ave 37E and Co. 6th Street and Ave 46E and Co. 1-1/2 Street. The proposed work consists of removing and replacing/salvaging bridge girders, removing and replacing the bridge railing/barrier and bridge abutments, remove existing AC pavement on the deck, placing AC on the bridge deck as well on the 50-foot approach slabs and other related work.

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

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.07% .

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 A. Teran
Jaime Hernandez

Rteran@azdot.gov
Jhernandez@azdot.gov



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: March 25, 2019