ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Jesse Thompson, Chairman
Gary Knight, Vice Chairman
Richard Searle, Member
Jenn Daniels, Member
Jackie Meck, Member
Ted Maxwell, Member
Steve Stratton, 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. **Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Transportation Board asks that people attending Board meetings in person take safety precautions they feel appropriate to protect themselves and others. In addition, for the time being the Transportation Board will conduct concurrent telephonic/WebEx virtual meetings.** In addition to the regular business meetings held each month, the Board may conduct at least one 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) 712-4259.

NOTICE OF PUBLIC SPECIAL 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 board meeting open to the public on Friday, February 18, 2022, at 9:00 a.m. Due to ongoing health concerns regarding Covid, participants will still have the option to participate by joining telephonically/WebEx. 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, February 18, 2022, 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, 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 ADOT Staff, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-4259. Please be prepared to identify the specific agenda item or items of interest.

Dated this 11th day February, 2022

Arizona Highways, Airports, and Railroads

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
City of Flagstaff
211 West Aspen Avenue
Flagstaff, Arizona 86001
9:00 a.m., Friday, February 18, 2022

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, February 18, 2022, at 9:00 a.m. Due to ongoing health concerns regarding Covid-19, participants will still have the option to participate by joining telephonically/WebEx. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in person at 211 West Aspen Avenue, Flagstaff, Arizona 86001, or by telephonic/WebEx. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can either attend in person or access the meeting by using the WebEx meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio.

Please also note that masks are required to be worn within City facilities and KN-95 or n-95 masks are encouraged.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD
Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, February 18, 2022. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE
The Pledge of Allegiance led by Floyd Roehrich, Jr.

ROLL CALL
Roll call by Board Secretary

OPENING REMARKS
Opening remarks by Jesse Thompson

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.
Reminder to fill out survey cards by Floyd Roehrich, Jr.
https://docs.google.com/forms/d/e/1FAIpQLSc4D2CIaW1iAlkGtVgGx_BqtrFgSE_ASd26of6JnVkd3HiKcg/viewform

CALL TO THE AUDIENCE (information only)

VIRTUAL:

An opportunity for citizens to discuss items of interest with the Board . To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board's website http://aztransportationboard.gov/index.asp. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/WebEx conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the WebEx application.

To raise your hand over the phone:
If you have joined us using your telephone, raise your hand by pressing *3 on your phone keypad. You will be unmuted by the meeting moderator and asked to make your comments. When you have finished speaking or when your time is up, please lower your hand by pressing *3 on your phone keypad.

To raise your hand using the WebEx computer or internet browser application:
If you have joined us using the WebEx computer or internet browser application, open your participant panel located on the menu on the bottom left of your screen. When the participant panel opens, click on the hand icon on the right side of your name on the participant panel. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished making your comment, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

To raise your hand using the WebEx iPhone or Android application:
If you have joined us using the WebEx iPhone or Android application, select the three dot menu icon on the bottom of the screen. When it opens, select "Raise Hand" at the top of the menu screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

IN PERSON:

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board.

Please also note that masks are required to be worn within City facilities and KN-95 or n-95 masks are encouraged.

A three minute time limit will be imposed.

BOARD MEETING

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) Discussion on AZ Commerce Authority Statewide Broadband Middle Mile Strategic Plan
B) State and Federal Legislative Report
C) 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 an updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.
(For information and discussion only—Brenden Foley, Assistant District Engineer-Construction, Northcentral District)

***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 Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
  - Low bidder is no more than 15% under state estimate
  - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not 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: 2023-2027 Tentative Five-Year Transportation Facilities Construction Program Review and Approval for Public Hearing and Comment**

Staff will present its recommendations for the FY 2023-2027 Tentative Five Year Transportation Facilities Construction Program; FY 2023-2027 Statewide Subprograms; FY 2023-2027 State Highway Construction Program (excluding MAG & PAG), FY 2023-2027 PAG Regional Transportation Highway Program, FY 2023-2027 MAG Regional Transportation Plan Freeway Program, Lifecycle Construction Program, and the FY 2023-2027 Airport Capital Improvement Program. Staff will request Board approval to publish the tentative program for the upcoming public hearing, as presented.

A) Approve May 20, 2022, for the date of the public hearing for the 2023-2027 Tentative Five Year Transportation Facilities Construction Program

(For discussion and possible action—Gregory Byres, Deputy Director of Transportation/ State Engineer)

ITEM 6: Multimodal Planning Division Report

Staff will present an update on the current planning activities, including tribal transportation issues, pursuant to A.R.S. 28-506.

A) Overview of ADOT Transportation Grant Process

(For information and discussion only — Multimodal Planning Division)

***ITEM 7: Priority Planning Advisory Committee (PPAC)** **Page 292**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2023 - 2027 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Multimodal Planning Division)

ITEM 8: State Engineer's Report **Page 308**

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. Provide an overview of Construction, Transportation and Operations Program impact, due to the public health concerns.

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

***ITEM 9: Construction Contracts** **Page 314**

Staff will present recommended construction project awards that are not on the Consent Agenda.

(For discussion and possible action — Gregory Byres, Deputy Director of Transportation/State Engineer)

ITEM 10: Suggestions

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

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- 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 do not exceed 15% or $200,000, whichever is lesser.

MINUTES APPROVAL

***ITEM 3a:** Approval of the November 19, 2021 Board Meeting Minutes Page 13

***ITEM 3b:** Approval of December 17, 2021 Board Meeting Minutes Page 96

***ITEM 3c:** Approval of January 21, 2022 Board Meeting Minutes Page 186

RIGHT OF WAY RESOLUTIONS (action as noted) Page 254

***ITEM 3d:**

RES. NO. 2022–02–A–009
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTIONS: S. R. 303L – 127th Avenue; and 127th Avenue – S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7–12473 and 7–12543-A
RECOMMENDATION: Establish new right of way as a state route through early and advance acquisitions necessary to alleviate hardship situations and forestall development along the alignment of the future Tres Rios Freeway.

***ITEM 3e:**

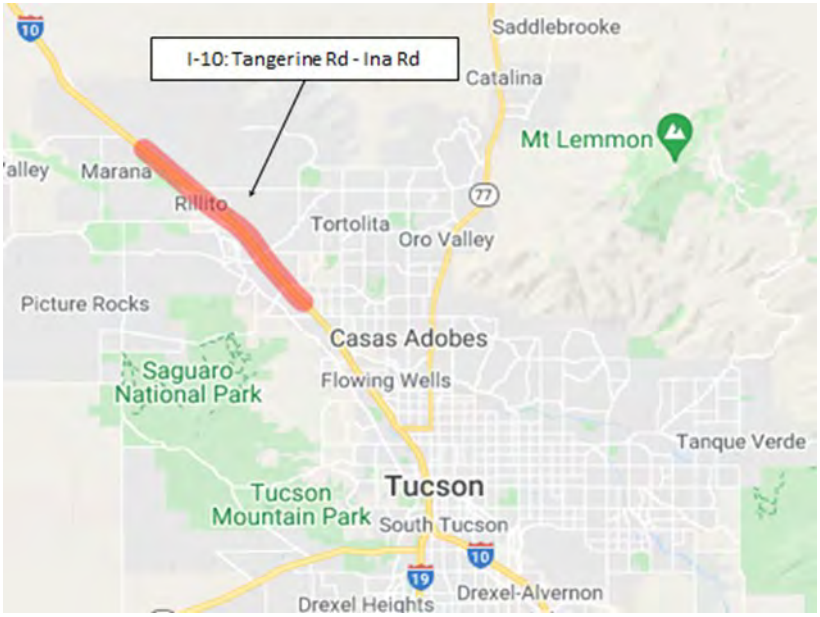
RES. NO. 2022–02–A–010
PROJECT: 010 MA 151 F0072 / 010–C(220)T
HIGHWAY: PHOENIX – CASA GRANDE HIGHWAY
SECTION: I–17 Split – S. R. 202L Santan
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7–12627-A, 7–12651-A, 7–12652-A, 7–12660-A, 7–12808, 7–12810, and 7–12811
RECOMMENDATION: Establish new right of way as a state route and state highway to accommodate design change by the acquisition of new easements for utility relocation necessary to enhance convenience and safety for the traveling public.

Contracts: (Action as Noted) Page 324

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

*ITEM 3f:

BOARD DISTRICT NO.:	2
BIDS OPENED:	JANUARY 07, 2022
HIGHWAY:	CASA GRANDE – TUCSON HWY (I-10)
SECTION:	MARANA ROAD – INA ROAD
COUNTY:	PIMA
ROUTE NO.:	I-10
PROJECT : TRACS:	010-D(223)T: 010 PM 237 F039801C
FUNDING:	100% FEDS
LOW BIDDER:	FNF CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 6,313,814.50
STATE ESTIMATE:	$ 6,484,058.30
$ UNDER ESTIMATE:	$ 170,243.80
% UNDER ESTIMATE:	2.6%
PROJECT DBE GOAL:	4.53%
BIDDER DBE PLEDGE:	4.54%
NO. BIDDERS:	2
RECOMMENDATION:	AWARD

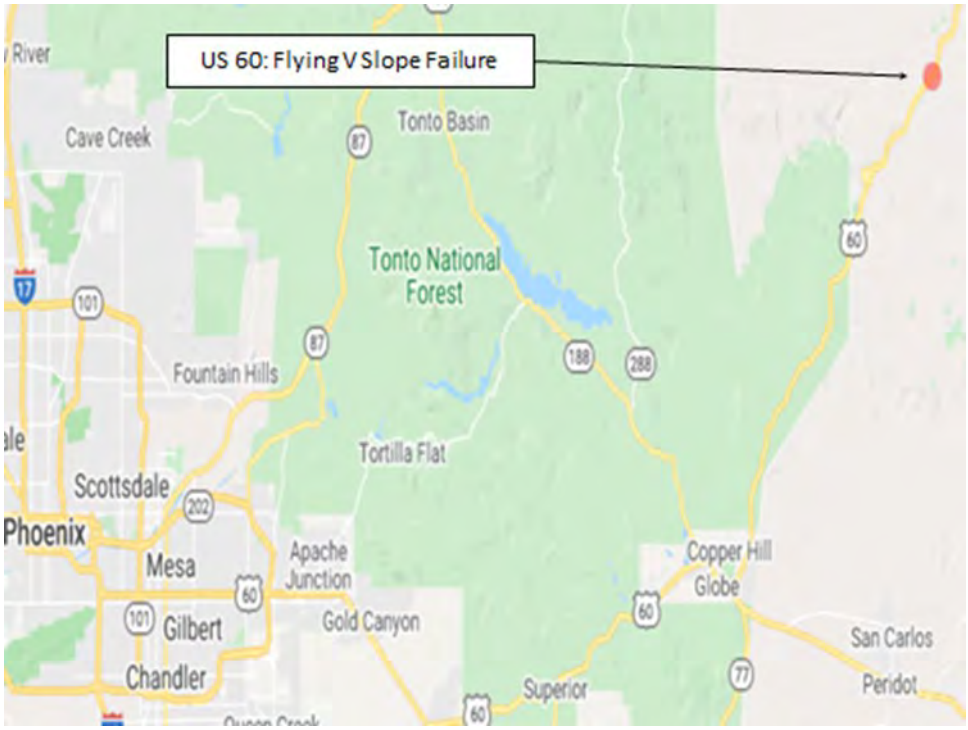


Contracts: (Action as Noted) Page 328

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 3g:

BOARD DISTRICT NO.:	4
BIDS OPENED:	JANUARY 07, 2022
HIGHWAY:	GLOBE – SHOW LOW HIGHWAY (US 60)
SECTION:	FLYING V SLOPE FAILURE
COUNTY:	GILA
ROUTE NO.:	US 60
PROJECT : TRACS:	060-E(222)T: 060 GI 305 F043001C
FUNDING:	94.3% FEDS 5.7% STATE
LOW BIDDER:	BUESING CORP.
LOW BID AMOUNT:	$ 905,018.36
STATE ESTIMATE:	$ 860,000.00
$ OVER ESTIMATE:	$ 45,018.36
% OVER ESTIMATE:	5.2%
PROJECT DBE GOAL:	2.66%
BIDDER DBE PLEDGE:	2.85%
NO. BIDDERS:	2
RECOMMENDATION:	AWARD



Contracts: (Action as Noted) Page 332

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

*ITEM 3h:

BOARD DISTRICT NO.:	4
BIDS OPENED:	JANUARY 21, 2022
HIGHWAY:	PICACHO-COOLDG – CHNDLR – MESA HWY (SR 87)
SECTION:	HIGH LINE CANAL, MCCLELLAN & SANTA CRUZ WASH BRIDGES
COUNTY:	PINAL
ROUTE NO.:	SR 87
PROJECT : TRACS:	087-A(212)T: 087 PN 137 F030201C
FUNDING:	94.30% FEDS 5.70% STATE
LOW BIDDER:	COMBS CONSTRUCTION COMPANY, INC.
LOW BID AMOUNT:	$ 1,172,854.80
STATE ESTIMATE:	$ 1,154,464.20
$ OVER ESTIMATE:	$ 18,390.60
% OVER ESTIMATE:	1.6%
PROJECT DBE GOAL:	4.29%
BIDDER DBE PLEDGE:	7.08%
NO. BIDDERS:	1
RECOMMENDATION:	AWARD

Contracts: (Action as Noted) Page 336

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 3i:

BOARD DISTRICT NO.: 4

BIDS OPENED: JANUARY 07, 2022

HIGHWAY: PINAL COUNTY

SECTION: RUSSELL ROAD ; ARICA – I-8 & I-8 – SR 84

COUNTY: PINAL

ROUTE NO.: I-8 & I-8 -SR 84

PROJECT : TRACS: PPN-0(219)T: 0000 PN PPN T018601C

FUNDING: 94.30% FEDS 5.70% LOCAL

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

LOW BID AMOUNT: $ 3,077,777.00

STATE ESTIMATE: $ 3,316,557.15

$ UNDER ESTIMATE: $ 238,780.15

% UNDER ESTIMATE: 7.2%

PROJECT DBE GOAL: 10.23%

BIDDER DBE PLEDGE: 90.25%

NO. BIDDERS: 4

RECOMMENDATION: AWARD

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, November 19, 2021
Town of Wickenburg
155 Tegner Street, Suite A
Wickenburg, Arizona 85390

Call to Order
Board Chairman Stratton called the State Transportation Board meeting to order at 9:00 a.m.

Pledge
The Pledge of Allegiance was led by Board Member Knight.

Roll Call by Floyd Roehrich
A quorum of the State Transportation Board was present. **In attendance (In Person):** Chairman Stratton, Board Member Knight, Board Member Searle. **In attendance (Via WebEx):** Vice Chairman Jesse Thompson, Board Member Maxwell, Board Member Daniels, and Board Member Meck. There were approximately 62 members of the public in the audience.

Opening Remarks
Chairman Stratton reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act
Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

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.

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

IN PERSON AND BY VIDEOCONFERENCE

Town of Wickenburg
155 Tegner Street, Suite A
Wickenburg, Arizona 85390

November 19, 2021
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PERFECTA REPORTING
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD PUBLIC HEARING
3 was reported from electronic media by TERESA A. WATSON,
4 Registered Merit Reporter and a Certified Reporter in and for
5 the State of Arizona.
6
7 PARTICIPANTS:
8 Board Members:
9 Steven E. Stratton, Chairman
Jesse Thompson, Vice Chairman (via Webex)
10 Gary Knight, Board Member
Richard Searle, Board Member
11 Jenn Daniels, Board Member (via Webex)
Ted Maxwell, Board Member (via Webex)
12 Jackie Meck, Board Member (via Webex)
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1 CALL TO THE AUDIENCE

2 David Stander, Councilman, Town of Wickenburg..... 5
Darryl Ahasteen, Commission President, Nahata Dzill
3 Commission - Local Government..... XX
Donald Huish, Mayor, City of Douglas..... 5
4 Kee Allen Begay, Junior, Navajo Council Delegate, Many
Farms Chapter..... 8
5 Jaime Chamberlain, Chairman, Greater Nogales Santa Cruz
Port Authority..... 10
6 Adam Shimoni, Council Member, City of Flagstaff..... 12
Jennifer Thompson, Controller/Townsite Manager,
7 Freeport-McMoRan Bagdad..... 15

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14 Officer..... 37

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17 Greg Byres..... 60

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Director of Transportation/State Engineer..... 66
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Item 9 - State Transportation Board Policies,
21 Floyd Roehrich, Junior, Executive Officer..... 72

22 Item 10 - Suggestions, Floyd Roehrich, Junior..... 76

23

24

25

1 (Beginning of excerpt.)
2
3 CHAIRMAN STRATTON: We'll move on to call on the
4 audience. Telephonically, Webex, everyone will be muted when
5 they call in to the meeting. When your name is called to
6 provide your comments, you will indicate your presence by
7 virtually raising your hand using your phone keypad or through
8 the Webex application. The Webex host will guide you through
9 the unmuting and muting process following the instructions
10 included with the meeting agenda.
11 If you're here in person, there is an opportunity
12 for board members of public -- for members of the public, I'm
13 sorry, to discuss items of interest with the Board. Please fill
14 out a Request For Public Input Form and give it to the Board
15 Secretary if you wish to address the Board.
16 At this time -- a three-minute time limit will be
17 imposed. Floyd will be timing that, and if you go past that,
18 he's going to interrupt you and let you know you're going too
19 long. So be prepared for that.
20 Floyd, would you call the first speaker, please?
21 MR. ROEHRICH: Yes, sir, Mr. Chairman. And what
22 we'll do is we will call the in-person speakers first, and then
23 we will go to the online requests to speak.
24 Our first speaker is Mr. David Stander, from the
25 Town of Wickenburg. Mr. Stander.

MR. STANDER: Good morning, Chairman Stratton and board members. I'm town councilman David Stander. Mayor Pereira has asked me to welcome you to Wickenburg on behalf himself, the town council and the citizens of Wickenburg. We're grateful for the time you take to come up here, address us, and the great things you're doing within the state to better our community and statewide. Thank you.

CHAIRMAN STRATTON: Thank you.

MR. ROEHRICH: Our next speaker is Mr. Darryl Ahasteen. Mr. Ahasteen, please raise your hand and the Webex host will unmute you.

WEBEX HOST: I do not see him on this list. I think he's having some issues accessing the Webex.

MR. ROEHRICH: Thank you, Kristi. We'll go on to the next speaker, and we'll come back for Mr. Ahasteen.

Our next speaker is Mayor Donald Huish, from the City of Douglas. Mr. Huish, please raise your hand.

WEBEX HOST: As a reminder, if you are a call-in only user, you have to press star three on your phone to raise your hand.

You are unmuted at this time.

MR. HUISH: Chairman Stratton and members of the Board, good morning. My name is Donald Huish, and I am the mayor of the City of Douglas.

Please allow me to start with the good news. As

you are all aware, the 1.2 million Infrastructure Investment and Jobs Act was recently approved, which included over $3.2 billion for ports of entry. Of that funding, $440 million will be spent on the Douglas two-port solution. That entails the new location of commercial traffic out of the downtown area to a new commercial port of entry some five miles to the west, where the City is donating 80 acres of land to the U.S. government.

This new facility is anticipated to cost over 260 million. Once the new port is built, the government will spend over $180 million to modernize the existing port of entry, which will then be dedicated to non-commercial traffic.

In initial conversations with the General Services Administration, they indicated that these projects will take between three to five years. The challenge is that now that the federal government is going to build the new port of entry, we need to provide all the necessary and related infrastructure for the port, including electricity, water, sewer, data, natural gas, and of course, the new connector road between International Border and State Route 80, connecting the new port of entry to the state and federal highway systems.

We were grateful to Director Halikowski and the ADOT Planning Division as they have informed us that they are moving forward with the design concept report, or DCR, for the connector road and that the project will start early next year.

I should add ADOT will also be conducting the

1 necessary environmental compliance for the road so that it can
2 move forward to funding for construction. Let me be clear.
3 Without the connector road, GSA will not be able to invest in
4 the new port of entry, thus if funding becomes available, we
5 respectfully ask that you consider the urgency of investment in
6 the connector road in order to secure the construction of the
7 new port.
8 But the challenges don't end there. From January
9 through August of this year, truck traffic in Douglas grew by
10 12 percent, and we expect that this growth rate will continue
11 through the end of the year.
12 We were also aware of major manufacturing
13 projects that are considering the Douglas/Agua Prieta region.
14 Thus commercial traffic is expected to grow significantly,
15 particularly once the new port is operational. But that truck
16 traffic does not all stop in Douglas. We ask that you
17 respectfully consider the necessary improvements to the
18 connector roads from Douglas to I-10. The close to 35,000
19 trucks that cross from Mexico into Arizona at Douglas, carrying
20 over $4 billion worth of goods, it is impossible to overstate
21 the importance of the connectivity to the federal highway
22 system.
23 I want to conclude by thanking Board Members
24 Searle and Daniels for visiting Douglas to see firsthand the
25 challenges and the potential. I want to invite all of you to

1 come and see it for yourselves.
2 The inclusion of funding for the connector road
3 and the improvements to the Douglas I-10 corridor are critical
4 to our community, our state and our nation.
5 I thank you for your attention and would be happy
6 to address any questions you may have.
7 MR. ROEHRICH: Thank you, Mayor Huish.
8 Our next speaker is Mr. Kee Allen Begay.
9 Mr. Begay, please raise your hand.
10 WEBEX HOST: You are unmuted at this time.
11 MR. BEGAY: Good morning. Can you hear me? Good
12 morning. This is Delegate Kee Allen Begay, Junior. Can you
13 hear me?
14 MR. ROEHRICH: Yes, sir.
15 WEBEX HOST: Yes, we can.
16 MR. ROEHRICH: Mr. Begay, please make your
17 comments.
18 MR. BEGAY: Yes. Okay. Thank you.
19 Good morning, Arizona Department of
20 Transportation board members, President, Vice President, and all
21 the board members, ADOT staff. Good Friday.
22 I just wanted to say thank you very much for
23 allowing me to make another presentation to the Board regarding
24 all the state right-of-way improvement in the northeastern part
25 of the state of Arizona. Specifically, on the Navajo Nation.

My name's Kee Allen Begay, Junior. I'm the council delegate to the 24th Navajo Nation Council of the Navajo Nation government.

There's a lot of road improvement needs to be done in the right-of-way on the Navajo Nation. The main area that I continue to request and seek for road improvement is Highway 191, specifically, in the Many Farms, Arizona area. The ZIP code is 86538.

I do appreciate ADOT supporting to improve the road from Chinle to Many Farms, but I've been asking and requesting ADOT to extend for additional mile so that the road improvement new construction will go into and past the community of Many Farms, up towards north. As of right now, it's short about one mile to go into Many Farms. So that's one area that I continue to ask ADOT to consider and relook at the project.

The other area that I'm asking is to support the 191 smart highway. I know the Arizona governor has initiated a smart highway for all the interstate. The Navajo Nation Council passed a resolution requesting that 191 is considered as to be a smart highway from -- throughout the Navajo Nation.

The other project I'm asking -- requesting for consideration is the streetlights at several intersections on Highway 191. I believe it needs to have intersection streetlights. Last, I did in -- coordinating with some local people for the scheduling of ADOT board meeting in Chinle,

1 Arizona in 2022. I'll continue to work with ADOT administrators
2 that this particular meeting will be conducted in the
3 northeastern part of Arizona next year.
4 So, again, I appreciate everyone for listening to
5 me and considering all of my requests on behalf of the Navajo
6 Nation and in northeastern part of Navajo Nation and the state
7 of Arizona. Thank you very much. You all have a wonderful day.
8 MR. ROEHRICH: Thank you, Mr. Begay.
9 Our next speaker is Jaime Chamberlain.
10 Mr. Chamberlain, please raise your hand and the host will unmute
11 you.
12 WEBEX HOST: You are unmuted at this time.
13 MR. CHAMBERLAIN: Chairman Stratton and members
14 of the Board, my name is Jaime Chamberlain, and I'm here as
15 Chairman of the Greater Nogales Santa Cruz County Port
16 Authority. Our Board of Directors includes the City of Nogales,
17 Santa Cruz County, the Fresh Produce Association of the
18 Americas, Index Nogales, the Nogales Customs House Brokers
19 Association, Nogales Community Development, and Nogales Economic
20 Development Foundation and Santa Cruz County Mining Cluster.
21 We are excited to see that the modernization of
22 SR-189 is soon to come to conclusion, and be assured that we are
23 ready for a big party to celebrate this tremendous investment in
24 Arizona's most important international trade and tourism
25 corridor. But I, as the previous chairs of the Port Authority,

1 have stressed that the SR-189 project is only part of a broader
2 transportation strategy for our corridor. The second part of
3 the strategy is the modernization of the I-19 interchanges at
4 Ruby Road and Rio Rico Drive, which includes the frontage roads
5 on both sides of the highway east and west.
6 More than 200 trucks that carry produce from
7 Mexico -- 200,000 trucks that carry produce from Mexico will
8 cross the border and proceed to warehouses in this area. Rio
9 Rico and Ruby Road Drive offer the access to dozens of produce
10 warehouses and distribution centers, and we move billions of
11 pounds of fresh produce that will be picked up by U.S. carriers
12 and taken to destinations all over the -- North America.
13 So while we mention the 200,000 trucks that come
14 from Mexico, drop off their loads and return to Mexico, it is a
15 similar number that actually comes into Nogales to pick up the
16 loads and then return to their destinations throughout the
17 United States and Canada.
18 The design concept report for these improvements
19 was completed in 2018. That DCR identifies the preferred
20 alternatives for the improvements totaling over $25.2 million.
21 Given the construction cost increases that are -- that are
22 endemic to today's economy, we would expect that these figures
23 will have to be updated. In fact, earlier this year we
24 submitted an appropriations request directly to Congress for
25 $35 million to pay for these improvements.

For the period of January through August of this year, our truck traffic was up by over 12 and a half percent over the same period of 2020, and when you combine produce trucks with trucks carrying manufactured products, the total commercial product traffic from Mexico to Nogales for the year 2021 will most likely exceed 390,000 northbound trucks.

While the SR-189 project will get traffic from the border to I-19 safer and faster, the bottleneck and congestion issues will now move and have moved to these two interchanges. We know that additional funds are coming to Arizona through the Infrastructure Investment and Jobs Act, and we hope that the urgency to modernize these interchanges will remain on top of mind as you decide how to maximize the return on the investments you are going to be making.

I really appreciate your time and your efforts on this matter, and I thank you for your attention.

MR. ROEHRICH: Thank you, Mr. Chamberlain.

Our next speaker is Mr. Adam Shimoni. Mr. Shimoni, please raise your hand and the host will unmute you.

WEBEX HOST: You are unmuted at this time.

MR. SHIMONI: Thank you very much.

Good morning, Chairman Stratton, Vice Chair Thompson and board members, along with staff and leadership. My name is Adam Shimoni, and I'm serving as a council member up in

the City of Flagstaff. I formerly served as our vice mayor for the past couple years, and I currently serve as our chair for our Mountain Line bus services.

Thank you so much for taking the time to take our comments this morning, and I really appreciate the work that you all do. I will be speaking on behalf of myself tonight -- or today, sorry, and on behalf of the city council, but I'd like to just say a couple of comments to you all.

Over the past three years I have been in office, I have been a strong advocate for bike and pedestrian needs and safety, and have worked closely with our team at the City, including Rick Barrett, our city engineer, Jeff Martin, Jeff Meilbeck with FMPO and many others to move the needle on bike and pedestrian needs and corridors in the city of Flagstaff.

I'm very proud of our work with ADOT in partnership of the Fourth Street Bridge, which I understand has received national attention for our bicycle, infrastructure and corridors that that has implemented, and I want to thank you and staff for your efforts on that.

Future conversations around Lone Tree, I want to just proactively thank you for that and just let you know that we've also moved ahead with bicycle pilots in the city of Flagstaff where we've taken away half a foot from each car lane along Beaver and Butler and added that to the bike lane, and then also put in a small barrier.

So we're moving the needle on a lot of different projects in the city, and I wanted to specifically speak with you all today about the Milton corridor master plan and express gratitude for your efforts there.

This past Tuesday at the city council meeting we discussed ADOT's upcoming efforts to repave and restripe Milton, and that's where -- when the light bulb went off in my head to consider what we can do for bike and ped. along Milton. I ride on Milton almost every day as a cyclist, and I can tell you it is sketchy. I don't recommend anything to do it, but some of us do.

And so something I asked at that council meeting was whether we could potentially take a little bit of width from each car lane, which I believe is 11 feet each, and just put it towards the bike lane to create a small buffer. I'd love there to be some kind of barrier, but understanding that that gets complicated and how late in the game we are on this discussion. If that was at all possible to address, just creating a little bit more width for those bike lanes, I can speak first-handedly like, I, myself, would feel a lot more comfortable, and I know the community would highly appreciate it.

It would be great also to address some of the intersections, but I just wanted to introduce myself, express gratitude to you all for the service that you all do and thank staff, especially Audra Merrick, who works with you all for

being available and working with me and for helping to find solutions during difficult times with limited resources.

Thank you all so much. Please reach out if you'd like to, and I look forward to furthering my relationship with you all. Thank you.

MR. ROEHRICH: Thank you, Mr. Shimoni.

Our next speaker is Ms. Jennifer Thompson. Ms. Thompson, please raise your hand and the host will unmute you.

WEBEX HOST: You are unmuted at this time.

MS. THOMPSON: Good morning, everybody, and thank you for your time. I really appreciate it this morning. My name is Jennifer Thompson. I work for Freeport-McMoRan in Bagdad. As you probably know, FMI is a Phoenix-based mining company with global operations, but several operations in Arizona, and I'm here to talk to you today about prioritizing improvements to Highway 93.

The Bagdad mine has been in large scale operation since 1976. We produce approximately 200 million pounds of copper per year, which is about 550,000 pounds daily, and our economic contribution to Yavapai County, according to 2020 data, was almost $140 million, and 283 to the State of Arizona. Copper enables the electrification needed for the carbonization work, which is a large focus of what we do today.

Bagdad's current life is another 80 years, with

1 15 billion pounds of reserves, and another potential 15 billion
2 pounds beyond that. So we're going to be around for a while and
3 outlive us and probably our grandchildren.
4 U.S. Highway 93 and State Route 97 are the key
5 highway arteries that provide logistics to Bagdad operations,
6 and I'm talking specifically from Wickenburg up to the State
7 Route 93 cutoff that leads to Bagdad. About 200 trucks come in
8 inbound and then back outbound daily. Contracted support
9 services access the site primarily from Phoenix, and we do have
10 some employees that use this roadway for our their daily
11 commute.
12 The exciting news is, is that Bagdad will have
13 plans finalized by the end of next year to double the aspects of
14 the mining operation here, with the most energy efficient
15 milling operations today. There will be substantial traffic
16 increases in 2024 when construction begins, and those impacts
17 will continue to stick around and impact Highway 93 and 97 with
18 two times the current amount of large commercial traffic --
19 traffic truck -- excuse me -- commercial trucks traveling from
20 the Phoenix and small, private vehicles traveling from
21 Wickenburg, as we're adding about 1,000 people to our head
22 count.
23 There has been an increase of almost 40 percent
24 in crashes from 2015 to 2019 in that particular section of road,
25 and I'm sure you guys are aware that this has been deemed one of

1 the most dangerous stretches of road in the United States.
2 Thirty-five people have lost their lives in that same time
3 period, and while I couldn't find numbers for 2020, I did do
4 some research on 2021, reading through some articles, and 11
5 people have died year to date on that highway. As a matter of
6 fact, the highway's shut down again today for an accident.
7 Frequent highway shutdown already causes business
8 interruptions. Increased traffic without improvements will only
9 worsen that impact. We're asking that you prioritize further
10 widening of State Route 93 from Wickenburg to State Route 97 --
11 MR. ROEHRICH: Ms. Thompson, excuse me. This is
12 Floyd. You've exceed your three minutes. Can you please bring
13 your --
14 MS. THOMPSON: Yes.
15 MR. ROEHRICH: -- comments to an end?
16 MS. THOMPSON: -- for the safety of everyone that
17 uses it, our employees and our vendors.
18 Thank you for your time today. We appreciate it.
19 MR. ROEHRICH: Thank you, Ms. Thompson.
20 I'll go back to see if Mr. Darryl Ahasteen has
21 joined in the meeting. Mr. Ahasteen, please raise your hand and
22 the host will unmute you.
23 WEBEX HOST: As a reminder, if you have already
24 raised your hand for speaking previously, if you could please
25 lower your hand, that would be great. If you are a call-in

1 user, you can lower it by pressing star three.
2 It looks like we do have a -- nope. We have no
3 additional hands raised at this time.
4 MR. ROEHRICH: Thank you, Kristi.
5 Mr. Chairman, that concludes the speaker
6 requests.
7 CHAIRMAN STRATTON: Thank you, Floyd.
8 We'll move on to Item 1, the director's report.
9 Director Halikowski.
10 DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman,
11 and good morning, board members. Glad to be here with you in
12 person again. Nice to see your faces in line.
13 So there are a number of issues that are facing
14 the department these days, and I'm not going to delve into a lot
15 of detail, because you're going to hear from Katy and Kristine
16 and also from Dallas on a number of these, but just some items
17 of interest is that we got many new members at the Legislature.
18 So if you've been following what's been happening there, folks
19 are resigning and taking other jobs or switching seats, and so a
20 bit our challenge will be that we educate new members about the
21 importance of transportation before the coming session and
22 during.
23 I'm sure you're aware that, you know, as you've
24 heard, we've got new federal legislation that's going to be
25 taking effect as soon as we can work out some of the details.

1 Some of these funds that are coming from the transportation bill
2 will be formula moneys, and it will increase some of the formula
3 funds we get, but it's important to note that a good chunk of
4 the money is in grants that we will have to compete for, and as
5 you know, the department has to expend money to obtain grants,
6 and so there will be stiff competition for grant money around
7 the country, and also, matching funds will be an issue that
8 we're going to be facing.
9 The other thing is that there are a number of
10 special programs in that legislation, and some of those things
11 may apply to us, but in the case of transit and other issues,
12 you know, we function as a pass-through agency.
13 So just want everybody to be aware that we're
14 working with the Federal Highway Administration. They have to
15 write guidance and rules for some of these programs, and that is
16 not going to be a quick process. We're also working on some of
17 the border issues with the government Services Administration.
18 So I ask everyone, you know -- and also the FTA on the transit
19 issues -- to be patient as we work through this. We will be
20 bringing, as we see additional money in the program, through
21 formulas comes back to the Board for consideration. So just
22 want to manage expectations a little bit on the federal side
23 here, because even though the bill's been signed, there's still
24 a lot of work to be done.
25 Some other issues that I think you're probably of

1 note that there's a lot of talk about the Legislature about
2 extending Maricopa County's Prop 400. They call it Prop 400E,
3 which would be a 25-year extension at this point of the half
4 cent sales tax. So haven't seen any bills introduced on that
5 yet, but it is something I know that's being discussed among
6 various groups that support the extension.
7 The other thing of note is just this week I got a
8 list of projects, as our legislative director did, from the
9 Rural Transportation Advisory Council. They've got a number of
10 projects they're going to be submitting to the Legislature, and
11 so that list is out there, but again, haven't seen any bills pop
12 up on any particular projects.
13 It looks like the State's going to have a pretty
14 healthy surplus going into 2022. So that will give the
15 Legislature, again, some discretion, I think, to consider what
16 they might be doing to fund the transportation projects. So I
17 think it's important that we work together with them, because as
18 we've seen, you can hastily put something into a bill and fund
19 it, but if we haven't done the proper vetting, making sure that
20 it's ready to go, you have to go back and do some rework on
21 that. So we'll continue to work with them.
22 The other thing is that the Governor has pledged
23 100 million for broadband, and as you know, ADOT's been given a
24 new business line, and we have ADOT office of broadband under
25 Dallas. And so he and his team are working right now on

1 installing broadband, and they're working together on I-17 and
2 I-19, and we'll see where we go in the future with that.
3 You heard from Mr. Chamberlain that 189 is
4 getting ready to launch. I think we're planning for an opening
5 in December, and we're working with the Governor's staff right
6 now on that. Broadway Curve is also underway, and we're
7 starting some of the initial work on the Broadway Curve, too.
8 So the other thing I guess I would note is that
9 we either have wound up the tier one studies or they're very
10 close to completion, but the North South tier one, the I-11 tier
11 one, Sonoran Corridor tier one, all of those are either now
12 signed by the federal government or they're going to be very
13 soon.
14 So lots of things going on. I'm looking forward
15 to the coming year, and we'll hear more from Katy, Kristine and
16 Dallas.
17 CHAIRMAN STRATTON: Thank you, John.
18 When do you think you'll have a good breakdown of
19 the moneys coming down from the feds on this new bill?
20 DIRECTOR HALIKOWSKI: So we're working on that
21 right now. I believe we've got some meetings scheduled with
22 FHWA in the very near future, and Kristine is working on that,
23 along with Dallas and Greg and Karla Petty from Federal Highway
24 Administration. So we're working as quickly as we can, because
25 we know that people want to be able to have a better

1 understanding of what's going to be available.
2 So when you look at the total, some of that money
3 we're already having come in under formula funds, and so we want
4 to separate that out from the new money that will be coming in,
5 formula funds, and either Kristine or Dallas can give you a
6 little more detail on that, but we want to get that out as
7 quickly as we can.
8 CHAIRMAN STRATTON: Do you think we'll have -- or
9 you would have a good idea of what funds are coming down so they
10 could be included in the new five-year plan that will be out
11 next year?
12 DIRECTOR HALIKOWSKI: That's something we're
13 working on considering, Mr. Chair.
14 CHAIRMAN STRATTON: Okay. Very good.
15 Any questions from --
16 DIRECTOR HALIKOWSKI: (Indiscernible) Ms. Daniels
17 had a question.
18 MR. SEARLE: That was my thoughts as well, I
19 think. Hearing Mayor Huish's comments about the moneys
20 available for that second port in Douglas and Mr. Chamberlain's
21 comments as for the projects needed at Nogales --
22 DIRECTOR HALIKOWSKI: Yeah.
23 MR. SEARLE: -- it would be -- it would be good
24 -- I would like to see a report back to the Board as to what
25 projects are getting moved forward, because I think it does

1 affect our five-year plan, how we look at it next year, because
2 there's definitely some things out there that I think we need to
3 work in tandem so we don't have bottlenecks in the system.
4 DIRECTOR HALIKOWSKI: Yeah. Thank you,
5 Mr. Searle.
6 Mr. Chair, you know, with the port improvements
7 that have come in, we will need to work with the government
8 Services Administration, you know, and we're going to be subject
9 to their working on this and getting their guidelines and rules,
10 too. So it's not solely an ADOT endeavor, but we'll get you
11 some more information.
12 CHAIRMAN STRATTON: Very good.
13 MR. SEARLE: Very good. Thank you.
14 CHAIRMAN STRATTON: Okay. Any other questions
15 from the Board?
16 MS. DANIELS: Chair, this is Jenn Daniels. I do
17 have a question.
18 CHAIRMAN STRATTON: Go ahead, Ms. Daniels.
19 MS. DANIELS: This is a really exciting time to
20 be part of transportation, so I have a lot of enthusiasm for
21 what we have to look forward to.
22 Question for the director. I know Katy Proctor
23 does a great job advocating and also assisting and providing
24 information to our Legislature. Do we have an individual in
25 Washington, D.C., at this time? I know Secretary Buttigieg is

actually in town today. Hoping that, you know, we have connection there as well as, you know, direct communication in Washington, D.C. Do we have -- do we have anyone that we're working with now?

DIRECTOR HALIKOWSKI: Yeah. Mr. Chairman, Board Member Daniels, not at this point solely for ADOT. We have had folks in the past that we've hired on to represent us in D.C. It's an idea that we believe is probably right for reconsideration. It's -- at a time where we think we might need to have representation for the department in D.C. So more on that later, but it is under consideration.

MS. DANIELS: Terrific. I know it's going to be a very competitive process.

DIRECTOR HALIKOWSKI: Yes.

MS. DANIELS: We have some great needs in Arizona, so I appreciate the consideration there. I think I agree with you, Director. I think it's time.

DIRECTOR HALIKOWSKI: Yeah. Thank you.

BOARD MEMBER: Mr. Chairman.

CHAIRMAN STRATTON: Go ahead.

BOARD MEMBER: Thank you.

So any of the projects that we have currently deferred from the existing five-year plan, is there any chance they'll be brought back maybe and put back in this five-year plan or will we have to wait 'til the next five-year plan?

1 DIRECTOR HALIKOWSKI: So, Mr. Chairman, I don't
2 have specific projects in mind. Of course, there's always a
3 chance we work with the Board on those. Dallas may be able to
4 provide me some more information during his time, which we could
5 bring that question back up.
6 BOARD MEMBER: All right. Thank you. Thank you
7 Mr. Chair.
8 CHAIRMAN STRATTON: Yes. Thank you.
9 John, you done?
10 VICE CHAIRMAN THOMPSON: Chair.
11 DIRECTOR HALIKOWSKI: Thanks, Mr. Chairman. We
12 would like (indiscernible) --
13 CHAIRMAN STRATTON: Mr. Thompson, do you have a
14 question?
15 VICE CHAIRMAN THOMPSON: There -- we talked about
16 this with Floyd. This is regarding the K-12 education
17 modernization grant. I understand that this portion of the
18 grant has already been allocated for this year, but for
19 further -- the future, do you know if this grant is set aside
20 some for rural and some for places like Yuma or Phoenix,
21 something like that, or they count it -- are they all in one,
22 the funding?
23 DIRECTOR HALIKOWSKI: Mr. Chairman, Mr. Thompson,
24 I'm not really sure. Do you have information, Floyd?
25 MR. ROEHRICH: I got a little bit.

1 So, Mr. Chairman, Mr. Thompson, the information I
2 sent you, Mr. Thompson, is that that grant is being run by a
3 different organization. ADOT does not have any role in that,
4 and I can provide you that information again, but those
5 questions, I think, need to be submitted to that agency that is
6 running the grant, and I can work with you on that after the
7 meeting, but we have no further information on that, because
8 that's not a grant that comes through ADOT.
9 VICE CHAIRMAN THOMPSON: Okay. Thank you, Floyd,
10 John, Chair.
11 DIRECTOR HALIKOWSKI: Okay. Thank you,
12 Mr. Thompson. And yes, Mr. Chair, we probably want to hear from
13 Katy.
14 CHAIRMAN STRATTON: Yes.
15 DIRECTOR HALIKOWSKI: She's got some more detail
16 on legislation that will be of interest to the Board. Thank
17 you.
18 CHAIRMAN STRATTON: Very good. We'll go to the
19 legislative report. Katy.
20 MS. PROCTOR: Good morning, Mr. Chair and members
21 of the Board. On the state side right now, prefiling started
22 this week. So we do have a handful of bills that have already
23 been filed for the upcoming legislative session. Most of them
24 at this point are technical in nature. There are a few out
25 there. There's an elections bill. There's one that refers back

1 a ballot initiative. So we're expecting to start to see more
2 and more legislation coming in ahead of this next session, and
3 we're already starting that process right now.
4 On the federal side, as you're aware, we've
5 talked about the IIJA and the process that we're going through
6 working with our federal partners to better understand the new
7 programs and new program requirements. And I know Kristine is
8 going to talk a little bit more about some of the funding that's
9 associated with that.
10 While the IIJA was definitely a heavy lift and
11 we're thankful to have the five years of continuity, and
12 certainty now, there are some other important pieces that we're
13 dealing with in Congress. Obviously one of them is the federal
14 fiscal year 2022 budget. We still don't have one.
15 We have a continuing resolution that carries us
16 through to December 3rd, and there's still a lot of work to be
17 done on the budget. We've got to close the gap on defense and
18 non-defense spending and figure out exactly which policy is
19 going to be included in the budget right now.
20 There's probably going to be an extension,
21 because it doesn't look very likely that we'll meet the 12/3
22 deadline at this time. The question is going to be will that
23 extension continue the work forward or will we end up at some
24 point with a one-year flat continuation of the current funding
25 from the prior year. That's important when we look at the IIJA

1 and the new formula that's coming forward, and Kristine will
2 talk a little bit more about that, I think.
3 We're also watching the debt ceiling debate. As
4 you're aware, the IIJA transferred $118 billion from the General
5 Fund into the Highway Trust Fund. That's an important transfer
6 to continue the Highway Trust Fund solvency, but it is also
7 being delayed right now, because they are worried about coming
8 up on the debt ceiling limit. So at this time that transfer's
9 been delayed until December 15th. It won't impact the Highway
10 Trust Fund at this time, but it's an important thing to consider
11 as we continue to watch how they're going to permanently or --
12 stopgap address the issue with the debt ceiling.
13 Build Back Better did pass this morning out of
14 the House. That's a $1.75 trillion package over ten years.
15 This has been referred to as kind of the new safety net social
16 infrastructure kind of package.
17 It's HR 5376, and it's now going to the Senate,
18 and it's going to be in the Senate for a while. There will be
19 some changes to it for sure. It's not going to pass in its
20 current form. It's probably not going to come up until at least
21 December, and because they are going to use that reconciliation
22 process, there are some limits on what they can and can't do in
23 the Senate.
24 When those amendments occur, it's going to come
25 back to the House and have to go through that resolution process

that we use when there's an amendment in the other chamber. So that's probably a little ways off at this time, but it's still an important piece in the puzzle.

And that's concludes my report, Mr. Chairman. I'd be happy to answer any questions you might have.

CHAIRMAN STRATTON: Thank you, Katy.

Does any board member have a question for Katy?

Hearing none, you're off the hook, Katy. Very good. Thank you.

Last minute items to report?

DIRECTOR HALIKOWSKI: No, Mr. Chair, but we will pick up the financial discussion a little more with Kristine. There are some concerns about delay if Congress doesn't act on certain things. So we'll pick that up, when she comes up, but that concludes the report.

CHAIRMAN STRATTON: Very good. Thank you.

DIRECTOR HALIKOWSKI: Thank you.

CHAIRMAN STRATTON: We'll move on to the district engineer's report. We'll start that with Dallas this time.

MR. HAMMIT: Mr. Chairman, members of the Board, you probably looked to the agenda and said, well, why is the Southwest District engineer speaking for the Northwest District? We had a vacancy in the Northwest District, and we've asked Mr. Patane to do double duty, (indiscernible), mainly because Mr. Knight is such a handful, we needed one person that could

control his whole district. But Paul comes with great experience. He was there my first day of work.

I've got to work with Paul my whole 22 years. He knows -- he can do coaching for the folks, and he's not doing it alone. He has an assistant district engineer in Yuma, in Prescott and in Kingman, but that's why he's doing it, and then I'll let him give the report now, Mr. Chairman.

CHAIRMAN STRATTON: Very good. And we'll give you some warning. You know, Mr. Knight said he'd been turning quiet for his first four years, and becoming vice chairman and chairman, you're going to be a little busier, I think.

MR. HAMMIT: We've got the right guy for the job.

CHAIRMAN STRATTON: Paul.

MR. PATANE: Thank you, Chairman Stratton, board members. Good morning. Paul Patane, Southwest District Engineer. Thank you for letting me come today and give you an update on current construction and upcoming construction within the Northwest District.

(Inaudible crosstalk.)

MR. ROEHRICH: You just need to give him a minute. Rhett is loading the presentation.

MR. PATANE: Thank you.

Next slide, please.

So a little discussion on current construction. The first project is along SR-68, Verde Road to Bacobi Road.

This project here is a combination of pavement preservation with center raised median along SR-68. The project is a little over 50 percent complete and moving along very nicely.

The next project is -- no, you can stay there. Go back, please. I'll let you know.

The next project is along I-40. This was a preservation, a bridge deck replacement near Pineveta Draw. I hope I said that right. The project is nearly completed. (Indiscernible) to the preservation of our system, and nice little project there.

Next one which is on -- in Bullhead City, SR-95 and Marina Boulevard. It was construction of a right turn lane at that intersection.

We have another -- another project, preservation, along SR-89, Chino Valley Way to Hell Canyon Bridge, and this was a microsurfacing.

And here we have another project on SR-89, intersection improvement. The project is near completion as well.

Then, as mentioned earlier, this is the broadband project on I-17 that is (indiscernible) scheduled for early January, with construction beginning the first of -- first year in '22, first of the year.

Next slide, please.

So here are a couple -- some photos of some of

the projects. This was the one I mentioned earlier, the microsurfacing near Chino Valley.

Next slide, please.

This is the right turn lane in Bullhead City at (indiscernible) modernization improvement at Marina Boulevard (inaudible).

Next, please.

And this is the project mentioned on I-40, the deck replacement and scour retrofit.

Okay. Next slide, please.

MS. DANIELS: Pardon me for interrupting. Is there a way we can get our presenter closer to a mic?

MR. PATANE: I'm sorry. How's that?

Okay. This is the project in -- west of Kingman along SR-68, the raised median that's being installed.

So upcoming construction. Again, our commitment to preservation. On the system we have projects -- pavement preservation on SR-68, Laughlin Bridge to Golden Valley. The project is scheduled the second quarter of FY '22.

We have SR-95, the Needles Bridge deck rehabilitation. That is also scheduled for the second quarter of FY '22.

Then we have the preservation. Here west of -- on US-60, west of Wickenburg here, this will be a life cycle extension project. So we have cage seal (phonetic) plus micro

surface.

Then US-93, there were -- consists of a deck -- a bridge replacement here. This will be a total bridge replacement on this section.

Then on SR-89 we have a pavement rehabilitation, a life extension project. This will (indiscernible) the second quarter of '22.

Then the third quarter of 2022, we have the Sunset Point rest area, rest area rehabilitation. This project will consist of, you know, water line, building rehabs, kind of a typical type facility, type rehab.

Next slide, please.

Some more coming projects. The first one is the I-40/Rancho Santa Fe TI. This is a developer with the -- project with the City of Kingman. Some issues going on right now, but they are looking to get it out (indiscernible) challenges.

Then on US-93 there's a centerline rumble strip project just north of Wickenburg here, along 93, generated modernization using HSIP funding.

Then on US-60, near Salome and Monroe Street, we have a street lighting project.

Then I-40, just east of Seligman, there's a bridge deck rehab. This is -- okay. Very good there. Then we have also another bridge deck replacement at Anvil Rock TI along

I-40 as well. So these are -- those other projects are both preservation and modernization. Now we'll go into some of the expansion projects within the Northwest District.

The first one is the I-40/US-93 West Kingman TI. It's programmed for FY '24. This will be a new system-to-system interchange.

We have a widening on SR-69 from -- it will go from -- add a third lane in each direction. This is for FY '23. It goes from the SR-69 from Prescott Lakes to Parkway -- Prescott Lakes Parkway to Frontier Village.

Then our big project on I-17 with a flex lane and also a third general purpose lane. That project is -- total cost is at 445 million...

Then the lighting on the US-93 here from Tegner to Wickenburg Ranch. This is a State-funded portion of the project. It is scheduled to advertise after the first of the year. Then the second project, this is a developer project, Wickenburg Ranch to SR-89.

Next slide, please.

So here's a few of the intersections, conceptual drawings of the intersections along 93 as part of the expansion project. This is Rincon Road.

Next slide.

And Cope Road. These are roundabouts, so you can see.

The next slide, please.

Then the Vulture Mine Road intersection.

Next slide, please.

That concludes my presentation, Mr. Chairman.

DIRECTOR HALIKOWSKI: Thank you, Paul, and we really appreciate you doing double duty for us.

But I have a question on the Needles Bridge. Does that lie 100 percent in Arizona?

MR. PATANE: Well, typically our projects are funded 50 percent (indiscernible) California, Arizona -- they're not 100 percent sure on this one, but Mr. Chair, we can get back to you with that.

MR. HAMMIT: Mr. Chair, Paul is right. The bridges over the Colorado are shared between us, the neighboring state, and the state, in this case, California. And in the past that -- and in this case, California is the lead state. They do the design and then we reimburse for 50 percent of the costs.

DIRECTOR HALIKOWSKI: Very good. That was my question. Thank you.

Any questions for Paul?

BOARD MEMBER: No question but a just quick comment. I just -- you know, with the roundabouts that are proposed here in Wickenburg, it looks like Wickenburg is the roundabout capital Arizona.

MR. HAMMIT: Yes, sir. There's quite a few in

their game plan.

BOARD MEMBER: Yeah.

DIRECTOR HALIKOWSKI: You know, it will be competing with Payson, Mr. Chair, and (indiscernible).

BOARD MEMBER: Well, you know, for years people went to Bisbee just to do the Bisbee one, just to practice and go to Australia, but now we can just go to Wickenburg.

DIRECTOR HALIKOWSKI: Well, wait 'til they see the diverging diamond interchange, so...

CHAIRMAN STRATTON: Any questions for Paul? Hearing none, thank you.

MR. PATANE: Thank you.

CHAIRMAN STRATTON: We'll now move on to the Item 3, consent agenda. Does any member have an item they would like to remove from the consent agenda?

MR. SEARLE: I'll make a motion to approve the consent agenda.

MR. KNIGHT: Second.

CHAIRMAN STRATTON: I have a first and second. Do I have any discussion?

Since a portion of the Board is here and a portion is in Webex, I believe it would be appropriate to do a roll call vote. Floyd?

MR. ROEHRICH: Yes, sir. Mr. Chair.

CHAIRMAN STRATTON: Is that correct?

1 THE WITNESS: That is correct. This way we've
2 definitely got it fully documented. So if you want, I'll just
3 and go ahead go down the...
4 CHAIRMAN STRATTON: Very good.
5 MR. ROEHRICH: Vice Chairman Thompson.
6 VICE CHAIRMAN THOMPSON: Aye.
7 MR. ROEHRICH: Board Member Knight.
8 MR. KNIGHT: Aye.
9 MR. ROEHRICH: Board Member Searle.
10 MR. SEARLE: Aye.
11 MR. ROEHRICH: Board Member Daniels.
12 MS. DANIELS: Aye.
13 MR. ROEHRICH: Board Member Meck.
14 MR. MECK: Aye.
15 MR. ROEHRICH: Board Member Maxwell.
16 MR. MAXWELL: aye.
17 MR. ROEHRICH: And Chairman Stratton.
18 CHAIRMAN STRATTON: Aye.
19 Motion passes. Thank you.
20 I will now move on to the financial report with
21 Kristine Ward, for information and discussion only. Kristine.
22 MS. WARD: Good morning, Mr. Chairman. Good
23 morning, board members. I have to say I share Board Member
24 Daniels' enthusiasm with the passage of IIJA. I do believe we
25 have a lot of opportunity, even though we've got quite a bit of

1 challenges ahead of us in terms of wading through this and
2 examining what these new programs are.
3 Let's start off and I'll kind of go through our
4 initial presentation, normal presentation with regard to HURF.
5 If -- Rhett, if you could -- HURF and RARF and --
6 if you could bring my slide presentation up, I'd appreciate it.
7 All right. Thank you very much. And if you
8 could just go to the first -- that next slide, actually. There
9 we go.
10 Okay. In terms of where we are with Highway User
11 Revenue Fund, we are moderately off target, running a little --
12 2.1 percent behind forecast year to date. To put that in
13 perspective, that's about -- that represents about $13 million
14 less in revenues than we forecast. This is -- this is not a
15 concern at this time. We're following it. The cause of this is
16 we are running behind in our VLT, running behind our VLT
17 forecast. We had a very unusual year last year, saw record
18 growth in a number of months, and that makes forecasting the
19 subsequent year a little -- a little more challenging.
20 Going on to the next slide, you'll be able to see
21 just where we were with those -- the individual categories for
22 the month of October. I was just reporting on year to date
23 numbers. Now we're looking at the month of October, and you can
24 see vehicle license tax was behind forecast 12.3 percent.
25 Moving on to the Regional Area Road Fund. For

1 RARF, we are also moderately out of target range, only to the
2 positive this time. We have very strong retail and restaurant
3 and bar growth. We forecasted 14 percent growth rate in retail
4 sales for this year, and we actually year to date have
5 experienced 18.7 percent. And with regards to restaurant and
6 bar, we estimated 24 percent growth, and year to date we're at
7 39.7. So these are -- these are -- this makes for some
8 challenging forecasting.
9 Moving on, let's get to the -- oh, this shows you
10 the individual categories. You'll notice there's one little
11 anomaly that really stands out there, which is that 205.9
12 percent off of other. We are off forecast by that amount.
13 Those represent adjustments that are made by the Department of
14 Revenue due to audits and so -- and it doesn't represent a
15 tremendous amount of dollars, but it certainly stands out in
16 terms of percentages. And this is just when audits are
17 conducted and revenues come in associated with those audits or
18 they're voluntary corrections that are made by companies.
19 Moving on. Let's talk about the star of the show
20 here, the IIJA, and I'll -- I should preface this with it's --
21 since November 15th, it's been renamed again. We started out
22 with the Bipartisan Infrastructure Bill, which was BIB. We
23 moved on to IIJA, the Infrastructure Investment and Jobs Act,
24 and now it has been renamed again. This poor -- this poor
25 legislation is going to have an identity crisis. It's now

1 called the Bipartisan Infrastructure Law. So welcome to BIL. I
2 learned this after I put these slides together, so please excuse
3 its old naming convention, but I will try and change to the most
4 recent, the most recent name.
5 So what do we know? What we know with regards
6 to -- speaking more specifically to funding is -- what we know
7 is we got a five-year funding authorization. We got a five-year
8 authorization bill that was signed by the President on November
9 15th.
10 The -- we know that that was going to represent
11 about $5 billion for Arizona over that period, over the five
12 years. So it's annual average of about a billion dollars a
13 year, and that leads to an average of about $200 million more
14 per year in apportionment. Now, I emphasize apportionment
15 because what that -- that is -- think of that kind of as checks,
16 but remember that you kind of have to have -- we don't get to
17 write checks without some cash. So you need both of those. But
18 what we have right now is about 200 million more in
19 apportionment.
20 Let's go to the next slide, Rhett.
21 So what we don't know. We don't know -- quite
22 honestly, there's a lot -- I feel like there's a lot more that
23 we don't know than what we do know, but these things that we
24 don't know could really make that $200 million a year figure
25 that is kind of a very happy, happy figure, that could -- that

could make -- these things we don't know could make us a little less happy.

First of all, when a -- when an authorization bill comes out, after the initial numbers are put out there, then there are -- then there are things that come off the top of those numbers: Set asides, sequestration issues, penalty issues. Those end up reducing those apportionments. We also don't know in any detail the amount of the suballocations to the locals, the COGs and the MPOs. This is (indiscernible) COGs and MPOs.

We don't know what those -- what those percentages are. We have ideas on some of them, but we -- they're new programs in here. Carbon reduction being an example of one of them. That is -- at first glance, it looks like that's a 65 percent suballocation. Until we get those suballocation numbers, that is a large component of what we don't know that will impact the funds available.

I'm going to skip the obligation authority one for a moment and go to the project/funding. Like I said, lots of new programs, and there are expanded qualifications for the existing programs. So some of the programs that were in the FAST Act continued on in BIL/IIJA/BIB or whatever it was.

So some of those programs continued on but they were modified. There were expansions. There were modifications to those programs that continued on from that. And then, on top

1 of that, there were additional -- there were new programs that
2 were established. Carbon reduction, one of those programs.
3 Protect, another one of those programs, dealing with, I believe,
4 resiliency. Electrification, substantial changes to the bridge
5 program that are -- that are still -- I've yet to discover all
6 those changes.
7 So we've got a -- and we don't know at this time
8 with those new programs what projects will qualify and -- for
9 that new funding and under these new set of rules that the
10 bipartisan infrastructure bill is -- or law is providing to us.
11 So that's another item that we just don't know.
12 But then let's talk about obligation authority.
13 That's essentially the cash-like budget that matches up with
14 those -- with these apportionments. You might get $200 million
15 worth of apportionments, check, but that doesn't mean that when
16 the budget process comes through -- let me back up for just a
17 second.
18 You need an authorization bill -- in order to
19 have a federal transportation program, you need -- first you
20 need an authorization bill. Long-term authorization is the
21 typical verbiage that's used, and that runs -- God willing, you
22 get five years. The past few years we haven't actually, in my
23 tenure, enjoyed very many of those, but it's a long-term
24 authorization. It's largely -- it's more a policy document.
25 Where you get the actual money to implement that policy document

is through the annual budget process. Right now we are running on a continuing resolution that Katy was mentioning that carries us through from a budget perspective until December 3rd. We'll be revisiting that.

What we don't know is how much money, how much cash they're going to -- you know, appropriations, they're going to give us to match up with these checks that they've given us in BIL, the Bipartisan Infrastructure Law. That's a big deal. So you take the big -- not quite as big a deal as the reductions to the apportionment. You don't know how much is going to be suballocated, your percentage of suballocation, and you don't know how much they're to go to provide you in the budget. It's -- well, Board Member Daniels, it's squishing -- it's impairing my enthusiasm just a bit.

So that's where we are at this point. So the question then is, okay, we know what -- we do know -- we have clues about some of the things we don't know, and then the next question is, well, when in the heck are we going to know more?

What we -- what is anticipated is in terms of funding notices, this is -- learning the new programs is a whole different component here, but what we know in terms of the funding notices that are going to be provided to us by FHWA, we have been told that they -- the notices will come out 30 days from the time of enactment. That was when the President signed the -- signed the bill, and that was on November 15th.

1 But just because they put the notices out doesn't
2 mean you actually have the money. They -- the next step in that
3 is that it takes them a couple of weeks to actually take those
4 notices and get them loaded into the federal system, known as
5 FMIS. That's when we actually see the money, but we'll be able
6 to plan once we -- once we get those notices and then complete
7 our analysis on those notices, because we've got to then
8 complete the suballocation. So what -- you know, when will we
9 know more? We'll know more in 30 to 45 days.
10 Now, there was a question earlier. I can't -- I
11 apologize. I don't remember which board member asked it, as to
12 will this -- how -- you know, how are we going to treat this in
13 the next five-year program as we -- as we go forward in
14 constructing that program.
15 The approach that I want to take is that we make
16 an assumption. We're going to make an assumption of how much
17 money we anticipate receiving here, and what we will do is make
18 that assumption to -- in such a way that I'm pretty sure we'll
19 get all of the money of that assumption, and if we get more
20 money, we'll add that in as soon as we know what that is.
21 So, yes, we will be looking to put that into the
22 initial five-year program, and hopefully, as we get more
23 information, we'll put more into the five-year program. Believe
24 me, we need to count those dollars, because we've got to get
25 them soaked up. People do -- people -- it is not -- people do

not think highly of turning back a federal red cent.

So I have one more little piece that I need to cover on -- oh, let me -- let me show you -- can we go on to the next slide, Rhett?

DIRECTOR HALIKOWSKI: Mr. Chairman, are there any questions so far? I know this is a lot to absorb.

CHAIRMAN STRATTON: Does the --

MS. WARD: Thank you, Director.

CHAIRMAN STRATTON: Does the Board have any questions at this point?

MR. KNIGHT: Mr. Chair.

CHAIRMAN STRATTON: Board Member Knight.

MR. KNIGHT: Going back to the chart on HURF, the anomaly there was the vehicle license tax. Was that primarily due to losing the $32.

DIRECTOR HALIKOWSKI: Mr. Chair, Mr. Knight, the $32 --

MS. WARD: Mr. Chair --

DIRECTOR HALIKOWSKI: Hang on.

MS. WARD: -- Mr. Knight, no. No, sir.

DIRECTOR HALIKOWSKI: No. The $32 public safety fee went straight through ADOT to DPS Highway fund patrol. We never counted that money. We were just a pass-through, the collector and the pass-through.

MR. KNIGHT: Okay. And my other question on the

use fuel is it possible because they're using -- it went down, and I would have thought with all the -- with all the transportation -- well, it went up, but it went -- less than the forecast, and I would have thought that with all the freight moving across the country that it would -- that seems kind of opposite to what I would expect it to be. But anyway, that's not a big deal.

CHAIRMAN STRATTON: Kristine, do you have any information on that, please?

MS. WARD: Mr. Chair, Mr. Knight, like VLT, we experienced 20- -- 2021 was -- we've experienced some real oddities since COVID. It has already shaken our normal historical data up, and it has made forecasting a new and lovely challenge, much -- much like -- and as pleasant as going to the dentist. And the result has been that we try -- we are trying to catch ahold of this tiger's tail, and it -- our forecast is just off. That -- the use fuel is actually, use -- a/k/a diesel, we are seeing growth there. What you're seeing in that -- I believe it's -- I'm not looking at it right now, but at negative 8 or whatever is where we are under forecast.

Overall for HURF, we're doing fine. I don't have any concerns. I think we're -- I think I said 2.2 percent under year to date. That only represents about 13 million in the HURF world, and to the actual program, the impact is -- I think it represents about 6, you know, half of that. 6 million. Little

less than 6 million.

DIRECTOR HALIKOWSKI: You know, Mr. Chairman, Mr. Knight, right now I think what we're experiencing is a truck driver shortage. You know, backups at the ports in Long Beach and San Diego where ships are waiting to get offloaded, and so, consequently, I think you're seeing shortages in the stores of supplies because of the driver shortage and some of the cargo issues we may be seeing, you know, not the amount of trips you might expect at this point. That's some speculation there, but as we're watching the market and what's going on, the driver shortage is pretty severe, and we're trying to figure out as a state, you know, and working with the states around us, is there anything we can do to try to ease that up.

CHAIRMAN STRATTON: Thank you.

MR. KNIGHT: Thank you, Mr. Chair.

CHAIRMAN STRATTON: Are there any other questions from the Board? Hearing none, Kristine would you move on, please?

MS. WARD: Certainly.

So this chart just depicts what the -- I'm sorry. Am I getting feedback or was there a question? Did I hear a question?

Okay. I guess not.

What you see on this chart is just a -- what we have as draft numbers for the apportionments that are going to

1 be coming to Arizona, and you can see that's where that average
2 of a billion dollars over the -- a billion a year over the
3 entire period.
4 If you go into the next slide for me, Rhett.
5 So this shows you the breakdown of the -- of FFY
6 '22's -- that 969 million you saw on the previous chart. It
7 shows it compared to the '21 numbers, and it shows it by
8 program. So it shows you where the -- where we're seeing growth
9 in the individual program. Now, and it shows you also the new
10 programs.
11 But it only -- the only -- the difficulty and I
12 think I mentioned this earlier is, you know, we don't -- on
13 these new programs, some of these new dollars have been embedded
14 in -- aggregated into some of these other program figures. So
15 we're having a very difficult time distinguishing out and
16 pulling out those new program dollars from existing programs,
17 but this gives you a rough look at it, as to where we're seeing
18 growth in those programs.
19 As we get more information on this, which we've
20 got a long way to go there, we will certainly provide it back to
21 the Board.
22 Last item with regards to the federal program,
23 which is a little ironic given when I come forward to you and
24 I'm saying, hey, we're thinking about 200 million more a year in
25 apportionments, and we know there's going to be some reductions

there. The ironic part here is that right at this moment, we're actually running tight. In spite of BIL authorizing more funds for transportation, we are actually -- yeah, we're actually running a little tight.

You remember I told you we need three elements to actually have a transportation program. We need that authorization bill. We need the budget in the continuing resolution, and we -- actually, we also need that third element. We need the Highway Trust Fund to have adequate funding. The problem is -- right now is that we are running tight because they have not loaded the funds from the continuing resolution.

FHWA notified us on Wednesday that due to the passage of BIL, they -- they are in this transition from the FAST Act to the new authorizing bill, and it is complicating the loading of the continuing resolution. It's actually being a little delayed. So we will keep you -- if this ends up having impacts, we will keep you informed of it, but it's kind of ironic that at the time everybody's talking about more money, we're actually running a little tight.

So, Rhett, if you would go on to the next side, I'd appreciate it.

So last month, at the October meeting, the Board authorized the department to complete a refunding of about $53 million in existing bonds, and I am just happy to report that on November 10th, we closed on that deal, and we achieved

$1.8 million in savings net of the cost of issuance.

Now, this may seem like -- in comparison to some of our other refundings, this will seem like not a large amount of money, not a large amount of savings, but I don't know about you. I'd stop to pick up $1.8 million, and that -- that may cost us about -- the cost of issuance, it was about $250,000 to $300,000 for cost of issue.

So thought I'd let you -- give you a bit of good news about the resolution that you permitted us to move forward with. So thank you very much and congratulations.

Mr. Chair, that concludes my presentation, and I'd be happy to take any questions.

CHAIRMAN STRATTON: Thank you, Kristine. Are there any -- excuse me. Are there any questions for Kristine?

You're off the hook, Kristine. Thank you. Good job.

MS. WARD: Thank you, sir. Thank you, members.

CHAIRMAN STRATTON: We'll move on to Agenda Item No. 5, with Greg Byres, for information and discussion only.

MR. BYRES: Good morning Mr. Chairman, board members. I've got a couple things -- move it on to the next slide, Rhett.

I want to start off with just letting you know and thanking you all for participating in our P2P district workshops. They were very successful. The information that we

gathered in those workshops was extremely helpful. We actually wound up going back and forth with a lot of our technical groups as well as our pavement groups and so forth to make sure that the projects that we had in the -- in the P2P were truly being granted the way they were supposed to be. There was some back and forth. We found some errors and corrected those, and so it worked out really well. So I appreciate the input that all of the board members had. That has been completed. We now have a completed P2P list, and we will start -- at this point now, we're going to our planning-level scoping. So thank you very much.

I have two items that I wanted to bring up. One was our tribal transportation update, as well as the -- a little more information on IIJA.

So next slide.

As far as the tribal transportation update goes, on November 9th, ADOT FHWA as well NHTSA, which is the national Highway Traffic Safety Administration, held a traffic safety initiative for the Four Corners. Of that, it was a very good turnout. We had a total of 78 people attended that, 33 -- including 33 representatives from 19 different tribes. So it was pretty awesome. The top -- although the initial plan -- tribes were -- it was originally located or for the Four Corners regional area. It actually went national because we had so much interest in it.

Topics covered are roadway safety assessments, as well as review of the two tribal roadway assessment -- safety assessments that were completed here in Arizona, and then there was some virtual RSA that was done on Route 15, which is within the Tohono O'odham Nation. So it was actually very good, very informative, and a tremendous number of people participated.

One of the other things we had is the ADOT Tribal Communication and Matrix Project. What we're doing is basically taking a look at how our ADOT tribal liaisons are working, how they can improve their -- what they're doing, making sure that we're doing all we can for the tribal areas, getting information to and from them, making sure that any information is getting through to all of ADOT, regardless of the different divisions that may be affected. So that's a big deal for us.

Next slide, please.

As far as the IIJA -- I'm going to keep calling it that. I can't call it a different term at this point in time. The IIJA is -- actually, it's a $1.2 trillion bill, but it isn't just for transportation. We've got -- there's power utilities, water utilities, broadband, pollution remediation, as well as a host of social and economic initiatives that go into that bill.

U.S. Department of Transportation total is receiving 550 billion. Of that, 274 billion is new funding. Of the 550 billion going to USDOT, approximately 150 billion will

be appropriated for grants. This is discretionary funds, with approximately 100 billion of that, of that 150, being intended for competitive grants. That's a huge percentage of that total appropriation. Compared to what we've had in the past, the grants that continued from the FAST Act are seeing anywhere from five to seven times the amount of funding that we had in the past, so along with a whole host of new grants that are going to be coming out.

So with that, there's a lot of unknowns. We don't know exactly how they're going to work. It's a huge amount of work for USDOT and FHWA to try and do that many competitive grants. So they've got a lot of work ahead of them before any of these actually hit the street. So we're -- we don't know exactly how they're going to work or when they're going to be available.

So as that comes about, one of the big things that we're doing right now is strategizing on how we can capitalize on these grants. How can we maximize what we're doing? So that's going to comprise the matter of trying to make sure that we've got match money available so that we can actually be competitive. We have to be able to select the right projects that are hitting the different grant applications that we put together. So there's a lot going in, but there's a lot we don't know at this point to be able to finalize those strategies. So it is something to work on at this point.

CHAIRMAN STRATTON: Greg, on the grants, I have a question. I know in the past some the grants have a set amount of match, and some of them are judged or scored on how much you would put into it. Are these -- what type of grants are these? Is there a set amount or is it going to be competitive with how much you match with?

MR. BYRES: We -- that's one of the unknowns that we -- that's what we don't know. So I wish we did, but -- and that's part of the problem that we have in trying to strategize, because there might be some of these that are zero match, in fact. Some of them are defined in the legislation as zero match, but we don't know the details at this point.

CHAIRMAN STRATTON: Thank you.

MR. BYRES: And that was all I have for my update.

DIRECTOR HALIKOWSKI: So, Mr. Chair, one thing on the grants we might want to think about is figuring out whether we could get some sort of pool for funding for match money, and so I'll talk with Katy and the Governor's staff. I don't know if there would be any interest at the Legislature maybe setting aside some funds for ADOT for grant applications. We can raise the issue.

CHAIRMAN STRATTON: Interesting thoughts. That would be good.

Any other questions? Mr. Searle.

MR. SEARLE: Yes. I -- you mentioned the P2P process, and I know that you've got your calendar that you go by, and you've already completed it, but I think next year, it would -- once we have a better idea what's in this infrastructure bill, I think that should be a -- in the formula as these projects are rated. You know, if they can be coordinated with other projects that are in this infrastructure bill, some of these P2P items, it should be reflected in the approval process, because I know there's a pavement preservation project that's on 191 that doesn't quite make it over the edge every year, but if that port does go in in Douglas, it is going to make it an important issue to get 191, that preservation project basically bumped up.

MR. BYRES: Understood.

MR. SEARLE: Yeah.

CHAIRMAN STRATTON: Any other questions for Greg?

MR. MAXWELL: Mr. Chair, this is Member Maxwell.

CHAIRMAN STRATTON: Go ahead. Board Member Maxwell, go ahead.

MR. MAXWELL: Thank you.

Yeah. I know we're still in the learning phase of all this, but I do think the grants -- obviously they're competitive. There's some that may be local and targeted, but most of them are going to be, I think, a lot more national wide. So we've got to be ready to go, and I know that we've got a good

1 grant program already at ADOT.
2 I guess what my thought is, are we considering
3 stuff that is already in our five-year plan? I know there used
4 to be a lot of funding going towards bridges specifically, and
5 if we've got some bridges that we've already gone through the
6 approval process and placed them in our five-year plan, it may
7 be something that we could leverage to either move up, or as I
8 mentioned before, get some of the funds offset, which will free
9 up more money for us to use in other areas of need in Arizona,
10 but I'd hate to not be considering those projects that we've
11 already put into our five-year plan as a way to get some of the
12 funding earlier, and I think that because the project research
13 has already been done, we may be able to quickly turn those into
14 a grant request or in a competitive process.
15 MR. BYRES: Mr. Chairman, Board Member Maxwell,
16 that is exactly one of the things that we consider when we're
17 looking at projects, is how can we -- if we get a grant, how do
18 we basically free up dollars in a program to be able to do
19 additional work. And that's -- that's the key to most of the
20 grants that we put together, are the grant applications that we
21 put together, is for projects that will do that. There's an
22 executive grant team within ADOT that goes through and evaluates
23 all projects before we actually put application together, and
24 that is one of the considerations.
25 MR. MAXWELL: Thank you.

MR. KNIGHT: Mr. Chairman.

CHAIRMAN STRATTON: Yes. Go ahead.

MR. KNIGHT: Greg, is there any chance that -- I know we've got projects that the State's funded, but the funding doesn't cover the entire project. So it's underway. The project's being done as far as the money will go that the State has obligated. Is there any chance we'll be able to count any of that money that we've used so far as matching in this situation with -- with these new funds?

MR. BYRES: Chairman, Board Member Knight, if it's -- if it's already been expended on an existing project, chances are we probably can't count that for match, because we haven't defined what the project is and the limits of that project and the funding that's available for within that limit.

So, however, if there's a project that the State -- we got money for, yes, we most certainly will use those dollars that have already been appropriated to that project to go after grants provided that it's a project that fits the grant itself. So we have to look and make sure that it does fit the grant, and if it does, most certainly. We'll leverage those dollars, every single one of them against the match.

MR. KNIGHT: Thank you.

DIRECTOR HALIKOWSKI: So Mr. Chairman, Mr. Knight, Kristine is listening in, and she just texted me and reminded me we have a meeting Monday to talk about how we might

1 be able to set aside some --
2 VICE CHAIRMAN THOMPSON: Chairman.
3 DIRECTOR HALIKOWSKI: -- dollars for grant
4 applications in addition to maybe approaching the Governor and
5 the Legislature about that idea.
6 CHAIRMAN STRATTON: I think a lot of these
7 questions from myself and the board members are somewhat
8 premature --
9 VICE CHAIRMAN THOMPSON: Chairman.
10 CHAIRMAN STRATTON: -- and catching you off guard
11 when you really don't know the answers yet, and it might be
12 better if we -- next meeting we just had an update as to what
13 was actually taking place. You may have more information at
14 that time.
15 DIRECTOR HALIKOWSKI: And, you know,
16 Mr. Chairman, I sympathize. As you listen to Kristine, this is
17 anything but an easy process. The federal process is quite
18 Byzantine as we go through it, and we will try to provide you
19 with much information, but we want to provide you with accurate
20 information, and I think it's difficult when there's so many
21 unknowns that we're facing, and plus we're now subject to, you
22 know, moving at the speed of the federal agencies, and they may
23 not (indiscernible) the same (indiscernible) completed.
24 CHAIRMAN STRATTON: Very good. Thank you.
25 VICE CHAIRMAN THOMPSON: Chairman.

1 CHAIRMAN STRATTON: Yes.
2 VICE CHAIRMAN THOMPSON: I have one question to
3 get a clarification or get a better idea on the grants. Greg,
4 would any one of these 191 proposed projects qualify for these
5 grants?
6 MR. BYRES: Mr. Chairman, Board Member Thompson,
7 at this point, with not knowing exactly what each of the
8 different grants are going to entail, there's still some that
9 come through from, like, the FAST Act or the RAISE grant is
10 still in there. The INFRA grants are still in there, but at
11 this point in time, until we actually see what the notice of
12 funding opportunities entail for each of the grants, we won't
13 know. So it's all dependent on exactly how those notices are
14 written.
15 VICE CHAIRMAN THOMPSON: One follow-up question.
16 At what point in the future will we have a better idea?
17 MR. BYRES: Mr. Chairman, Board Member Thompson,
18 as information becomes available from the Federal Highway, as
19 Kristine pointed out, it's probably going to be at least within
20 the next 35 to 45 days. That will -- that information will be
21 available for funding. It may be a little bit longer before we
22 know anything on the grant side or the discretionary funds.
23 VICE CHAIRMAN THOMPSON: Thank you, Mr. Chair.
24 CHAIRMAN STRATTON: Again, board members, let's --
25 thank you, Vice Chairman. Let's hold any further questions

until next month, and I think we should have an item on the agenda, just update on the grant. Again, by then you may have more information and you may not, but should be significant more information to more information to share with the Board rather than to be redundant with the questions. So thank you.

Okay. We'll move on to Item No. 6. This is PPAC, with Greg Byres, for discussion and possible action. Greg.

MR. BYRES: Thank you very much, Mr. Chairman.

Today we're bringing forward two projects for modifications, four projects that are new projects and one airport project. So we'll start off with the two projects for modifications. These are Items 6A and 6B, and we bring these forward with a recommendation for approval.

CHAIRMAN STRATTON: Do I have a motion?

VICE CHAIRMAN THOMPSON: Chairman.

CHAIRMAN STRATTON: Yes.

MR. KNIGHT: Mr. Chair.

VICE CHAIRMAN THOMPSON: Move for approval.

MR. KNIGHT: Second.

CHAIRMAN STRATTON: I have a motion by Vice Chairman Thompson and a second by Board Member Knight. Is there any discussion?

Hearing none, would you call for the roll call vote, please?

1 MR. ROEHRICH: Yes, Mr. Chairman.
2 Vice Chairman Thompson.
3 VICE CHAIRMAN THOMPSON: Aye.
4 MR. ROEHRICH: Member Knight.
5 MR. KNIGHT: Aye.
6 MR. ROEHRICH: Member Searle.
7 MR. SEARLE: Aye.
8 MR. ROEHRICH: Member Daniels.
9 MS. DANIELS: Aye.
10 MR. ROEHRICH: Member Meck.
11 MR. MECK: Aye.
12 MR. ROEHRICH: Member Maxwell.
13 MR. MAXWELL: Aye.
14 MR. ROEHRICH: Chairman Stratton.
15 CHAIRMAN STRATTON: Aye.
16 Motion carries.
17 MR. BYRES: Thank you, Mr. Chairman.
18 The next item is for new projects, and these will
19 covers Items 6C through 6F, and again, PPAC brings these forward
20 with a recommendation for approval.
21 CHAIRMAN STRATTON: Before I ask if there's a
22 recommendation, I do know Board Member Searle has some questions
23 on Item 6D.
24 MR. SEARLE: You know, we can go ahead with the
25 motion, and we can do the discussion after the motion.

CHAIRMAN STRATTON: Okay. I will accept a motion then for approval.

MR. KNIGHT: Yeah. Mr. Chair, I move to approve Items 6C through 6F.

CHAIRMAN STRATTON: I have a motion. Do I have a second?

MR. SEARLE: I'll second.

MS. DANIELS: Second.

CHAIRMAN STRATTON: I have a motion and a second. Now I'll call for the discussion.

MR. SEARLE: Yes. I -- 6D, the Fort Thomas structure, we had some discussion on this when the development phase of this came forward, and it was my understanding when we approved that that both Chairman Stratton and myself were going to be briefed on that, and I never was, and that's a little disappointing. And it looks from this project that the development cost was around $300,000, which is under what was proposed, which as far as I'm concerned was good news.

It's still very disappointing that -- and I'll speak for -- although Graham County is in Chairman Stratton's district, it's very frustrating when local communities get these federal grants for projects that are needed, and they get eaten up by development costs. You know, I personally experienced that in Cochise County, and to see Graham County having to kick in $300,000 to get this box culvert in is disappointing, to say

the least.

I know in there may be issues why we can't do that, but I wouldn't -- I would like to see the discussion that these development costs are put out for bid like our construction costs are and to see we might could get some better bids or maybe offers to get some of this work done, as opposed to the way we're doing it. I'm not -- I support the project that needs to be done, but I just wanted to express my frustration.

CHAIRMAN STRATTON: Point well made. Point well made.

At this time, then, I'll call for the roll call vote. Floyd?

MR. ROEHRICH: Yes, sir, Mr. Chairman.

Vice Chairman Thompson.

VICE CHAIRMAN THOMPSON: Aye.

MR. ROEHRICH: Member Knight.

MR. KNIGHT: Aye.

MR. ROEHRICH: Member Searle.

MR. SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Maxwell.

MR. MAXWELL: Aye.

MR. ROEHRICH: And Chairman Stratton.

CHAIRMAN STRATTON: Aye.

Motion carries.

Greg.

MR. BYRES: Thank you, Mr. Chairman.

The last item we have is we do have one airport project. This is Item 6G, and PPAC brings this forward for a recommendation for approval.

CHAIRMAN STRATTON: Do I have a motion for approval?

MR. KNIGHT: Mr. Chairman, but I have a question.

CHAIRMAN STRATTON: I have a motion by Board Member Knight.

MR. SEARLE: Second.

CHAIRMAN STRATTON: A second by Board Member Searle. Any discussion?

MR. KNIGHT: Yes.

CHAIRMAN STRATTON: Board Member Knight.

MR. KNIGHT: Greg, since this is in Parker, and it's in my district, I just need a little more information. They -- were they unable to come up with the matching fund? They opted out -- as it appears here from what I've read, they opted out of the funding so it's not going to happen?

MR. BYRES: Mr. Chairman, Board Member Knight,

1 that's exactly correct. They couldn't come up with the funding
2 within the time constraints for this fiscal year. So what it
3 is, is they actually extended this project into their ACIP for
4 next year so that they're still eligible for it in the coming
5 year.
6 MR. KNIGHT: Great. That answered my question.
7 Thank you very much.
8 Thank you, Mr. Chair.
9 CHAIRMAN STRATTON: Absolutely.
10 Roll call vote, Floyd, please.
11 MR. ROEHRICH: Yes, sir.
12 Vice Chairman Thompson.
13 VICE CHAIRMAN THOMPSON: Aye.
14 MR. ROEHRICH: Member Knight.
15 MR. KNIGHT: Aye.
16 MR. ROEHRICH: Member Searle.
17 MR. SEARLE: Aye.
18 MR. ROEHRICH: Member Daniels.
19 MS. DANIELS: Aye.
20 MR. ROEHRICH: Member Meck.
21 MR. MECK: Aye.
22 MR. ROEHRICH: Member Maxwell.
23 MR. MAXWELL: Aye.
24 MR. ROEHRICH: Member -- Chairman Stratton.
25 CHAIRMAN STRATTON: Aye.

Motion carries.

Thank you, Greg.

We'll move on Agenda Item 7, state engineer's report with Dallas Hammit, for discussion and information only.

MR. HAMMIT: Good afternoon -- or still morning, Mr. Chairman, members of the Board. As the slides are coming up, currently ADOT has 75 projects under construction totaling $1.587 billion. In October we finalized eight projects totaling $34.4 million, and year to date we have finalized 38 projects.

A couple things on the state engineer's report. One thing that was mentioned, we're seeing a number of legislative bills that could be coming forward. As staff, we will be reviewing those bills looking to see are the estimates close? Are there estimates? Are there a scope? We've seen some, in one case the project is under design, and we can estimate it very easily and know that that's a good number.

Another one that's came forward with a number, we haven't had anything started, so we know that is a -- what some may call a swag or a guesstimate on what that costs, and we will make those known. But as those come forward, our staff will do our best to review those and report back.

One of the things that -- Mr. Knight, I think it was you who asked on the projects that have been removed, actually the four projects last time, we deferred. And we

purpose -- we learned from our mistake. Two years ago we removed it from the program, and once it's removed, we have to stop a lot of the work that was in the development stage. This case we moved it back one year, so we're continuing. As additional funds come up, one of my preferences would be we bring those back into that current year, but the good thing is we never stopped working on them, and we will be ready to deliver them because we didn't stop that work.

And then a follow-up on your question. I think we should have more discussion on those development costs. I'm happy to do that, but one thing that we have to watch, any time we use federal funds, we use federal laws. There's a Brooks Act. Professional services have to be competed for by qualification and not by price. So it may force us, if we want to look at this, to find another funding source other than federal funds if we look at doing any kind of price competition on professional services. We do have our hands tied somewhat in that area.

And for that -- I would be happy to bring some information, because there's a lot of -- that's in those development costs I think we briefed a long time ago, but a lot of people didn't hear that, and I'd be happy to bring my team up and brief you on what those development costs incur.

CHAIRMAN STRATTON: That may be a good topic for a work session at some point in the future.

Dallas, I've got a question. The projects under construction, with the significant raise in oil. I know we have escalation clauses for oil and diesel. Are they having a significant overall impact on our budget?

MR. HAMMIT: Mr. Chairman, I will have to check on that. I would assume so. The -- and as you said, we have -- in our contracts, we have a base price, and then as it goes up, we automatically have an escalator and de-escalator. So if it goes down, it's fair for both sides, but I can check and see how that's affecting our projects. How it goes is if it goes up, it comes out of the construction contingency, but I'd need to check on that and I'll report back to you.

CHAIRMAN STRATTON: We're not at a point where we're in danger of having to defer a project or anything from this year to next because of that?

MR. HAMMIT: Not that I'm aware of, Mr. Chairman.

CHAIRMAN STRATTON: Okay. Thank you.

Board Member Searle.

MR. SEARLE: Chairman Stratton and Dallas, this is not in your corner, but it might be kick it over to Kristine sometime. Has ADOT ever considered hedging oil costs to protect (indiscernible) on that issue? Because as a county, we've had that discussion as to -- because when you do have a material change in oil, there are ways financially to protect us against those issues, and it would be interesting to see if ADOT's never

had that conversation.

MR. HAMMIT: Mr. Chairman, Mr. Searle, we have -- in my tenure, we have not.

MR. SEARLE: Okay.

CHAIRMAN STRATTON: Any other questions for Dallas? Or do you have more to report, Dallas?

MR. HAMMIT: No, Mr. Chairman.

MR. SEARLE: I see that the Houghton Road project is coming to an end there in Pima County, and it really looks like, you know, it was either diverging -- I guess that's a diverging diamond. I don't know, but it's pretty nice. Good to see it.

MR. HAMMIT: Mr. Chairman, Mr. Searle, that will be our second full diverging diamond that will open up in Mr. Meck's area. We're starting construction on two more. We're excited by the way it's working on Happy Valley. We've heard good things from the public. I think it will move more traffic, and it will do it safer. So we're excited about that one as well.

CHAIRMAN STRATTON: Very good.

Any other questions for Dallas?

Hearing none, we'll move on to Agenda Item No. 8, construction contracts, for discussion and possible action. Dallas.

MR. HAMMIT: Thank you, Mr. Chair.

1 Item No. 8A is a bridge scour retrofit project.
2 It is on State Route 266. On that project the low bid was
3 $375,424. The State's estimate was $333,935. It was over the
4 State's estimate by $41,489 or 12.4 percent. We saw higher
5 than expected pricing in the lead-based paint removal from the
6 structure and traffic control. So as we reviewed the bid, we
7 do believe it is a responsive and responsible bid and
8 recommend award to Holmes Construction Company, Inc.
9 CHAIRMAN STRATTON: Thank you, Dallas. Do I
10 have a motion?
11 MR. SEARLE: I'll make a motion to approve.
12 CHAIRMAN STRATTON: Do I have a second?
13 MR. KNIGHT: Second.
14 CHAIRMAN STRATTON: I have a second. Any
15 discussion?
16 MR. KNIGHT: You know, the traffic control on
17 that piece can't be done much, but that's okay. It's my
18 district and I support it. That's mostly prison traffic,
19 so...
20 CHAIRMAN STRATTON: Very good. Floyd, would
21 you call for the roll call?
22 MR. ROEHRICH: Yes, Mr. Chairman.
23 Vice Chairman Thompson. Vice Chairman
24 Thompson.
25 VICE CHAIRMAN THOMPSON: Aye. Aye.

1 MR. ROEHRICH: Thank you. Thank you, sir.
2 Member Knight.
3 MR. KNIGHT: Aye.
4 MR. ROEHRICH: Member Searle.
5 MR. SEARLE: Aye.
6 MR. ROEHRICH: Member Daniels.
7 MS. DANIELS: Aye.
8 MR. ROEHRICH: Member Meck.
9 MR. MECK: Aye.
10 MR. ROEHRICH: Member Maxwell.
11 MR. MAXWELL: Aye.
12 MR. ROEHRICH: Chairman Stratton.
13 CHAIRMAN STRATTON: Aye. Motion carries.
14 MR. HAMMIT: Thank you.
15 CHAIRMAN STRATTON: Thank you, Dallas.
16 I would like to make a comment on traffic
17 control since you brought it up, Mr. Searle. So I noted we've
18 been using -- many contractors have been using the automated
19 stoplights rather than flag people, and I would have to
20 imagine that's saving the State a fair amount of money on
21 traffic control.
22 MR. HAMMIT: I do have to see how much it's
23 saving. I believe so as well, but we're -- one thing we're
24 really doing is trying to get smart traffic control, let
25 people knowing what's going on ahead, but it is very dangerous

for our folks if we don't have proper... As we've been sitting here this morning, we had a worker, it was someone out on one of our projects that got hit. I don't have all the details. He -- it sounds like it is -- he's in the hospital. He's still alive, but just this morning on one of our projects on I-10, we had a consultant inspector for us that was hit in an active work zone.

CHAIRMAN STRATTON: Hopefully they'll be okay.

Thank you, Dallas.

We'll move on to Agenda Item No. 9, the State Transportation Board policy, with Floyd Roehrich, for discussion and information.

MR. ROEHRICH: Thank you, Mr. Chairman, although I do want to make a point. It was for discussion and possible action, because I am going to ask the potential for the Board to approve their policies, but I want to follow up from the study session.

We did have a meeting with Board Member Knight and Board Member Daniels, followed up that had a discussion on the policies, as well as the noise mitigation policies -- broadband policies and noise mitigation policies that were brought up in the study session.

And it has resulted in a lot of great discussions and looking at the potential for the broadband policy, the one we that would consider coordinating with the

1 Governor's staff as they strategically look at expansion of
2 broadband, along with the Office of Broadband and the Commerce
3 Authority, who's developing a statewide broadband strategy,
4 which to the point -- looks like it's a final draft, but it's
5 not been submitted out yet for final approval. But they're
6 working forward with that.
7 And we see the opportunity to look at potential
8 for a policy that where the Board may direct some focus areas
9 as we look at projects and look at possibilities, but we
10 feel -- at least I'm recommending now that we don't develop
11 our own policy. Let's kind of continue to coordinate with the
12 commerce, the Office of Broadband and the developer's office
13 and put together a policy strategy. Next year I'm expecting
14 it's all going to come together as we hit the beginning of the
15 year and see what happens as the IIJA funding, and anything
16 that the Legislature brings in in the funding from the
17 Governor's office, an opportunity to really bring that in as a
18 policy.
19 And I know Board Member Knight just this
20 morning was talking to me about some potential language or
21 direction that we would develop on a policy statement. So I
22 agree that it's something that we should work on doing. I
23 think that doing it prematurely would mean we just have to ask
24 the Board to revisit it again once we have more information
25 from coordinating with these other entities.

1 So statutorily, the Board needs to approve
2 their policies every two years. This is the second year, this
3 year, and that's the only policy recommended option that has
4 been brought forward, but I do want to also point out to the
5 Board, you can change your policies any time that you want.
6 We just need to agenda it, go through this deliberation,
7 settle on the final language, and then the Board can add it,
8 edit or take away from policies anytime time they want.
9 So my recommendation is, is that the Board
10 approve their policies as it is, because we have no other
11 recommendations that have come forward, either from staff or
12 from board members, on these policies. Approve the policies
13 as is. There's 44 policies, and that will allow us to
14 continue to use those moving forward and meet the statutory
15 requirement, and then continue to work through these other
16 agencies along with board members on developing a broadband
17 policy that we could bring back early next year and then
18 modify and add it into the policies once we've finalized the
19 language and we have it coordinated with these other entities.
20 So I'm proposing that, and I'd just like to
21 make sure how the board members feel about that or any other
22 questions or comments that you would recommend.
23 CHAIRMAN STRATTON: The first thing, I think it
24 makes sense, Floyd. I think it would be a good move.
25 Any comments from board members?

MS. DANIELS: I just have one, and I just wanted to thank staff for meeting with Board Member Knight and myself and helping us walk through some of these processes and the thoughts. I think we generated a lot of great ideas as we discussed and also understood some of the needs that we have to collaborate with other entities. Understanding, of course, that funding is a critical component of this, and we would like both the Governor's office and then also the ACA to be united in this effort.

So, Floyd, I think that was a great synopsis that you just gave, and I fully support us, you know, moving forward and having additional dialogue with those other entities so that we can create a criteria that works for and accomplishes our statewide goals that aren't just ADOT goals, but statewide goals.

CHAIRMAN STRATTON: Thank you, Ms. Daniels.

I would like to thank Board Member Daniels and Board Member Knight for representing the Board and working with staff to gets these policies. So hopefully that will continue in the future.

At this time I would entertain a motion to adopt the policies as presented.

MR. KNIGHT: So moved.

MR. SEARLE: Second.

CHAIRMAN STRATTON: I have a motion and a

1 second. Do we have any discussion?
2 Hearing none, Floyd, would you call for the
3 roll call?
4 MR. ROEHRICH: Yes, Mr. Chairman.
5 Vice Chairman Thompson.
6 VICE CHAIRMAN THOMPSON: Aye.
7 MR. ROEHRICH: Member Knight.
8 MR. KNIGHT: Aye.
9 MR. ROEHRICH: Member Searle.
10 MR. SEARLE: Aye.
11 MR. ROEHRICH: Member Daniels.
12 MS. DANIELS: Aye.
13 MR. ROEHRICH: Member Meck.
14 MR. MECK: Aye.
15 MR. ROEHRICH: Member Maxwell.
16 MR. MAXWELL: Aye.
17 MR. ROEHRICH: And Chairman Stratton.
18 CHAIRMAN STRATTON: Aye.
19 Motion carries. Thank you.
20 Move on to Item No. 10. Suggestions for future
21 board meetings. Does any board member have an item they'd
22 like to have on a future board meeting?
23 Member Searle.
24 MR. SEARLE: Just to reconfirm your comments
25 earlier in the meeting that we do need to report on this new

1 infrastructure bill and how we are going to coordinate the
2 department with this new funding, and I realize December's
3 probably going to be too soon, but you may be gone for that,
4 Steve, but I think we'd really need, you know January,
5 February, because it's important to see how it strategizes
6 with our five-year plan and the grant process and the whole
7 nine yards.
8 CHAIRMAN STRATTON: I think that's a great
9 idea, and really, I'd like to see that personally agendized
10 until all of the answers have come forward. I think there's
11 going to be some information every month, I would think.
12 MR. ROEHRICH: So, Mr. Chairman, Mr. Searle, I
13 absolutely think it's something that will be reported on every
14 month. I think you can count on Kristine bringing it in as a
15 financial issue as we learn more. I think Katy will continue
16 to bring in more from a legislative issue, and then from a
17 process issue, I expect either Dallas or Greg will be bringing
18 that in through planning process or -- and programming process
19 and other process.
20 So I do think we are going to be covering it
21 every month as we move forward until we get a full picture. I
22 do think things such as grant and maybe some other actions
23 that might -- we want the Board to consider, I think it is
24 very much appropriate that we identify those by agenda so that
25 public and you and the Board members know we're bringing those

1 forward, but I expect you're going to get the update on this
2 every month.
3 And you're specifically going to get an update
4 on this when we start the programming process, because you
5 know, in January we had a study session right after the
6 traditional board meeting. It's usually at the end of January
7 or the first week of February is our study session, and that's
8 where we lay out all the preliminary tentative program issues
9 for the new program, and I expect anything we know about it
10 then, Greg's team will bring that forward. So I would like to
11 assure the Board we are going to talk about IIJA from a
12 funding, project and programming process every month as we
13 move forward. I think you can expect that.
14 MR. SEARLE: It will save on the questions.
15 CHAIRMAN STRATTON: Very good.
16 MR. ROEHRICH: Well, we want your questions.
17 We want to make sure that not only are we able to satisfy you,
18 your inquiries. It helps us in communicating them out to the
19 public as well, because as the director said in his comments,
20 we are already getting bombarded every day. Is my project in
21 there? What are you (inaudible) my project? Whoa. You know,
22 (indiscernible). Let's slow down. We're going to get to all
23 those things, but this is a five-year bill. It's going to
24 take a while to get to everything.
25 CHAIRMAN STRATTON: Very good.

1 Any other suggestion for future meetings?
2 MR. ROEHRICH: Mr. Chairman, if I could, I just
3 want to remind everybody the next meeting is December 17th.
4 It is at the City of Globe in their council chambers. We
5 expect it will continue to be a hybrid meeting like this, in
6 person for the public who can make it, who can attend, and a
7 virtual option for those who still want to participate but may
8 not be able to make it. So we're looking forward to that.
9 I hate to say it. It might be your last
10 meeting as Chair, but it doesn't necessarily have to be your
11 last meeting on the Board. You can continue to participate
12 until they announce -- the Governor announces your
13 replacement.
14 CHAIRMAN STRATTON: Very good. Hopefully -- it
15 was nice to have more on the Board here today and have some
16 public here and the staff that's here. I appreciate it.
17 Hopefully more of the Board will be able to attend in December
18 and moving forward into the next year as -- I think it's very
19 important that we hear things from the local people, and
20 through my tenure on the Board, as we traveled, one of the
21 things we've tried to do -- or I tried to do was my wife and I
22 would try to get to town about noon and have lunch and talk to
23 local people and drive the roads and such and try to learn a
24 little more about the communities. And I think that's an
25 important aspect for the Board to do, and just communicate

1 with the people, knowing that we haven't had much time
2 together with most of the board members. I hope that you will
3 consider that in the future and continue to have good
4 communications from the staff and the Board to the people that
5 we serve.
6 With that, I would entertain a motion to
7 adjourn.
8 MR. KNIGHT: So moved.
9 MR. SEARLE: Second.
10 BOARD MEMBER: Second.
11 CHAIRMAN STRATTON: I have a motion and
12 second. All in favor say aye.
13 BOARD MEMBERS: Aye.
14 CHAIRMAN STRATTON: Motion carries. The
15 meeting is adjourned. Thank you.
16 (Meeting adjourned at 10:59 a.m.)
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STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 80 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 31st day of January 2022.

/s/ Teresa A. Watson

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Adjournment

Chairman Steve Stratton moved to adjourn the November 19, 2021, State Transportation Board Meeting.

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

Not Available for Signature
Steven Stratton, Chairman
State Transportation Board

Not Available for Signature
John S. Halikowski, Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, December 17, 2021
City Of Globe
150 North Pine Street
Globe, Arizona 85501

Call to Order
Board Chairman Stratton called the State Transportation Board meeting to order at 9:00 a.m.

Pledge
The Pledge of Allegiance was led by Board Chairman Stratton.

Roll Call by Floyd Roehrich
A quorum of the State Transportation Board was present. **In attendance (In Person):** Chairman Stratton, Vice Chairman Thompson, Board Member Knight, Board Member Maxwell, Board Member Searle, Board Member Daniels. **In attendance (Via WebEx):** Board Member Meck. There were approximately 64 members of the public in the audience.

Opening Remarks
Chairman Stratton reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act
Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

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.

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

IN PERSON AND BY VIDEOCONFERENCE

City of Globe
150 North Pine Street
Globe, Arizona 85501

December 17, 2021
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PERFECTA REPORTING
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD PUBLIC HEARING
3 was reported from electronic media by TERESA A. WATSON,
4 Registered Merit Reporter and a Certified Reporter in and for
5 the State of Arizona.
6
7 PARTICIPANTS:
8 Board Members:
9 Steven E. Stratton, Chairman
Jesse Thompson, Vice Chairman
10 Gary Knight, Board Member
Richard Searle, Board Member
11 Jenn Daniels, Board Member
Ted Maxwell, Board Member
12 Jackie Meck, Board Member (via Webex)
13
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1 CALL TO THE AUDIENCE

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Christian Price, Mayor, City of Maricopa..... 6
3 Thomas Goodman, Gila County Public Works..... 8
Gary Schneider, CEO, Land Ferry South, LLC..... 10
4 Darryl Ahasteen, Commission President, Nahata Dzill
Commission - Local Government..... XX
5 Michael Hulse, Engineering Manager, Freeport-McMoRan..... 12
Kee Allen Begay, Junior, Navajo Council Delegate, Many
6 Farms Chapter..... XX
Hudson, Auditor, Actus Reus Audits..... XX
7

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25

(Beginning of excerpt.)

CHAIRMAN STRATTON: Move on to call to the audience. Telephonically, Webex. Everyone will be muted when they call in to the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand by using your phone keypad or through the Webex application. The Webex host will guide you through the unmuting and muting process following the instructions included with the meeting agenda.

In person, there's an opportunity for members of the public to discuss items of interest to the Board. Please fill out a Request For Public Input Form and give it to the board secretary if you wish to address the Board.

I see we have Board Member Daniels joining us. Welcome.

MS. DANIELS: Thank you. There was two addresses on the agenda. I was across the street. I found it.

CHAIRMAN STRATTON: Just have the record note that Board Member Daniels is present.

There will be a three-minute time limit imposed. We'll do this in two parts. We'll first have the people present speak, and then I will ask Floyd to call on the people on virtual to speak.

Our first speaker is Mayor Gameros, Mayor, City

of Globe.

MAYOR GAMEROS: Mr. Chair and board members, first of all, I want to welcome you to the City of Globe again. I'm glad you enjoyed last night's mixer that we -- that our staff arranged for you. We were very fortunate to get that venue, so welcome to the City of Globe. Also, welcome that we're also part of the -- I'm part of the Executive Board of the -- of CAG. So we're also part of the CAG region, so just on behalf of them, I also want to welcome you to the area also.

One just issue of concern that I'd like to bring to the Board, and I don't know if it's more of a safety, but more of a convenience. I don't know if you drive in -- if you're driving east on Superior and you see signage when you -- when you're on the further east side of Superior, the signage that divides the road for -- that says Globe, and then it says Hayden Winkelman, so you're -- at that last minute, you're able to get through that -- to whatever area you're going to.

If you look at the first sign that's the overhang that goes -- I think it's near Los Hermanos, and there's one that the says Hayden Winkelman, the open slot that's there, and I think if it had another sign that said Globe, people would be alerted early on to be able to move over to the left side and avoid last minute changeover to their zone. So just a simple request. I don't know if it's convenient, but it could be a safety issue, also.

Thank you.

CHAIRMAN STRATTON: Thank you, Al.

Our next speaker is Christian Price, the Mayor of City of Maricopa.

MAYOR PRICE: Good morning, board members, Mr. Stratton. How are you? Thank you for having us here today. It's nice to finally be back in person. It's been a couple of years now, I think. I know all of you from watching the videos, but I don't think you know me, at least the new ones don't. I know that (indiscernible) Meck and Daniels, and so welcome, Mr. Maxwell and Mr. Searle, and the rest of you I know, so...

Those who don't know me, I'm the mayor of the City of Maricopa. I think you're going to possibly come to Maricopa on this year's agenda, so that's exciting. I'll make sure we make sure to throw a big shindig for you and have a good time.

But the one thing you'll often hear me talk about is our -- bane of our existence is the city, which is the State Highway 347. It's something that, you know, all cities go through when they grow. We as a growing city continue to go through the challenges, like all cities, and it's an exciting thing, but with that comes its challenges. And so we often try to do our best to come to table with solutions, just like we did with our overpass here that we partnered on with ADOT here a few years ago.

1 And I just wanted just to give you brief update.
2 You know, we are progressing here. Thank you to ADOT, to MAG
3 and to Gila River. That road runs through the Gila River Indian
4 Community, and without your partnerships, we simply wouldn't be
5 able to change it and make it better. And so I just wanted to
6 let you know that we are nearing the end of the scoping study on
7 that. We have most of those comments in, and so that will be
8 moving towards its final progression, which is an exciting time.
9 We know that there are three fixes that need to
10 be done on that road with overpasses and -- excuse me --
11 overpasses and indirect left turns, as well as, you know, a
12 diverging diamond at Queen Creek Boulevard/I-10. This is a
13 roughly $200-250 million project. It's not cheap. And so what
14 we'll be trying to do, we've been trying to do the same thing
15 with bringing partners together by which we can raise money.
16 And so right now, if I'm doing my math right, we had 35,000
17 allocated -- excuse me -- 35 million allocated from the State
18 Legislature last year for a Riggs Road overpass.
19 Right now, we're waiting on a court case from
20 Proposition 416 and 417. If that comes down in our favor, that
21 will be about $30 million towards that road. We have hopefully
22 90 million should Prop 400 reauthorization in the MAG region go
23 through. And then, also, the City of Maricopa for good measure
24 has thrown in a million dollars, and if I'm doing my math,
25 that's about 156 million of a 200- to 250-million dollar

project, before ADOT, before Gila River, before federal funding.

So again, I know there's still a ways to go, but I just wanted to let you know that those are the things that we're trying to do to bring money to the table so that this project can get accomplished for my growing city of roughly 70,000 residents, and every year we're probably going to add another 10,000. So it's not going to go away, and I'm not sure I will either.

So thank you very much. I appreciate your time.

CHAIRMAN STRATTON: Thank you, Christian.

Our next speaker is Thomas Goodman. He's with Gila County Public Works.

MR. GOODMAN: Mr. Chairman and board members, thank you for the opportunity for Gila County to express its support for the Highway 260/Lion Springs Project.

As the county engineer for Gila County and former ADOT resident engineer in Payson, I would like to convey our support for funding the construction of the Lion Springs portion of Highway 260. The proposed alignment is safer and in harmony with the topography in the Tonto National Forest. The project would benefit all motorists that travel on this section of 260. As you know, the benefits include completion of a four-lane divided highway along this corridor, modern road safety features, wildlife crossings to include public safety and reduce loss of wildlife due to vehicle collisions, improve safety for

bicycle traffic, modern erosion control features and reduced traffic delays.

The project was developed with community involvement and will promote tourism and economic development. The project has community-based support and resource protection. It will promote regional economic benefits.

The previous projects on this corridor were Christopher Creek, Preacher Canyon, Kohls Ranch, (indiscernible) Valley and (indiscernible) Canyon. These projects were completed by a team effort with contractors, state, local and federal agencies. I was fortunate as the ADOT resident engineer during that time to be able to work on all these projects, and the projects brought many job opportunities to local residents.

Thank you again for this opportunity to express our support for the Lion Springs Project.

CHAIRMAN STRATTON: Thank you.

That's all of the speakers I have in the public here. Floyd, would you call the next speaker, please?

MR. ROEHRICH: The next speaker will be Mr. Gary Schneider.

Mr. Schneider, please raise your hand and the host will unmute you.

WEBEX HOST: I have requested an unmute.

Mr. Schneider, you should be able to unmute your line.

MR. SCHNEIDER: Good morning. Can you hear me okay?

CHAIRMAN STRATTON: Yes.

MR. SCHNEIDER: Gary (inaudible), I'm the CEO of Land (inaudible). I'm also a former U of A graduate (inaudible). I provided a letter to the Board describing the --

(Speaking simultaneously.)

MR. ROEHRICH: Excuse me, Mr. Schnieder. Mr. Schneider, you're breaking up quite a bit. Mr. Schneider, this is Floyd --

MR. SCHNEIDER: I'm sorry. I'm --

MR. ROEHRICH: Could you make sure that you speak clearly into your microphone?

MR. SCHNEIDER: Yes. Thank you. Can you hear me better now?

BOARD MEMBER: Yes.

MR. ROEHRICH: Yes, sir.

MR. SCHNEIDER: Okay. This is Gary (inaudible). I'm also a former U of A graduate from the College of Engineering, 1986. Go Wildcats.

(Inaudible) initiative, it has the potential to reduce the number of tractor-trailer trucks on I (indiscernible). Land Ferry uses a new intermodal system of trucks rolling off and rolling (inaudible) across the I-40 corridor from San Bernardino to Memphis.

(Inaudible) is an opportunity to (inaudible) in person on Land Ferry given the tremendous benefits it will bring to the state (inaudible) on the roads and save tremendous amounts of taxpayer funds. It will also reduce congestion (inaudible) gas emissions. It reduces crashes, injuries, and fatalities. It will also (inaudible) for traffic when it's shut down because of weather. So it will increase resiliency.

So it's one of those (inaudible) private sector (inaudible) that would benefit, and again, I would like to inform the Board about this initiative a little bit -- in a little more depth. (Inaudible.)

MR. ROEHRICH: Mr. Schneider --

MR. SCHNEIDER: So I sent a letter to the Board. I don't know (inaudible) your packet (inaudible) explains it, and also (inaudible) Land Ferry works.

Thank you.

CHAIRMAN STRATTON: Thank you, Mr. Schneider.

Our next speaker is Mr. Darryl Ahasteen. Mr. Ahasteen, please raise your hand.

WEBEX HOST: Just a reminder, Mr. Ahasteen. If you're calling in, please press star three on your phone.

I am not seeing a hand raised at this time.

MR. ROEHRICH: Thank you, Kristi.

Our next speaker will be -- let's see. Was it Mike -- Mike Hulse. Mr. Mike Hulse, will you please raise your

hand?

MR. HULSE: Yeah. Can you hear me?

WEBEX HOST: Yes.

MR. ROEHRICH: Yes, sir, we can.

MR. HULSE: Okay. May I proceed?

MR. ROEHRICH: Yes, sir. Please. You have three minutes to make your comments.

MR. HULSE: All right. My name is Michael Hulse. I work for Freeport-McMoRan Mining Company. So happy to have you there in the Globe area. We have operations local there.

I represent our operations out of Bagdad, Arizona, which is west of Prescott. As you know, we are a Phoenix-based mining company with global operations, five significant operations in the state of Arizona today.

Today I would like to give context towards some prioritizing of improvements on Highway 93. Some context of these improvements. Bagdad mine depends on 93. Near 100 percent of our trucking traffic to the tune of 200 trucks a day uses State Route 97 and State Route 93 to support our operation. Bagdad Operations produces about 200 million pounds annually of copper, and that contributes to the North American Freeport production of about 3 billion pounds a year of copper production. And which, by the way, near all of that copper production is consumed in North America.

The ASU Seidman Research Institute has assessed

1 Bagdad Operations for economic contribution of over $100 million
2 towards Yavapai County and $300 million to the State of Arizona
3 of economic contribution.
4 Copper enables the electrification that's needed
5 for our decarbonization targets. You know, the world needs
6 copper for these 2030 and 2050 targets. Something significant
7 for Bagdad, you know, we have a long mine life. We've been
8 there a long time. We have -- and we'll be around for 80, 100
9 years.
10 We are looking presently at an opportunity at
11 Bagdad seriously where we are funding our feasibility study at
12 the turn of the year for a mine expansion, where we will be
13 essentially doing more of the same at Bagdad Operations and then
14 doubling of our operations. So the truck traffic that uses
15 State Route 97 and 93 will be doubled. We'll be adding about
16 800 employees to our operation at Bagdad. Like the -- this news
17 is broadcast in our quarterly analyst calls from our CEO to the
18 investment community. We will have a final decision on this at
19 the end of 2022. If all things keep the same, we are -- we are
20 likely to proceed into our mine expansion.
21 And so the State Route 93 is plagued with
22 accidents. You know, as I interface with our community in
23 Wickenburg and others, the accident rate's high. You know, I
24 understand we'll have some months where we have 10 fatalities on
25 that road in a month. And so, you know, we're looking at an

opportunity to grow our business in that region, and so what we're asking is for prioritization on the sections of the highway that have not yet been divided --

MR. ROEHRICH: Excuse me, Mr. Hulse. Excuse me, Mr. Hulse.

MR. HULSE: Yes.

MR. ROEHRICH: You have exceeded your three minutes. Could you please finish your comments?

MR. HULSE: I will. Yeah.

Ask is for prioritization for the sections of State Route 97 that have not yet been divided, to finish that dividing, and that's our ask from the Board.

MR. ROEHRICH: Thank you, Mr. Hulse.

Our next speaker is Mr. Kee Allen Begay.

Mr. Begay, please raise your hand.

WEBEX HOST: Mr. Begay, you can unmute your line at this time.

You are unmuted.

MR. ROEHRICH: Mr. Begay, if you've started to speak, we cannot hear you. Are you sure your line's unmuted?

(Inaudible conversation.)

WEBEX HOST: Mr. Begay, I tried unmuting you one more time.

MR. ROEHRICH: (Indiscernible.)

WEBEX HOST: Floyd, it looks like he's unable to

unmute himself at this time.

MR. ROEHRICH: I'm sorry, Mr. Begay. If you do get a chance to unmute, maybe we can try again later. So I'll go back to Mr. Darryl Ahasteen.

Mr. Ahasteen, are you online and can you raise your hand?

WEBEX HOST: I'm not seeing a hand raised for Mr. Ahasteen.

MR. ROEHRICH: Thank you, Kristi.

Our next speaker is Hudson. I apologize. He only identified himself as Hudson. So Hudson, if you're on the line, will you please raise your hand?

WEBEX HOST: I am not seeing a hand raised.

MR. ROEHRICH: Mr. Chairman, that's all the requests to speak.

CHAIRMAN STRATTON: Very good. Thank you, Floyd. We'll move on.

WEBEX HOST: Floyd, we actually have one more member. Michael Hulse.

MR. ROEHRICH: Michael Hulse just commented, Kristi. He -- I thought he just made his comments.

WEBEX HOST: Okay.

MR. ROEHRICH: He's the gentleman from Freeport-McMoRan.

WEBEX HOST: Perfect. Thank you.

1 MR. ROEHRICH: Thank you.
2 CHAIRMAN STRATTON: Move on to Item 1, the
3 director's report. This is for information and discussion only.
4 John.
5 DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman,
6 and good morning members. It is good to see you all in person
7 again.
8 I'd like to update the Board, Mr. Chairman, on
9 IIJA, also known as the BIL. So we don't have enough acronyms
10 to throw at you, but the Infrastructure Investment and Jobs Act
11 is also now known as the Bipartisan Infrastructure Legislation.
12 So either of those terms, we're referring to the same thing.
13 So the IIJA represents now the most significant
14 change to transportation funding we've seen in many years, and
15 as such, its passage creates many new opportunities and program
16 -- programmatic stability, but we've still got a lot to learn.
17 Last month we talked about the big picture of the bill, namely
18 the formula increases in new programs. So this month we'd like
19 to drill down a bit into the specifics of what we need to know
20 and how we're working to get that information.
21 So first, we've met several times with our
22 partners at FHWA to develop a plan for implementation and to
23 request high priority information regarding the legislation. So
24 this includes formula distribution specifics and direction on
25 the new formula programs. So just this Wednesday, we received

1 the formula notices from FHWA, and Kristine will be talking more
2 about those in her update.
3 So we've seen lot of inquiries about bills from
4 external sources, and we've created a general website on
5 AZDOT.gov for bill information as it becomes available. So we
6 will keep that regularly updated.
7 We're crafting an internal implementation plan
8 using teams made up from our impacted divisions. These teams
9 will report back to a main steering group that provides
10 oversight for the process, and we have review time frames along
11 with a goal for when the draft plan might be completed.
12 Two requests for information were recently
13 published in the Federal Register by FHWA. One of those
14 requests asks for information specific to the new electric
15 vehicle charging programs, formerly a grant, and the other is
16 generally focused on new provisions of the bill. So we're
17 reviewing these requests for information and considering options
18 for comment.
19 The other thing we're doing is we're actively
20 participating with the American Association of State Highway
21 Transportation Officials, or AASHTO -- another acronym to add to
22 your list -- and we've -- that's our national organization of
23 you -- of state DOT directors, and we're discussing with them
24 the implementation plan for the states, a general recommendation
25 using a process similar to the one we're using at ADOT that will

1 assign bill sections to their groups for review. And
2 ultimately, AASHTO will provide comments to the USDOT to guide
3 and build implementation. So leveraging this resource gives us
4 another voice in the process.
5 The other association we'll leverage is the
6 Western States Association of Highway Transportation Officials,
7 or known as WASHTO. There are four of these in the country, one
8 for each region. We belong to the Western region.
9 What we've noticed about some of the things
10 coming out is that one size does not fit all. What may work
11 well in Eastern states and focus on transit and other aspects of
12 transportation don't always fit necessarily with the Western
13 states and the distances we have to deal with between populated
14 areas.
15 So we're keeping our voice going in there, but I
16 think as we've seen in the past, in my experience, the Western
17 states need to stay highly involved, because some of these
18 programs don't have the same meaning or impact for us as they do
19 in the East.
20 So where are we now? Kristine's going to discuss
21 the formula notice that we received on the 15th from FHWA and
22 how they'll impact our programs going forward. In the meantime,
23 it's important to note that we need a federal budget. We're
24 currently limited to the amounts available until the expiration
25 of the next continuing resolution, which is February 18th, '22.

1 So if folks are just saying, hey, you just got
2 $5 billion, well, we don't really have it yet. So we're still
3 waiting to see Congress, you know, what they do with the budget.
4 So without that full budget, we cannot receive funds for the
5 formula programs or actually have certainty for some of the
6 current ones.
7 Mr. Chairman, I know you had some questions on
8 the supply chain issue. Did you want me to give you an update
9 or did you want to wait and --
10 CHAIRMAN STRATTON: Please.
11 DIRECTOR HALIKOWSKI: Okay. So we had the
12 executive order from Governor Ducey on the supply chain issues,
13 and, you know, what we're doing is we're trying to facilitate
14 more commercial drivers, which is part of the issue, not enough
15 truck drivers to bring the cargo around the country. We're
16 working with them to be able to obtain their commercial driver's
17 licenses, their credentials.
18 Through the executive order, the Governor has
19 extended the validity of the commercial learner's permit from
20 six months to one year, and this is in alignment with the
21 federal law. So like your Class D or your regular driver's
22 license permit, instead of six months, your commercial permit
23 will be good for a year, which gives the student more time to
24 fulfill their training requirements without having to reapply
25 for a new permit.

1 So the purpose of the learner's permit is to
2 allow the student to operate the commercial motor vehicle for
3 training purposes. Just like your Class D, they have to have a
4 licensed driver present who holds a commercial license.
5 So the executive order in alignment with the
6 current federal waiver will also temporarily allow a commercial
7 driver to keep their license past the date that their medical
8 certificate is required. So I think typically these medical
9 certificates have to be renewed every two years. This will
10 extend the expiration date and allow them to continue driving
11 until they can get their medical certificate filed. So we'll
12 adopt this practice on a temporary basis until February 2022 to
13 keep our current CDL holders on the road to try and alleviate
14 supply chain challenges.
15 They can upload their documents online. They
16 don't have to physically bring them to us, as well as verify the
17 status of their medical certificate online.
18 There's recent guidance provided by the Federal
19 Motor Carrier Safety Administration, or the FMCSA, just to give
20 you another acronym to end. ADOT will move forward with rule
21 making to open commercial driver's licenses to authorized third-
22 party providers.
23 Right now our third party's issued regular
24 driver's licenses, new title and registration work and other
25 motor vehicle functions for a convenience fee to the customer.

1 I think we've got probably a couple hundred of these third-party
2 providers. Some have expressed interest in being able to be
3 part of the commercial driver's license process. So we're going
4 to proceed with our rule making on this to expand this.
5 CDLs are regulated primarily by the federal
6 governments, and we have received guidance after our request to
7 Federal Motor Carrier to determine which part of the CDL actions
8 can be permitted by law. To get a CDL, you have to take a
9 written test. You also have to pass a walkaround inspection of
10 the tractor and the trailer, and the final aspect of this is the
11 driving test. So we'll be working with a third party and
12 Federal Motor Carrier to determine which of those tasks, if not
13 all, that the driver has to be able to do in order to issue
14 that. So we're hoping to provide an increase in convenience to
15 get these types of licenses.
16 Last week the Governor directed ADOT to reopen
17 two previously closed rest areas. One is at Parks and I-40, and
18 one's at Christensen on I-17. Again, this is a temporary
19 measure. These rest areas were closed, and they'll be open
20 through January 18th, 2022. That will provide relief for
21 critical deliveries during the holiday season.
22 As we work with the trucking association, that
23 has been their number one request for several years now is can
24 you provide more truck parking. It's not an Arizona issue.
25 It's a national issue, you know, because the hours that you're

1 able to drive commercially are limited to 11 hours, and you have
2 to pull over and stop and rest, and once the logs became
3 electronic, it became very difficult for drivers to fudge those
4 hours, and so you will often see them parked on ramps or in
5 other places that may not be the best places for big rigs to
6 park. So truck parking continues to be an issue nationwide.
7 The other thing we'll be doing is we're launching
8 the Arizona Transportation Consultancy Project, which will
9 strengthen and further enable ADOT to collaborate with other
10 states and adopt similar improvements to what ADOT has
11 implemented.
12 Several years ago we started the I-10 Corridor
13 Coalition, and basically, it starts about midway in Texas, in
14 the Houston area, and runs all the way to the ports at Long
15 Beach. The goal of our coalition is we came together someday to
16 be able to have a driverless truck run all the way to the ports
17 along I-10. So we're slowly making steps in that direction.
18 Other states such as Louisiana and Florida have asked to join
19 the coalition, but we're trying to look at this as a
20 cross-jurisdictional issue, obviously, for commercial traffic
21 that will require the process improvement of multiple states.
22 So we're actively doing that and making those initiatives to
23 obtain a CDL easier.
24 We are currently updating the medical examiner's
25 certificate submission process to also allow handwritten

1 examiner documents to be processed digitally and then looking at
2 other things we can do to modernize the commercial driver's
3 license system.
4 So that concludes my report, Mr. Chairman.
5 CHAIRMAN STRATTON: John, I commend the agency
6 for all the things we've done to try to and help move the
7 freight.
8 One of the questions I have is have we considered
9 changing the Arizona law, federal law, whatever it may be, to
10 allow the truckers to pull triples?
11 DIRECTOR HALIKOWSKI: It has been discussed, you
12 know, many times during the past, and in 1990, the federal
13 government, through Federal Motor Carrier, froze the long
14 combination vehicle, i.e. truck tractor-trailer combinations, to
15 what the states had on their rule books at the time, and that
16 freeze has never been lifted. ADOT is allowed to run triples,
17 and we allow them on I-15 between Nevada and (indiscernible) and
18 California, but that's the only interstate -- one of your
19 favorite interstates, Mr. Chairman -- that we run these triples
20 on.
21 We have looked at different configurations over
22 the years. I have to turn to Dallas about whether the
23 infrastructure can handle triples, you know, turning radius and
24 exit ramps on our current infrastructure. We have looked at
25 Trident configurations, which would allow a trailer to carry

1 more than three axles instead of two. So we've looked at
2 different configurations, but essentially, we're frozen at the
3 weights and configurations we have on the books in 1990.
4 There is an argument to be made that we could
5 grandfather some of these things in. We have looked at that,
6 but not really taken that much beyond our border area with
7 Mexico.
8 CHAIRMAN STRATTON: It seems to me that the
9 problems we were having with unloading the Conexes and such from
10 the cargo ships and moving them across states, it would be an
11 opportune time to talk to the feds about lifting that freeze and
12 looking at our infrastructure, and if possible, I think it would
13 be -- obviously it would move goods quicker and reduce the
14 freight costs.
15 DIRECTOR HALIKOWSKI: So there are, as you know,
16 in Washington when this issue comes up, various stakeholders,
17 whether they be rail or trucking, who have their opinions and,
18 of course, the safety lobbying, too, on triples, but we'd be
19 happy to broach the subject with our FHWA (indiscernible).
20 CHAIRMAN STRATTON: Very good. Thank you.
21 Jesse.
22 VICE CHAIRMAN THOMPSON: Chairman, members, John,
23 what incentive do you have of (indiscernible) that would attract
24 more people to become truck drivers? And I was thinking I know
25 how to get on my horse, I know how to tell it which way to go.

1 Driverless truck, I don't. What does that mean?
2 DIRECTOR HALIKOWSKI: So there are a companies,
3 Rivian and some others that are exploring driverless commercial
4 vehicles, and essentially, using artificial intelligence, much
5 like you're seeing the experimentation going on with driverless
6 automobiles, these trucks would be able to essentially operate
7 from point to point without a driver in the future. Some are
8 being tested now, but like we are with the driverless passenger
9 vehicles, they have a driver present.
10 So there's a couple of options when you look at
11 driverless trucks, and one of them is truck platooning, because
12 right now, you know, you've got a lot of space between trucks
13 with the drivers, and there's companies that are looking at the
14 idea of being able to platoon trucks in groups of three to five,
15 spaced much more closely together, and have a human driver
16 leading that platoon, because there's, I believe, a fair
17 percentage of fuel savings when you're able to pull those trucks
18 closely together because of the reduction in friction of the
19 wind speed. So driverless trucks are not a new concept.
20 They've been with us now probably for a good five, six years.
21 MR. MAXWELL: Chairman, Director, I'm really
22 looking forward to hearing what Kristine's going to tell us
23 today about the formula funding and the thing that I think is
24 important for ADOT to do throughout this process, because so
25 much of it's new. New programs, new ventures. So much of it's

1 grant based, it's really to be -- to get information flow coming
2 down to the different, you know, regions and directions.
3 So I'd ask we keep that in mind, because what I'm
4 hearing from the municipalities and from the -- some of the
5 MPOs, but it's -- we don't know how much the State's going to
6 give us, and I think it's going to be important for them to know
7 that we are under specific guidance from the formula funding of
8 how much of that's going to come down. And I know ADOTs got a
9 great grant team, and we're already making moves in that
10 direction, but that's another place where we can be very helpful
11 with, you know, almost a third of the funding even be grant
12 based, and I know -- at least in Pima County, I know the City of
13 Tucson is hearing quite a bit from some of the transportation
14 czars, because a lot of the ideas for some of the grant funding
15 fit in line with the Tucson program and what the city's doing
16 down there, but we want to make sure everybody has the
17 information so that they can make -- have good opportunities to
18 both get those grant funds, but also to partner, you know, with
19 either the state or with the region as much as possible, because
20 being late to this conversation will result in not getting the
21 funds that we could possibly get. So hate to put all that
22 pressure on ADOT, but it's going to be important for the
23 information to get down to the regions, especially the MPOs and
24 the municipalities as soon as possible, so...
25 DIRECTOR HALIKOWSKI: Appreciate that,

1 Mr. Chairman and Mr. Maxwell. We definitely do not want to be
2 late to the game, and as Kristine says, let no federal dollar
3 ever go unspent.
4 CHAIRMAN STRATTON: Are there any other questions
5 for John?
6 BOARD MEMBER: Mr. Chair. Thank you.
7 John, what seems to be the wisdom in place to
8 keeping us at 1990 regulations, and some states do different
9 things, some states don't, but doesn't it seem more logical that
10 we would be more uniform and -- but I don't understand why we're
11 locked -- I mean, why we would be -- why anybody would want to
12 lock us into a 1990 regulation for a freeze when we're in 2021,
13 2022?
14 DIRECTOR HALIKOWSKI: I think that's an excellent
15 question. But again, as you know, there are various groups that
16 either support lifting the freeze or do not, depending on what
17 business they might happen to be in. So I certainly think that
18 it's time for a review of those.
19 BOARD MEMBER: So what you're saying is it's
20 political?
21 DIRECTOR HALIKOWSKI: Yes.
22 BOARD MEMBER: Okay. Thank you.
23 DIRECTOR HALIKOWSKI: Much like the rest areas,
24 where we went and lobbied Congress vigorously, I don't know,
25 about ten years ago, we were the leading voice on being able to

1 commercialize our rest areas. Little did I know at the time
2 that we were charging around the halls of Congress asking for
3 that freedom to open that up to privatization that there is
4 actually an American Association of Truck Stop Officials who
5 vehemently opposed the idea of the state getting into
6 privatization of rest areas.
7 And so even though Chairman Mica, who was
8 chairman of transportation at the time in the House, initially
9 thought he could include it in the bill, later he came back to
10 us and said, Well, I can run a standalone bill someday, and
11 that's kind of akin of tying to the goat, you know, out there
12 with the private lines to the tree.
13 BOARD MEMBER: Right.
14 DIRECTOR HALIKOWSKI: So we're still, you know,
15 trying to understand why some things -- because that was passed
16 in 1960 -- are still a law today.
17 Thank you, sir.
18 CHAIRMAN STRATTON: Any other questions for John?
19 Move to the state and federal legislative report.
20 MS. PROCTOR: Good morning, board members. I
21 hope you can hear me okay.
22 CHAIRMAN STRATTON: Yes. We can hear you.
23 MS. PROCTOR: Okay. Excellent.
24 So on the State side, pre-filing for the 2022
25 legislative session is continuing. Right now we have about 25

bills in the Senate and 20 bills in the House. We do expect to have a lot of project bills come up this year, so I will be providing those to you on a weekly basis, just like I did last year. And if you have any questions about them throughout this session, please let me know.

Session does open on January 10th, and we are expecting not only some very positive budget numbers this year, but also a lot of new members. We'll have nine new members joining this legislative session.

On the federal side, you heard from the Director about the IIJA, or now the Bipartisan Infrastructure Legislation Bill, and our focus is definitely on implementing that legislation. Earlier this week Congress did also raise the debt ceiling by 2.5 trillion, but we are still lacking that federal fiscal year 2022 budget.

President Biden has acknowledged at this point that he will not be bringing forward the Build Back Better Plan in the Senate before the first of the year, and there are still a lot of -- you know, very numerous policy hurdles for them to consider in moving that forward on the budget track. We are currently operating under that continuing resolution that will expire mid-February. So we're hoping that there will be some positive movement on that federal budget soon.

Mr. Chair, that concludes my report. I'm happy to take any questions.

CHAIRMAN STRATTON: Thank you, Katy.

Any member have a question?

DIRECTOR HALIKOWSKI: Mr. Chairman, who was that speaking. She failed to identify herself for the record. This is the thing we teach our interns at the Legislature (indiscernible), and I'll be dead later. Thank you.

MS. PROCTOR: Thank you, Director.

CHAIRMAN STRATTON: Thank you, Katy.

John, do you have any last minute items to report?

DIRECTOR HALIKOWSKI: No, Mr. Chairman, not at this point. Thank you.

CHAIRMAN STRATTON: Any questions for John?

Very good. We'll move on to Item No. 2, district engineer's report. Kurt Harris, Assistant District Engineer, Southeast District.

Before you start, Kurt, I'd like to thank you. I think you've done a great job here through the fires and the floods. You've kept me very well informed. Even when you were on a fishing trip, you answered your phone, and I do appreciate it. It's difficult for you but -- and a lot of hours, but you've done well and your crew's done well. Thank you.

MR. HARRIS: You're welcome. Thank you, Mr. Chair.

CHAIRMAN STRATTON: Proceed.

MR. HARRIS: You've got it.

Well, look at the screen. Start it off with just the amount of fires we've had here, but (indiscernible) here district management. Bill Harmon is going to be retiring here January 4, and so we're (indiscernible) a change as well in the Southeast District, and Brian is here joining me as well, as the assistant district engineer, and (indiscernible) seem to have had challenges of trying to work with me in Globe and Safford because the Southeast District is a rural district. It covers a lot of rural territories and just trying to find the time to get out and get our guys on the road to assess all our different maintenance and future construction challenges.

Next slide, please.

These are our recently completed projects. The US-60, the Gila County line. That's between Superior and Globe. That was a mill and fill job that went through the summer. It was a quite challenging project in trying to incorporate some improvement, safety features within that project. It came out really well. The Gila River Bridge project was actually run through our Safford group. That (indiscernible) went really well as well, stayed within time and budget, and right now we've got -- just finished that I-10 Benson Willcox highway interchange we have.

There's some photos of just Devil's Canyon. That's the completed project of that mill and fill through that

canyon, which is very problematic thanks to the amount of traffic and the amount of accidents in there. So we're actually trying to look at all the different methods and opportunities to improve safety features, get people to stay at the speed limit, so on.

So next slide, please.

Here's a picture of the Gila River Bridge where they're actually laying the deck and so on. (Indiscernible.)

Next slide, please.

Here's a good picture of I-10, Benson Willcox. That's sunset. Thought that was a really nice picture showing the end of construction, the finalized project.

MR. ROEHRICH: Kurt, could you speak up a little bit? You're a little soft, trying to get --

MR. HARRIS: (Indiscernible) for me.

MR. ROEHRICH: Speak like you were last night.

MR. HARRIS: Not a problem. Not a problem.

MR. ROEHRICH: There we go. Perfect.

MR. HARRIS: I usually don't need a microphone.

Next slide, please.

These are our projects under construction right now. As most of you came in from the Valley, you crossed over U.S. -- Pinto Creek Bridge. We're in the final stages there, and rehabbing the access road, you know, with our -- took down the old bridge. Very, very exciting project. We had a lot of

1 challenges off the get-go, and we overcame those so we could
2 finish that out.
3 The Swift Trail is an ongoing. That's the 366 up
4 to Mount Graham, as part of the telescopes up there, still part
5 of the Frye fire repairs. We'll finish that project out this
6 spring. A lot of that goes into winter shutdown because of the
7 climate. It's hard to get work done in there.
8 Then we just started in the Pitchfork Creek
9 Bridge on 266, which is a scour retrofit (indiscernible)
10 project. So a lot of these projects are coming in where they're
11 putting in the scour repair underneath the bridges, hoping to
12 protect them more from the high flow events.
13 Next slide, please.
14 Here's some pictures just to show you all the
15 U.S. Pinto Creek Bridge. The top left is the implosion,
16 actually, where you're able to drop the bridge. They don't
17 build them like that anymore. And there's a picture of it
18 actually laying on the ground with the crews actually taking it
19 apart. A picture of the new one and it spanning, and some of
20 the access improvements that we have to do as part of the Tonto
21 National Forest requirements. We're rehabbing all the slopes
22 and so on. So by next -- next spring, we should be able to
23 drive over the bridge, and we hopefully won't see a big imprint
24 of where our construction access for that bridge is.
25 Next slide, please.

And then here's some good pictures of the Swift Trail, the rock scaling that's going on. They actually do a lot of road improvements to keep the road conditions -- they had suffered a lot of flash flooding and so on post-fire. So you see some Gabion baskets that come in to shore up the road embankment. It's a good project. (Indiscernible) finish up this spring, too.

Next slide.

I purposely put all the projects in here on one (indiscernible) to show you all of the different efforts we're doing in the districts to preserve our existing roads and pavement expansions and so on. A lot of it's the pavement that we're doing in here. There's one, the Lightning Radonovich project, which was in cooperation from Globe, the town of Globe. If you look -- go down the list, it's pavement, pavement, pavement life extensions, and then there's some bridge placements in there.

The big one that's going to really impact, kind of like Pinto Creek Bridge, is that US-60 Queen Creek Bridge and Waterfall Canyon. We were very fortunate to get those both projects combined into one. Number one was to help the traveling public, so they weren't going to two separate projects. It was impeding deliveries and potential closures, so we combined that project (indiscernible). So we're excited about that.

And then next slide, please. Unless you have any questions.

CHAIRMAN STRATTON: Any questions from the Board?

MR. HARRIS: These are projects in development through the local governments. The big one on top is the Gila County Tonto Creek Bridge Project, which was -- been in design since the early 2000s, and it's finally coming to fruition. We're getting hopefully the federal highways on board. It's going to be challenging project because of the -- all the endangered species in that area.

And then we have Pinal Creek, Queen Creek Bridge as part of Queen Creek, the Queen Valley area, and then the Golden Hill sidewalk project. We're probably going to get that back up and running, hopefully without the utility conflicts.

And Pinal Creek, Cottonwood, that's a bridge that's right out here, that you can actually see from here we're going to be doing. You've seen that bridge, and then Graham County, Fort Thomas, and then the City of Safford Golf Course Road widening.

Next slide, please.

And that's pretty much what I try to do. Keep it short and sweet and remind folks of the flooding that we had in the town of Miami. And thank you, Mr. Chair. It was an extremely challenging year last year. We're not out of it yet. I've been telling everybody we have incident disaster here in

the Southeast District Globe area. All you got to do is add water and we're going to have more challenges, but we've been very fortunate to keep all the roads open in these floods, but we're not out of it yet, but we're (indiscernible).

CHAIRMAN STRATTON: Any questions for Kurt?

BOARD MEMBER: Not a question. Just I would like to congratulate Bill Harmon. You know, I've had the opportunity to work with him off and on over the last 20 years, and I was really looking forward to working with him through my term on this board. So you can let him know that I really wish he had put off his retirement for a couple more years, but anyhow, give him my regards. Tell him that I wish him well.

MR. HARRIS: Indeed, sir. He's sorry he couldn't be here, and he sends you all your well wishes and, you know, thanks and the support through the years. He's going to be a big hole to fill.

BOARD MEMBER: Yeah. Good guy.

CHAIRMAN STRATTON: Any other questions?

Very good. Thank you, Kurt. Thank you very much.

MR. HARRIS: You're welcome. (Indiscernible.)

CHAIRMAN STRATTON: Move on to Item No. 3, consent agenda. Does any member have an item they would like to be removed from the consent agenda?

Hearing none, I will entertain a motion to

approve the consent agenda as presented.

VICE CHAIRMAN THOMPSON: Chairman, I'd like to make a motion to approve the consent agenda as presented.

MR. SEARLE: I'll second it.

CHAIRMAN STRATTON: Have a motion by Vice Chair Thompson and a second by Board Member Searle. Is there any discussion?

I'll call for the vote. All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN STRATTON: Opposed? Motion carries.

MR. ROEHRICH: Mr. Chairman, I would like to get Board Member Meck's vote, if I could, since he's online, and have him identify for the record.

CHAIRMAN STRATTON: Absolutely.

MR. ROEHRICH: Thank you.

Board Member Meck, could you please vote on the motion?

MR. MECK: Aye. Thank you.

MR. ROEHRICH: Thank you, sir.

CHAIRMAN STRATTON: Thank you, Board Member Meck, and my apologies for skipping you.

Move on to Item No. 4, financial report. Are you smiling or no?

MS. WARD: (Indiscernible.)

CHAIRMAN STRATTON: Information and discussion

1 only. Kristine.
2 MS. WARD: Good morning. Yes, sir, I'm smiling.
3 The smile is from the days of the information that we are
4 combing through for this -- with this -- the passage of the
5 infrastructure bill.
6 All right, Rhett. (Indiscernible.)
7 Okay. So let's start off the (indiscernible)
8 report I'll probably go through very briefly and get into the
9 bipartisan infrastructure language.
10 So for HURF, the Highway User Revenue Fund, you
11 can see that we are trailing a little behind forecast, but no
12 fears. What that results in is about a -- that represents --
13 that behind forecast represents about $20 million behind
14 forecast for HURF as a whole and that impact on the State
15 Highway Fund, and therefore, the program is about $7 million.
16 So I'm not -- I'm not concerned at all at this point.
17 Where those -- what the detail behind those
18 are -- Rhett, if you'll go on to the next slide for me -- that
19 is largely -- that behind forecast is largely in two areas. It
20 is in use fuel, a/k/a diesel, and it is also in vehicle license
21 tax. In use fuel -- I'll say diesel. It's more common. In
22 diesel, the situation there, we had a couple of refunds that
23 were not anticipated, and therefore, it has brought us under
24 forecast.
25 The second component, however, is a little more

interesting. It's vehicle license tax, and we've -- when we forecasted this year, we were coming off of a very unusual prior year. When those stimulus checks went out and so forth, people went out and bought cars, and we experienced 16 -- 16.5 percent growth last year in VLT.

So coming off of a very historically high year, we were trying to project this year, and we only projected 3 percent growth to actually occur in this year, and yet we are still behind forecast. So we -- I don't know if we've got maybe a flow, the way they flowed it, but we're keeping an eye on it. At this point I don't have concerns with our HURF forecast. I do not see those impacts of the reduced forecast impacting HURF revenues. So no -- nothing to be concerned about. We're just watching.

CHAIRMAN STRATTON: Kristine, could you -- would you attribute any of that to the lack of the chips that are available and sales being down for that reason, too?

MS. WARD: That very well could be, sir. Yes.

So if we could go on to the Regional Area Road Fund, there's not a tremendous amount to report here. We are pretty much on forecast, 2.3 percent above forecast, which is de minimus, and you can -- as you can see, we've had strong retail sales. Restaurant and bar is coming back with a flurry, and I am sure there are a lot of happy people out there, and they're looking -- if anybody needs a spare job, they're hiring.

1 So moving on. Let's move on to the next slide,
2 if we could.
3 Yeah. This just gives the breakdown, and it
4 shows you retail sales, 17 percent up over last year, in
5 October, and look and restaurant and bar, is 33 percent over
6 last year. October over -- you know, month over month.
7 Okay. Let's go to the next slide, which is --
8 which is the curiosity at this point.
9 So it -- when I come back to you each month and
10 we're going through this process, what I'm going to do is I'm
11 going to tell you here's what we know, here's what we don't
12 know, and here's when we expect to know those -- the rest of
13 (indiscernible). So -- and these little stars you see here, the
14 variations between what I told you last month and what I'm
15 telling you this month, the new information that we've got.
16 So as we told you last month, we've got a
17 five-year authorization bill, and that -- I actually changed
18 this number by (indiscernible) 5.3 billion is what we're
19 scheduled to get in apportionments over a five-year period, and
20 that equates to about a billion dollars annually. To -- but
21 that -- when you look at how much we are receiving now in
22 apportionments -- and I'm going to go into apportionments here
23 in a second -- when you see -- when you compare that to what we
24 have been receiving, we've been receiving about 800 million in
25 apportionments, and this means that we're going to see about

1 200 million more a year in apportionments.
2 So what new information did we get? On Wednesday
3 afternoon we got notices from FHWA. What those notices provided
4 us was our actual levels of apportionments. Up until now, we
5 have had estimates. Fortunately, as we look back, our estimates
6 were very close. So I don't have a lot of variation to provide
7 you for this month. We did have one correction in numbers, but
8 what we have in 2022 apportionments is $969 million is what was
9 provided in the notices.
10 Now, there is some funding missing from that has
11 -- was not included in those notices, and that is because that
12 they're new programs. They're associated with the bridge
13 formula funding and the electric formula funding, and FHWA has
14 not got those numbers yet. So they'll be providing those, I
15 think they're talking about in the near future. We don't have a
16 specific date.
17 So let me reiterate or discuss a little further
18 something that the director mentioned and Katy mentioned as
19 well.
20 So when we -- when an authorizing bill like the
21 infrastructure bill, like the bipartisan infrastructure
22 legislation, a/k/a IIJA, a/k/a (indiscernible), all of its
23 various names, when those are put out, the dollars that you see
24 referenced in the bill called "apportionments" are the uppermost
25 limits that a state will receive, and they're put out as

national numbers. FHWA then takes those numbers and apportions them out to the states based on formulas.

But what is in that authorizing legislation is not the actual funding most of the time, and in this particular case, the bulk of the formula programs -- this is what's traditional -- you don't get the funding there. You get the funding in -- through the appropriations process, through the budget process. And as the director was saying early -- earlier, we do not have a budget. We have a continuing resolution.

So the numbers that you're seeing here, 969 million and when you see 5 billion, 44 million, you're not seeing the actual funding that the state will receive. We're waiting on that. That comes through the budget process, and just as dampening of the spirit -- I'm sorry to have to do this to you -- they never give us the same amount of money. They never give us in the budget the same amount as these upward limits, but it's -- it's -- we get some portion of that. Typically, that portion runs anywhere from 89 to 94 percent of what you see is apportionments. And that -- what that's called is -- what they call -- you got to have a different -- you got to have another complicating name here. It's called "obligation authority." So when you hear me saying OA, oh, we've got this much OA -- I would qualify each time -- that's the actual funding that is available to the department.

1 So -- so there were a few complicating, because
2 we have to have complicating factors. Because we are under a
3 continuing resolution, the continuing resolution does not permit
4 the starting of new programs. So even though we have new
5 programs established, we can't -- and we have continuing the
6 funding for -- at FY '21 levels, we actually can't start those
7 new programs, but the continuing resolution says, huh-uh, you
8 may not start new programs.
9 And then you have -- let's see. So we had the
10 bridge formula. You have four new programs: The bridge
11 formula, the electric -- electric car formula, electrification
12 formula, the carbon reduction and then protect. Bridge formula
13 and electrification, they are funded, but because they are new,
14 we can't start them, because we don't have that -- because we
15 don't have a budget. Carbon reduction and protect, also, we
16 don't those numbers either.
17 So what we don't know. If you can go to the next
18 slide. We don't know that OA. Until we get the budget, we do
19 not know the actual funding available to the state. We can
20 presume it's somewhere between 89 and 94 percent.
21 Mr. Maxwell, you asked about it being important
22 to get these numbers out for our COGs and our MPOs. A key item
23 we do not know is we do not know the amounts that are to be
24 suballocated to those COGs and MPOs. We just don't have that
25 information yet. We're waiting for it. We know they're waiting

for it, and we'll provide it as soon as we're able.

We still -- these are a lot of -- there are a lot of new programs, and with those new programs, FHWA has to figure them out. There's rules and guidance that needs to be developed. We don't have -- while we're analyzing the bills, we still don't have all of information with regards to those new programs.

As I mentioned, bridge and electric vehicle program, formula funding, we do not have that yet. That is anticipated a little later on in January, I believe.

And then when do we expect to know more? Funding for -- like I said, funding for bridge and electric formulas is supposed to be sometime here in the near future. "Near future" is an exact quote. I'd like to give you a date but can't really do it.

And then the next big thing that -- when we really will know a lot more is when we actually have a budget, and with the continuing resolution expiring on February 18th, we are dreamily hoping that we will -- we will have a budget.

MR. SEARLE: Chairman, Kristine, correct me if I'm wrong, but we've been running under a continuing resolution for a long time, haven't we?

MS. WARD: Mr. Chair, Mr. Searle --

CHAIRMAN STRATTON: John.

DIRECTOR HALIKOWSKI: I think, Mr. Chairman,

Kristine, we're up to our 36th or 37th continuing resolution now.

MS. WARD: So, Mr. Chair, Director, and Mr. Searle, we are -- we have experienced quite a few continuing resolutions over the -- my tenure at ADOT. With FAST Act, you know, not as many as we have experienced with some of our authorizing bills, and in some cases, sir -- sirs, those continuing resolutions will last as few as four days.

DIRECTOR HALIKOWSKI: Yeah.

MS. WARD: So that was the shortest in my tenure.

DIRECTOR HALIKOWSKI: I will say the first one I went through, Mr. Chairman, it was all hands on deck. The federal spigot's going to turn of. Panic. What are we going to do?

Since then Kristine and her team have put measures in place if that were to happen, we have a cushion where we could keep functioning and keep our projects rolling, but it's not uncommon for the fed to dangle us over the cliff and say we might just drop you this time, but so far they've held onto our ankle and come through.

MR. SEARLE: If we're looking for a budget so we can spend those new moneys, we could be looking at years before we know what...

DIRECTOR HALIKOWSKI: And I hate to say that, but yes, that is certainly a possibility given the makeup of

1 Congress.
2 MR. MAXWELL: Mr. Chair.
3 CHAIRMAN STRATTON: Board Member Maxwel.
4 MR. MAXWELL: Mr. Chair, Kristine, I guess the
5 Director probably is going to pitch in on this one too. So that
6 was my big concern as well, is the new dollars. Is there a
7 process that the Legislature or that Congress can go through
8 that will authorize those new dollars without ever going to a
9 budget, because we haven't gone for a budget yet. There's new
10 dollars all over the place that's actually getting spent. So,
11 for example, the bridge and electric vehicles, could they take
12 those individually through a standalone piece of legislation to
13 get the new dollars out there ?
14 MS. WARD: Mr. Chairman, Mr. Maxwell, at the
15 beginning of my presentation on BIL, Bipartisan Infrastructure
16 Law, I said that most funding for our formula programs comes to
17 us through the budget. In this particular case, we do have a
18 couple of programs that were actually funded, supplemental
19 funding, from the General Fund, not our traditional source, the
20 Highway Trust Fund, and so the -- and those are built into the
21 authorizing legislation.
22 So that long answer to your question is yes, and
23 in this particular case, if those weren't new programs, those
24 are the new programs that we are anticipating information from
25 FHWA in the near future.

1 MR. MAXWELL: Thank you.
2 MS. WARD: Yes, sir.
3 CHAIRMAN STRATTON: But to that point, Kristine,
4 how's the solvency of the federal Highway Trust Fund looking
5 these days?
6 MS. WARD: Mr. Chair, Director Halikowski, I am
7 happy to report it is quite solvent.
8 MR. HALIKOWSKI: Good. Thank you.
9 MS. WARD: We -- they did the $9 million
10 infusion -- I think it was on Wednesday. So if I have nothing
11 else to smile about, it's that. $9 billion infusion.
12 VICE CHAIRMAN THOMPSON: Kristine, by the
13 challenges getting the money here, I'm hearing that we're ready
14 to implement those projects as soon as we are notified that
15 these (indiscernible) the budget?
16 MS. WARD: Well, Mr. Chair, Mr. Thompson,
17 typically I don't speak to projects, but Dallas is -- Dallas --
18 what I have found historically is that Dallas spends those
19 dollars very quickly. So -- yes, sir.
20 VICE CHAIRMAN THOMPSON: I guess that is -- my
21 concern is to be ready at all times. They say, hey, we sent
22 down money, we're ready to use it.
23 MS. WARD: Mr. Chair, Mr. Thompson, one thing I
24 would add is some -- a cautionary kind of watch it out on the
25 horizon that's not too on the horizon. We're experiencing it

now. And what I am concerned about is we are experiencing new dollars, but we are also experiencing inflation. And so what I am watching and feeling concerned about is the first time since I've been with the department, we are seeing a large influx of money, and we are likewise seeing a large issue with inflation, whether it be supply chain or whether it be actual inflationary pressure, normal traditional inflationary pressure. So I hope that that doesn't absorb too much of our joy here.

VICE CHAIRMAN THOMPSON: Thank you, Chair.

CHAIRMAN STRATTON: Yes. Thank you.

MS. WARD: Rhett, if you would just -- I presented these apportionment estimates over the five years (indiscernible). We now have access on '22, as I mentioned.

Next slide.

This breaks it down into the individual categories. I would like to say that I presented this slide to you last month, and it had an error on it. The Metropolitan Planning numbers have been corrected, and you will see that they increase from 6.3 million in '21 to a 7.7 in '22, which that (indiscernible) previously incorrect. So apologize.

With that, if we could go to the next slide.

I presented to you on the federal aid program. Nothing to report on debt or cash management, and that concludes my presentation. I'd be happy to take any questions.

CHAIRMAN STRATTON: Any further questions for

Kristine? You got off the hook. Thank you very much.

MS. WARD: Thank you.

CHAIRMAN STRATTON: Now we'll move on to Agenda Item No. 5, with Greg Byres, for information and discussion only.

MR. BYRES: Thank you, Mr. Chairman, board members. I just have a short presentation today for the MPD update. So we can go on to the next side.

So I've only got two things that we're going discuss -- I'm going to discuss today, the tribal transportation updates as well as some of our planning updates that we have going.

One of the big things with the tribal updates that we've got, been working on here lately, is working with several of the different tribal members or tribal organizations in installation of broadband. So we have a kickoff meeting with the Tohono O'odham Nation on I-19, placing broadband through that section of I-19, as well as on I-17, we've had our second meeting with the Yavapai Apache Nation on the installation of broadband on I-17.

We have ongoing -- it's not mentioned on here, but we have ongoing negotiations that we're working on currently on I-10 with the Gila River Indian Community. Those are going very well. They've been cooperative and become a very good partner in those negotiations. So this is something we're

working on. We're trying to get this through, making sure that we don't have a hangup as we get those projects going through.

Next slide.

So another side of the Bipartisan Infrastructure Law as the director had mentioned earlier that all of the different disciplines are going through the laws to come up with the effects that we have.

We have two major planning projects going right now. We're getting ready to hit. One of them is our freight plan update. The other one that we have is our Long-Range Transportation Plan. The freight plan update is currently ongoing, but there are changes and different requirements that have come through with the new bill, or the new law, I should say. And so we're currently trying to go through that. We're working with Federal Highway to make sure that we're implementing all of the requirements, the new requirements that have come through, and we're getting that addressed as well.

The Long-Range Transportation Plan, we're working with them as we're putting together the final scope. We're getting a consultant on board to make sure that all of those are handled as well so that we can make sure and address everything that we need to in those.

Those are -- there's others that we have, but these are the two major ones that we're looking at and probably most effective. So that's pretty much all I had, if you have

1 any questions for me.
2 CHAIRMAN STRATTON: Any questions for Greg?
3 DIRECTOR HALIKOWSKI: Greg, just back to
4 Mr. Chairman's question about triples. I don't know if there
5 was any aspect of that that I missed, but as a planner, I don't
6 know if there's anything you want to add on (indiscernible).
7 MR. BYRES: Well, the big thing with the triples
8 is making sure that -- it's more of an issue in trying to
9 regulate them. We have 100-foot scales that we run for -- at
10 our ports of entry. When you're running triples, that becomes
11 an issue in trying to get everything to weigh out. In some
12 cases we only have 25-foot scales. So now you're weighing a
13 truck basically four times to be able to make sure you get all
14 of the axle weights across the scale. You know, a delay in
15 something like that at a port becomes a major issue, because you
16 could start backing trucks up onto an interstate or something
17 like that. So that's -- the implementation becomes more of an
18 issue than anything else.
19 DIRECTOR HALIKOWSKI: But back to that, looking
20 for the future, can you talk a little bit about what we're
21 undertaking with the review of our ports of entry and what we
22 might recommend in the five-year plan?
23 MR. BYRES: So one of the big things that we're
24 looking at is we're taking a real strategic look at all of the
25 ports of entry that we have across the state, and we do have

1 several from across the state.
2 So one of the big things that we're doing is
3 they've been somewhat neglected for several years as far as any
4 kind of capital improvements go. What we're looking at in the
5 next five-year program is actually putting up -- coming up with
6 a subprogram to be able to fund a lot of that infrastructure and
7 those capital needs that we've identified through -- not only
8 through our port of entry update that we just did, the plan that
9 we have, trying to implement several of those, but looking at
10 into the future what we can do. So there's additional data that
11 we need. So we're looking at new WIMs across the state, weigh
12 in motion scales on several internal routes.
13 One of the big things that we do right now is we
14 take and we're really good at making sure that we're accounting
15 for all of the interstate trucks coming through and traveling
16 through the state, but Arizona now has a huge amount of
17 intrastate traffic that is not getting addressed, and so
18 consequently, it's a big impact on a lot of our internal
19 roadways within the state that we don't know at this point in
20 time exactly what that impact is. And so we need to get some
21 data out there and start looking at how systematically we can
22 start addressing this.
23 So that's -- it's a big endeavor, and it's a
24 different way of thinking that -- we've had in the past, because
25 there are -- there's inland ports within the state of Arizona.

1 There are new distribution centers popping up all over the
2 place, and so consequently, the transfer of freight from rail to
3 truck is occurring much more rapidly within our state, but we
4 need to start tracking that.
5 DIRECTOR HALIKOWSKI: But what length of scale is
6 required for triples?
7 MR. BYRES: You can get them on a 100-foot scale
8 if they're set up -- if the scale is situated to where you can
9 actually go tip to tip, but normally that's not the case.
10 DIRECTOR HALIKOWSKI: So --
11 MR. ROEHRICH: Excuse me, Mr. Chairman. Real
12 quick, we're getting a lot of -- some feedback or some static
13 noise. Kristi, are you hearing that? Do you know if that's
14 from Webex or do you think that's local?
15 CHAIRMAN STRATTON: I thought you were taking a
16 shower.
17 MR. ROEHRICH: Grinding coffee. There we go.
18 MS. DANIELS: It's a water pipe (indiscernible).
19 DIRECTOR HALIKOWSKI: There you go.
20 So, Mr. Chairman, what I've asked Greg to do and
21 our ports folks is to actually question the very concept of
22 fixed ports of entry and where we're going in the future, and,
23 you know, those ports have been around -- I don't even know when
24 they were established. Maybe during the Grapes of Wrath time,
25 but ports and trucks have changed just incredibly and where

1 cargo flows in those last 50, 60 years.
2 So, you know, right now, as he says, ports are
3 neglected. We've got a couple static scales. You know, we've
4 got speakers coming in front of the Board talking about moving
5 the Sanders ports of entry. They're in dire need of
6 modernization, but like everything else, the price tag is not
7 cheap on those. Static scales probably run you several million
8 dollars just to get those.
9 The other things we're looking at at ports is we
10 don't have pits for our folks to go under the trucks to check
11 the brakes. They have to go under on creepers, and having been
12 out there on a creeper inspecting brakes when the driver lets
13 them go, under the truck while you're looking at them definitely
14 makes your belly button pucker a little bit.
15 CHAIRMAN STRATTON: Among other things.
16 MR. HALIKOWSKI: So, you know, and just getting
17 canopies for our inspectors, especially in areas where it's
18 really hot outside.
19 So we're going to be talking to you about more
20 modernization as we look to the future, because the ports aren't
21 just selling permits. As Greg and I are talking, and Dallas,
22 they're a direct correlation to pavement damage, and that costs
23 us money. So we need to bring them into the highway system as
24 part of the system, much like we've done with rest areas.
25 CHAIRMAN STRATTON: I believe Vice Chairman

1 Thompson had a question, and then Jenn Daniels.
2 VICE CHAIRMAN THOMPSON: Greg, I think the first
3 one (indiscernible) Los Angeles, I think (indiscernible) talked
4 to you about, that it would be good to contact them
5 (indiscernible) Sanders port of entry.
6 And then the other things, I'd like to know more
7 about the tribal program, that might come about or how that
8 could increase the transportation funding. So I'd like to learn
9 more about it, because there are many projects that are being
10 proposed by the policies (indiscernible) policies
11 (indiscernible) you know, providing that (indiscernible) that
12 they need. So I'm very interested in the tribal program.
13 CHAIRMAN STRATTON: Board Member Daniels.
14 MS. DANIELS: Maybe I can have my mic on now.
15 Probably (indiscernible).
16 Really appreciate all of your in-depth knowledge
17 and detail that you provide on a regular basis for the Board.
18 It's very, very helpful.
19 As you look towards, let's say, next year, 2022,
20 what plans are in place to start capturing the data that we need
21 in order to make some better decisions moving forward?
22 And I agree with Director Halikowski on the price
23 tag of a lot of these technologies, and I do believe that's
24 where a phasing-in approach may be most appropriate, that we
25 make determinations today so that five years from now everyone

1 has an opportunity to adopt that type of technology based on
2 their individual circumstances, whether it be in the trucking
3 industry or our approach to our five-year budgeting plans.
4 That's sort of a two-part -- two-parter for you,
5 Greg.
6 MR. BYRES: So, Mr. Chairman, Board Member
7 Daniels, I'm going to give you a two-part answer here, in a
8 sense.
9 One, we're working on a port of entry study right
10 now. It's not really a study, but it's a systematic look at the
11 ports, and as such, we've identified where we need a lot of the
12 data that we just don't have. So, coming into the next fiscal
13 year, that will be one of the first things we're doing is
14 looking at placing those WIMs out where we need them within our
15 system. So once we get that, then that will help -- we know the
16 truck volume on those routes, but we don't know what the weights
17 on those trucks are. So, you know, how much of it's overweight,
18 how much of it's not, so that we can see what kind of
19 degradation is occurring in our (indiscernible). That's number
20 one.
21 So the second thing is is we now have -- we're
22 currently working on our freight plan update, and in that
23 freight plan update, a lot of this can be addressed, because now
24 we have our freight commission, our freight group that we deal
25 with in putting this together. So we have all of the

1 stakeholders right there to be able to start working on this.
2 So we can -- we can get a lot of that input (indiscernible). So
3 it's two parts.
4 DIRECTOR HALIKOWSKI: So I would add that as we
5 meet weekly, one of the things that Greg has brought up is the
6 weigh in motion, which we need to get our network, and we have
7 weigh in motion sensors now. I don't know if we still have the
8 two types out there, but -- just one. Okay. So we need to
9 improve that network.
10 We have some in place, you know, in Sacaton, near
11 Sacaton rest area. We're getting truck weights and DOT numbers
12 and other information, and I think we have one down on south
13 I-19 at Canoa Ranch, also. So that gives us a start on how this
14 model might work, but it is tedious to figure out strategically,
15 especially when you look at Maricopa County and Pima County. We
16 have a lot of internal truck traffic there that never sees the
17 port. So not only from a weight perspective, but from a safety
18 inspection perspective, those are concerning. But how do we do
19 that in a busy metro area? So there's something, you know, when
20 you pull trucks inside, you don't want to increase congestion
21 and secondary crashes and things like that. So this is
22 something we're continuing on work on and meeting once a week
23 on, and we'll be bringing more back to the Board in the new
24 year. Looking for (indiscernible). So thank you.
25 CHAIRMAN STRATTON: Any other questions for Greg?

Hearing none, we'll move on to Item No. 6, PPAC items with Greg Byres, for discussion and possible action.

MR. BYRES: Thank you, Mr. Chairman.

We've got three actions today. The first one is Item 6A and 6B. These are project modifications, and we've -- PPAC brings these forward with a recommendation for approval.

CHAIRMAN STRATTON: Do I have a motion to --

MR. SEARLE: So moved.

CHAIRMAN STRATTON: Do I have a second?

MR. KNIGHT: Second.

CHAIRMAN STRATTON: I have a motion and a second. Any discussion?

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN STRATTON: Thank you, Mr. Meck.

Motion carries.

Greg.

MR. BYRES: Thank you, Mr. Chairman.

The second item we have is Items 6C and 6D. These are new projects that are coming into the program, and PPAC brings these forward with a recommendation for approval.

CHAIRMAN STRATTON: Thank you, Greg.

Do I have a motion to approve?

MS. DANIELS: So moved.

MR. KNIGHT: Second.

CH AIRMAN STRATTON: I have a motion and a second. Any discussion?

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN STRATTON: Mr. Meck?

MR. MECK: Aye.

CHAIRMAN STRATTON: Thank you. Motion carries.

Greg.

MR. BYRES: Thank you, Mr. Chairman.

The last item we have is one change in our Airport Capital Improvement Program. This is Item 6E, and again, PPAC brings this forward with a recommendation for approval.

CHAIRMAN STRATTON: Do I hear a motion to approve?

MR. KNIGHT: So moved.

CHAIRMAN STRATTON: Do I have a second?

MS. DANIELS: Second.

VICE CHAIRMAN THOMPSON: Second.

CHAIRMAN STRATTON: I have a second by --

MS. DANIELS: All of us.

CHAIRMAN STRATTON: -- the right side of the Board.

MR. ROEHRICH: The motion was by Board Member Knight, and the second was by Board Member Daniels. I think she

spoke first.

CHAIRMAN STRATTON: Discussion? Mr. Searle.

MR. SEARLE: Just clarification. On that report there was quite a bit that was highlighted in yellow. The difference between the white and the yellow is?

MR. BYRES: The yellow ones are new projects that we're actually able to fund with the funding that we have from the aeronautics fund.

MR. SEARLE: Okay.

MR. BYRES: It is also changes, because several months ago the Board approved us to be able to go to 100 percent zero match when it comes to our SL program. So that's exactly what we've done, and so that is the biggest part of the change that we've done here.

MR. SEARLE: Very good. That was...

CHAIRMAN STRATTON: Any other discussion? Hearing none, I'll call for the question.

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN STRATTON: Mr. Meck.

MR. MECK: Aye.

CHAIRMAN STRATTON: Thank you. The motion carries.

Thank you, Greg.

Move on to Item No. 7, state engineer's report

with Dallas Hammit, for information and discussion only. Dallas.

MR. HAMMIT: Thank you, Mr. Chair. And Mr. Chair, I'm going to take a minute and thank you for your service. You know, I knew you when you were Steve.

So, you know, again, we worked together when I was a district engineer serving the northern -- part of your time at Gila County, and I did appreciate getting to work with you at multiple levels over the past few years.

CHAIRMAN STRATTON: Thank you.

MR. HAMMIT: So congratulations.

CHAIRMAN STRATTON: I've enjoyed working with you also.

MR. HAMMIT: So currently we have 80 projects under construction right now, totaling $1.55 billion. We've finalized two projects in November totaling 1.5 million, and we've finalized 40 projects to date.

Next slide, please.

So I'm sure you have a couple questions. I'm going to answer, but I'm going to answer a couple that came up during this meeting real quick.

One concern I would have as we look at (indiscernible) what Greg talked about with triples, we have another -- number of interchanges that would be very difficult. The one that jumps at me real quick is on Interstate 10, off of

17 and Quartszite. That gets hit all the time with our current trailers trying to make left turns in that area. If we got longer ones, we would definitely need to look at how do we make those movements. It's -- we can design it for that, but we would definitely need to look at those opportunities and where do we need to make some modifications if we were going to entertain that.

CHAIRMAN STRATTON: On that note, Dallas, could we restrict that flow of traffic on those places we're having trouble with until they were fixed?

MR. HAMMIT: We definitely could do it like that. Specific one, there's some major truck stops that that's where they come into the state to fuel up. There's definitely some that we could do that, but those types of things we would just have to look at, understand where those restrictions are before we would do that.

CHAIRMAN STRATTON: Very good. Thank you.

MR. HAMMIT: Mr. Thompson had a question on are we ready to spend the money? I believe that we are. To what point? Over time we have not been able to develop a large shelf of projects because of the type of funding. We schedule funds. We fund basically projects that are in the program, not projects that we hope to do in the future. So to a certain extent we can move very quickly, especially on pavement projects, but we do not have a shelf of expansion, our bigger projects right now.

1 DIRECTOR HALIKOWSKI: Mr. Chairman and Dallas, to
2 that point, when you mention federal money, in order to get your
3 projects on the shelf and designed, is that state money you have
4 to use?
5 MR. HAMMIT: If we are going to have -- we can
6 design with federal funds, but there's lots at risk. If we
7 don't build that project within a period of time, ten years, we
8 have to pay those back. So -- and that's just not a good use of
9 money. Kristine tells me all the time I need to spend money
10 wisely. If I spend it on something I'm not going to build,
11 that's not a good use of that money. So we try to design
12 projects in the first year of the program that construction's
13 funded in the third and fourth year so it is not lazy money and
14 just sitting around.
15 DIRECTOR HALIKOWSKI: But up until recently, too,
16 there has been very tight state money, also. So we haven't had
17 a lot set aside for design, and that's what concerns me, is this
18 money is coming, Mr. Chairman, and managing expectations is --
19 when someone has -- says are you ready, ready for what?
20 Because, you know, if there's not stuff on the shelf, we're
21 going to be looking at safety improvements, modernization,
22 pavement, things like that, so...
23 Thank you.
24 MR. HAMMIT: Mr. Chair, Board, in January you
25 will see a recommendation -- I'm going to call a shot early --

that we do put some available funding in for shelf projects going forward, because there is some capacity to do that.

One other thing that I wanted to address, you heard earlier in the district engineer's report that Bill Harmon is retiring. Bill is currently our longest serving district engineer. We have served together both as resident engineers at the same time. We were both district engineers at the same time. He's done a great job.

We have -- we've named a new district -- and we are moving in our areas to have district administrators. A couple reasons. As I got promoted to district engineer, I did a lot less engineering than I did before, and what we've determined is a large part of that job is not engineering. They have deputy district engineers below them and a deputy state engineer that they report to. So that engineering support is there.

We need people that can lead a group that can work with local -- not that engineers can't, but we can broaden our build and be much more inclusive if we can get some of those skills. So our next position -- and we advertised in the northwest area, the Central District, are going to be called district administrators.

In this case, Todd Emery, who happens to be an engineer, but he has agreed to take the position. Todd has held the position of district engineer in the Tucson area. When we

called it the Tucson district, he has been in the state engineer's office for about 10 years. He is -- has family he grew up in Safford, and he's taken that opportunity to go to that area. So he will start in January as the new district administrator in that area.

DIRECTOR HALIKOWSKI: So, Dallas, when you were a district engineer, if you weren't engineering, what were you doing with all that time?

MR. HAMMIT: I was chasing down problems from the director.

DIRECTOR HALIKOWSKI: (Indiscernible.)

(Indiscernible crosstalk.)

MR. HAMMIT: Mr. Chair, you had a couple of questions on Pinto Creek, and I think Kurt gave a good update on that. I did -- they did take time and show me the project yesterday as I was coming in.

The project is right at almost completion. They have one more day of base asphalt. They were hoping to do it yesterday. They were all ready. It was a little cool to do that. They will need to come back in to put friction course when the weather warms up in the spring. So that project is ongoing, and we hope to have it completely done in the spring of this year, as soon as we can put friction course down.

On the Queen Creek Bridge, the -- if you remember right, we've moved that one year. It was in FY '23. We have

1 moved it to '24 to make room for some funding needed for I-17.
2 You will see in the next staff recommendation to move that back
3 forward. We have capacity to do that, and with that we will be
4 prepared to deliver that in the third quarter. So after the
5 first of the year next year, that will be there, as well as a
6 project we call the Waterfall Canyon Project. The total budget
7 we have in there is $40 million.
8 Lion Springs, that project is -- we expect a 95
9 percent submittal in January. We have designed -- it's fully
10 funded for that project. The current construction estimate is
11 $66 million. There is a number of cultural sites in the area.
12 We're estimating that will -- between the cultural, to identify,
13 it, recover and monitor over time, that estimate is $6 million,
14 and there's 4 million in right-of-way. So the total needed to
15 build the project is $76 million in current-day numbers. And
16 again, as we've seen, as we -- we let it go further, that could
17 rise with inflation.
18 And then the next question -- and I stopped and
19 looked at it yesterday or drove through there with Kurt
20 yesterday on US-60. The pavement, there are definitely some --
21 he calls it love that's needed on that roadway, and we are
22 looking at that. We have some excess funds from the COVID, the
23 (indiscernible) funds, and we are looking to develop our project
24 using those excess funds. We'll bring that to the Board. We
25 had approximately $5 million. It will not get all the way from

(indiscernible) up through to 177, but we're going to scope the whole project to determine exactly what it will cost, and then take the project as far as we can with that money and then continue to go look for additional funds to go forward.

CHAIRMAN STRATTON: I appreciate that. I can tell you in between my stint with the City and the County, I was an area manager for United Metro Materials, and during that time at about 2001, I believe, Kiewit did the paving here. So it's -- it's a good 20 years, but a lot of traffic and needs a lot of love.

Ms. Daniels.

MS. DANIELS: Thank you, Chair.

On the Pinto Creek Bridge, I know that the trail system that ADOT has worked with the City of Superior on is critically important for their economic development plans. I know they have been unable to utilize those trails during construction, they're anxiously awaiting the reopening of those trails. Have we done any communication or had any additional conversation with the City of Superior and others in order to sort of get them in the place that they need to be for that economic development?

MR. HAMMIT: Mr. Chair, Member Daniels, I will have to follow up. I do not know at that -- not at that level, but I'll follow up and get back with you.

MS. DANIELS: Okay.

DIRECTOR HALIKOWSKI: Board Member Daniels, Mr. Chairman, I just got a chat message from Katy. She said we met with them last week.

MS. DANIELS: Terrific.

DIRECTOR HALIKOWSKI: So we are talking with them. We'll follow up and get more detail.

MS. DANIELS: Thank you. I know it's of critical importance to them and the entire proper corridor that they have access to recreational amenities that bring so many individuals here, assist with the economy.

The other comment I'd like to make on US-60, paving, Supervisors Serdy and Goodman have been active in this dialogue and conversation about the need for some of the improvements to the pavement. So they'll be pleased as well, and I recommend if you haven't already to reach out to them and let them know that that's been moved up in priority for next year.

BOARD MEMBER: We'll do that.

MR. HAMMIT: And then the last thing, Mr. Chair, and the Mayor brought this up earlier. I am working with the -- our sign crews on that directional sign in Superior to direct folks here. I'm going to figure out why it's not there, and if there's any roadblock to put it up, but I will report back.

CHAIRMAN STRATTON: Thank you.

I would like to thank you and Kurt on the Pinto

Creek Bridge. There were two plaques, and I requested that the Historical Society receive one of those, which they did, and I believe (indiscernible) Plaza received the other. So that historical information will remain in our community, and I appreciate that.

MR. HAMMIT: Mr. -- I got a phone call when we were taking down the bridge that I never thought I would get a phone call like that that it would be a bad thing. Someone called me and said the bridge did not fall down. I never thought that that would be a bad thing. Like when we were taking the bridge down, we fired off the explosives, and the bridge did not move, and so we had to go back in a couple days later to do that, but I never thought I'd get a call the bridge did not come down and it was a bad thing.

DIRECTOR HALIKOWSKI: Who was the lucky engineer who got to go check if the fuse was lit?

MR. HAMMIT: I volunteered Kurt, but he did not take me up on that.

DIRECTOR HALIKOWSKI: I got to tell you that the public comments were colorful about incompetence when it did not come down the first time, so...

BOARD MEMBER: And, Mr. Chair, just real quick, Dallas, so what you're telling me is if the first explosion's not big enough, just get a bigger bomb.

MR. HAMMIT: You know, we've changed it up just a

little bit.

BOARD MEMBER: Is that a military solution?

BOARD MEMBER: Possibly.

MR. HAMMIT: Mr. Chair, that's all I have.

CHAIRMAN STRATTON: Very good. Are there any questions for Dallas?

Dallas, thank you. You've done a great job as state engineer and I commend you for it.

MR. HAMMIT: Thank you.

CHAIRMAN STRATTON: Now move on --

MR. ROEHRICH: Dallas, you need to award a contract.

MR. HAMMIT: Oh, you know, I talked so long, I forgot where I was at.

CHAIRMAN STRATTON: I was going to make him come back.

Move on to Agenda Item No. 8, construction contracts, for discussion and possible action. Dallas.

MR. HAMMIT: Mr. Chair, Item 8A is a pavement rehabilitation project is a State Route 77 in Oro Valley. On this project the low bid was 7 million -- or excuse me -- $11,770,000. The State's estimate was $10,588,522. It was over the State's estimate by $1,181,479, or 11.2 percent. When we reviewed the bids, we saw higher than expected pricing in the milling and in our asphalt, both in the oil and actually the

mix. The department has reviewed the bid and believes it is a responsive and responsible bid and recommends award to Sunland Asphalt & Construction, LLC.

CHAIRMAN STRATTON: Do I have a motion to award that?

MR. MAXWELL: Mr. Chair, being an Oro Valley resident, driving that road quite often, I'd like to move approval of this contract.

MR. KNIGHT: Second.

CHAIRMAN STRATTON: I have a motion and a second to award the project to Sunland Asphalt as presented.

I'll call for the question. All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN STRATTON: Board Member Meck.

MR. MECK: Aye

CHAIRMAN STRATTON: Thank you. Motion passes.

MR. HAMMIT: Thank you, Mr. Chair.

CHAIRMAN STRATTON: Move on to Agenda Item No. 9, State Transportation Board policies with Floyd Roehrich, for discussion and possible action.

MR. ROEHRICH: Thank you, Mr. Chairman.

What you see on Item 9 is the proposal after working with the vice chairman, the incoming chairman, are the dates and locations for next year's Transportation Board

meetings. Again, we are look -- targeting the third Friday of every month for the meetings, as well as continuation of virtual meetings in conjunction with the in-place meetings or in-person meetings.

We continue -- we are expected to continue at least through the first half of the year until June, reassess, as we do now, monthly what are the safety elements and aspects we need to consider, and is that still the best or most prudent option to move forward, but for now we are looking at running those concurrent-type meetings.

But you can see the locations there. You can see the dates, and at this time I would ask that if anybody has any questions. If not, I would ask for approval of those dates and locations as presented.

CHAIRMAN STRATTON: Are there any questions for Floyd?

MR. SEARLE: Actually, Chairman, Floyd, the February 18th Nogales meeting, is there any way we could swap that with April 15th or May 20th? I might have a conflict on the 18th, and I really -- since that's my district, I really would like to make the Nogales meeting.

MR. ROEHRICH: Mr. Chairman, Board Member Searle, yeah, we'd happily swap them, because we've only started preliminary coordination. We have not finalized any coordination. I would defer, though, to Mr. Thompson.

Are you fine with that recommendation? As incoming chair, these are the dates that you have concurred with.

VICE CHAIRMAN THOMPSON: I believe that we made the various contacts, individuals who you would have a recommendation on these dates, and again, it's not final. However, I think -- I don't have a problem with it unless any of the board members have an issue with it. Other than that, I don't have a problem with it.

MR. ROEHRICH: So in this case then -- and again, we only have preliminary discussions. The cities have agreed that they're willing to host, finalizing the dates after we approved it. So moving it around isn't a problem. I just want to make sure that you, Mr. Thompson, were fine with the adjustment.

VICE CHAIRMAN THOMPSON: Yeah.

MR. ROEHRICH: So what I recommend then is that we approve the dates and locations but move the Nogales meeting from February 18th to April 15th, and bring Flagstaff in from April 15th into February. It will be a little chillier up there but -- well, maybe not. Who knows? They don't have much snow this year. It hasn't even really been that cold. (Indiscernible.)

MS. DANIELS: (Indiscernible.)

CHAIRMAN STRATTON: Is April one of the public

hearings?

MR. ROEHRICH: But I think we can hold the public hearings not only virtually, like we did earlier this year, we can have them, but I think as long as we have all the number identified in there, I think we will be fine. We can be fine with that.

MR. SEARLE: Thank you. I appreciate the accommodation.

CHAIRMAN STRATTON: Board Member Daniels.

MS. DANIELS: This is going to come across as an incredible selfish request. I just wanted to preface it. On -- in November we are to be in District 1, in Wickenburg. I know we visited with Wickenburg earlier this year, and the Town of Gilbert was very, very disappointed that their meeting got canceled for a variety of reasons outside of anyone's control. Could we switch that to Gilbert and still hold it in District 1 for that November meeting?

CHAIRMAN STRATTON: One of the things I would like to -- the newer board members that have not been on the road was -- I believe Board Member Knight and Board Member Thompson and I are the only three left that have done this for many years. Wickenburg has been a reunion place for past chairs --

MS. DANIELS: I am more than happy to support Wickenburg. I adore Mayor Pereira --

1 CHAIRMAN STRATTON: I was very disappointed that
2 Gilbert was canceled last year myself. I was looking forward to
3 that.
4 MS. DANIELS: I just hear from them regularly,
5 When are you coming back? So maybe we'll pull them on the 2023
6 early schedule. That's fine.
7 CHAIRMAN STRATTON: Okay.
8 DIRECTOR HALIKOWSKI: Mr. Chair.
9 CHAIRMAN STRATTON: Being that next year will be
10 the first time I'm eligible for a reunion, I would hope you
11 would (indiscernible).
12 MS. DANIELS: Board Member Searle leaned over and
13 said I was trampling on hallowed ground. (Indiscernible.) I
14 will retract my request.
15 CHAIRMAN STRATTON: Board Member Maxwell.
16 MR. MAXWELL: Mr. Chair, maybe as a possible
17 alternative to Member Daniels' proposal is we do have the
18 virtual meeting scheduled in August. Is there not a reason -- I
19 mean, just look at the turnout we've had here. Traveling is --
20 going to the different communities is one of the things I look
21 forward to most, and I learned a lot last night at the
22 conversation as we talked about, Mr. Chairman, at the end of the
23 night about the differences and the needs of the different
24 areas.
25 So I would encourage coming out, hopefully, and

sticking with these in-person meetings as much as possible, that we wouldn't have a need for a virtual meeting necessarily in there. So if possible, I would recommend putting the Gilbert in -- possibly in that August meeting slot, and obviously if things change with regards to the situation, we can -- we can change it, but that's one way of getting both those things to happen.

CHAIRMAN STRATTON: Floyd, in this situation, would it be appropriate to adopt the schedule as presented and allow for movement later?

MR. ROEHRICH: So, Mr. Chairman, board members, this is your schedule. It's set by the incoming chairman, but it can be modified any time, any month. I think it's appropriate to say as amended here, with the swap of the Flagstaff and the Nogales meeting, and the consideration -- because we have not talked to the Town of Gilbert. We're in the consideration of coordinating with the Town of Gilbert, and if August will work for them, come back and modify it. Absolutely we could do that.

CHAIRMAN STRATTON: Very good. I would accept a motion then stating --

MR. SEARLE: Just what he said.

CHAIRMAN STRATTON: -- just what Floyd said.

MR. SEARLE: So moved.

MR. KNIGHT: Second.

CHAIRMAN STRATTON: Very good. I have a motion and a second to adopt the schedule with the provisions that were mentioned by Floyd Roehrich. I'll call for the question.

Any discussion other than that? Good. I'll call for the question.

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN STRATTON: Board Member Meck.

MR. MECK: Aye.

CHAIRMAN STRATTON: Thank you. Motion passes. The schedule is adopted as presented with the provisions mentioned.

I guess we're on Agenda Item 10.

MR. SEARLE: Is this a conflict of interest if you introduce this one?

CHAIRMAN STRATTON: I believe it is. I am going to turn this over to the director, and -- actually, I'm going to rearrange the schedule a little bit here, and I'm going to go on to Agenda Item No. 11 first.

Does any board member have a suggestion of something for a future board meeting?

Hearing none, then I will go back to Agenda Item No. 10 and will turn this over to Director Halikowski.

DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman and board members.

As we all know, this is Chairman Stratton's last meeting as Chairman of the State Transportation Board, and on behalf of ADOT and our staff, we just wanted to take a few minutes to thank him for his service to the department and the people of the State of Arizona.

When Governor Ducey appointed Mr. Stratton to the Board back in 2015, he wasn't new to us as ADOT. As we've heard from Dallas, our staff had already worked with him for many years serving as city manager and public works director in Globe and Pima County, and I have to say it just doesn't seem like six years have passed, but it's just amazing how quickly time goes by, but the knowledge you brought with you and the experience has just been very valuable, not only to us at ADOT, but to the Transportation Board and, of course, the public.

While you represented Pinal, Gila and Graham Counties, you've also been a vocal advocate for all of the state of Arizona, and you continually demonstrate, Mr. Chairman, the value and importance of making sure that the transportation system works for everyone, and you've helped us to make those strategic investments statewide.

With a focus of the future, you've been instrumental helping to fund and support many projects and studies designed to improve safety and mobility, and just a few of those to include the US-93, I-40/West Kingman Traffic Interchange Project, widening of Interstate 10, expansion and

1 upgrades to US-60, studies on I-11, the North-South Corridor and
2 the Sonoran Corridor.
3 So over the last six years, you've been
4 instrumental in helping us shift toward this preservation and
5 modernization mindset. You've helped us to prioritize funding
6 while still making great progress and efforts, and we thank you
7 for the work you've put in, but, you know, in the end, my
8 experience with you, I just want to say that you have been firm
9 in your positions, but you've been always accountable to your
10 district, the State and your fellow board members.
11 You've always been willing to willing to listen,
12 and you have worked to find solutions, and you've stuck to your
13 word, and you could always count on your integrity,
14 Mr. Chairman. And although you may have not always agreed with
15 us, you took us and you looked for consensus, and you did that
16 with respect. So accountability, integrity and respect.
17 I just want to thank you on behalf of myself and
18 ADOT for leading by setting the example in those virtues, and
19 it's been a real pleasure to work with you as chairman.
20 CHAIRMAN STRATTON: Thank you.
21 DIRECTOR HALIKOWSKI: So I think we have a few
22 small items we would like to present you with.
23 MR. ROEHRICH: I'm going to go down to the
24 podium, but yes, if Chairman Stratton and the Director and Vice
25 Chairman Thompson would come down here.

1 DIRECTOR HALIKOWSKI: I thought it was just you
2 that were going to turn letters, Floyd.
3 MR. ROEHRICH: I will do that, actually.
4 Although what we'd like to do is present you with some tokens of
5 the appreciation. Well, they're parting gifts. Let's face it,
6 you didn't win the grand prize. So --
7 BOARD MEMBER: We're giving you some parting
8 gifts.
9 MR. ROEHRICH: But we're happy you participated.
10 We're happy you made it, and hopefully next time you spin the
11 big wheel and win $10,000.
12 (Indiscernible crosstalk.)
13 MR. ROEHRICH: What I'd first like to start with,
14 as a special appreciation and thank you, the members of the
15 Board have all contributed towards some gifts, and Vice Chairman
16 Thompson has brought those here. So I think, Mr. Thompson, if
17 you wanted to present those on behalf of the board members.
18 VICE CHAIRMAN THOMPSON: I was telling Steve that
19 I felt very comfortable when I first came to be part of the
20 Board. The way he dressed, his boots and his Levi pants, all of
21 that, that made me very comfortable. So -- and then I really
22 appreciate the support that you've been given by your wife
23 coming to these meetings, and to me that's a big support, too,
24 to see families traveling to these locations.
25 And I -- it's a very honorable person that I got

1 to know, and last night it was really a good example, for these
2 are the kind of communities that he was raised in. What a group
3 of people that taught him to become the way he is, and for him
4 to respond back to you and to be able to help you
5 (indiscernible) communities. That's the way I felt. And I felt
6 that you needed to (indiscernible) that you said some good
7 things about things you did, and I saw him wearing a bolo, and I
8 thought, wait, that really attracted me. I said, Wow. So we do
9 have this. This is -- it was made by the seniors. It's a
10 senior leader (indiscernible) on the reservation was wearing
11 (indiscernible). I'd like to give this to you.
12 CHAIRMAN STRATTON: Thank you very much.
13 (Indiscernible crosstalk.)
14 CHAIRMAN STRATTON: (Indiscernible.)
15 UNIDENTIFIED SPEAKER: Steve. Steve. Steve.
16 MR. ROEHRICH: Hey, Steve.
17 UNIDENTIFIED SPEAKER: Steve.
18 VICE CHAIRMAN THOMPSON: Again, we do appreciate
19 you. For some of us that don't have mothers anymore, it was
20 very good to see that we have a mom that we look after, and we
21 look -- that's way we feel about you.
22 UNIDENTIFIED SPEAKER: Thank you so much.
23 MR. ROEHRICH: Thank you, Vice Chairman Thompson.
24 Those are very nice personal gifts. Outstanding. Thank you to
25 all the board members who recognized Chairman Stratton's term.

For us, we have a few gifts as well. One of these gifts that we have chosen was the three-year subscription to Arizona Highways magazine. It will start in January, and you'll get that every month for the next three years. Hopefully you'll get a lot of the places you've been as part of your tenure on the Board, minus that, you know, year and a half when you were at home. That won't be in the magazine, by the way. This isn't the Town & Country or any of those.

So that is -- in recognition of that, we do have a 2022 calendar from Arizona Highways, in addition to your subscription, which will start (indiscernible). So you have -- be able to tell (indiscernible). You know what I didn't do? I just thought of it. I should have opened it and marked all the board meetings, the dates and everything.

DIRECTOR HALIKOWSKI: Well, what we do, we've made a little modification to the Arizona Highways calendar for you, Mr. Chairman. Floyd and Dallas and I and the other men of ADOT are each featured in a picture. I got to tell you, the handsome gentleman in the bolo tie, he's Mr. January.

CHAIRMAN STRATTON: Thank you.

(Indiscernible crosstalk.)

BOARD MEMBER: I'm glad he waited six years to do that.

DIRECTOR HALIKOWSKI: Yeah.

BOARD MEMBER: (Indiscernible.)

MR. ROEHRICH: The next gift we have is an ADOT pen and pencil set. Again, hopefully as -- you'll be able to use that in the future and reflect fondly back on your time as a Transportation Board member.

MR. KNIGHT: Check it off his bucket list.

DIRECTOR HALIKOWSKI: I would like to say these were handmade by the equipment services shop in the welding area, but there's no (indiscernible).

MR. ROEHRICH: We also have a commemorative copper license plate with the terminology that you -- it's actually Roman numeral, in recognition of that as well.

MR. KNIGHT: Wow.

VICE CHAIRMAN THOMPSON: Oh, wow.

DIRECTOR HALIKOWSKI: Please don't put this on the back of your car. We don't want you pulled over.

UNIDENTIFIED SPEAKER: I thought that was his birth year.

DIRECTOR HALIKOWSKI: I have to admit it's been a long time since grade school when they taught us Roman numerals. I don't know if they even teach that anymore.

BOARD MEMBER: I think it was 1956. Isn't that what it is?

(Indiscernible crosstalk.)

MR. ROEHRICH: -- mark it down on paper (indiscernible), go back to, you know, grade school.

1 We also -- obviously you will keep your
2 chairman's gavel. That is personalized to you, so that is yours
3 to take as well.
4 And then the last item we have is a certificate
5 of appreciation. We're going to present it to you, but I'm
6 taking it back. I still have to get Board Member Meck's
7 signature. We were not able to get that. And we also have a
8 plaque that it will go into, a framed plaque that will be
9 presented to you, and I will have that either mailed to you, or
10 if you still continue in January, we will give it to you.
11 So, John, you may want to read it or I can...
12 DIRECTOR HALIKOWSKI: So be it remembered that
13 Steven E. Stratton represented the people of Arizona on the
14 State Transportation Board from January 2016 to January 2022.
15 Steven represented well the interests of the Arizona State
16 Transportation Board, the Arizona Department of Transportation,
17 and the citizens of Arizona. We extent to him our grateful and
18 sincere appreciation for his special dedication and his public
19 service. His contributions were numerous, beneficial, and his
20 labors on behalf of all the people of Arizona will long be
21 remembered.
22 Signed by myself and the members of the Board.
23 Thank you, sir. Congratulations.
24 And last, you know, I mentioned earlier about
25 accountability, integrity and respect. This is an ADOT pin, and

1 we give this to our employees who demonstrate these qualities of
2 leadership. They're director's pins, and so they're not given
3 out just to anyone. We actually recognize employees each month
4 who demonstrate these values. We call them AIR, the AIR we
5 breathe, accountability, integrity and respect, and I'd like to
6 just take this pin and pass it on to you and hope that you keep
7 it in remembrance of pride of the qualities you've led us with
8 for your six years here on the Board. Thank you.
9 CHAIRMAN STRATTON: Thank you.
10 BOARD MEMBER: That's nice.
11 MR. ROEHRICH: Mr. Stratton and director, that is
12 our presentation. So if you have any comments or maybe any
13 board members would like to make any comments.
14 CHAIRMAN STRATTON: I'll allow the Board to go
15 first.
16 MR. SEARLE: That's kind of brave.
17 MR. KNIGHT: Yeah.
18 VICE CHAIRMAN THOMPSON: Floyd.
19 MR. ROEHRICH: Yeah.
20 VICE CHAIRMAN THOMPSON: Floyd, let me just once
21 again thank Jenn and then Richard, Gary, Ted Maxwell for your
22 contribution, for all this what we gave him coming from you. So
23 thank you very much.
24 MR. KNIGHT: Mr. Chair.
25 CHAIRMAN STRATTON: Yes.

1 MR. KNIGHT: I would just like to thank you for
2 your friendship. You've become a mentor for me when I first
3 came on the -- on the Board, and I can truly say that he's led
4 -- he's led by example. Thank you.
5 MR. SEARLE: Steve, I think (indiscernible) last
6 night, this year just flew by. I didn't realize how quick these
7 things go, and I enjoyed working with you, getting to know you.
8 And Jesse, I thought you did an excellent job on the
9 presentation, and so very well done.
10 CHAIRMAN STRATTON: This is difficult. You know,
11 a couple weeks ago, I almost cut my thumb off. Never shed a
12 tear, but it's -- this is overwhelming. I'm extremely
13 appreciative. Six years does go very fast. I would like to
14 thank my wife. As most of you know, this takes a lot of time
15 away. She's never complained and supported me throughout.
16 Quite right. Thank you.
17 DIRECTOR HALIKOWSKI: Mr. Chairman, if I could
18 make one comment.
19 CHAIRMAN STRATTON: Yes.
20 MR. ROEHRICH: I have been working with the Board
21 for over ten years now. The director, obviously even longer in
22 looking at it, and I will tell you, what -- not only just what
23 you brought here was so -- was so just perfectly for the time
24 that we needed you to be here, but for you as well as your wife,
25 you had the distinction of being the only board member in the

1 history of the Board to propose to his wife at a board meeting.
2 You took that opportunity to really bring in the family aspect,
3 and the Vice Chairman Thompson to recognize that. It truly is
4 special, and that's what makes everything about your tenure here
5 and this point in time special as well, in that, you know,
6 Mary Lou's here as well, so outstanding. That's probably --
7 you're probably going to be the one and only, I would expect.
8 CHAIRMAN STRATTON: You know, I have to thank
9 Chairman LaRue for helping me with that. When we were flying
10 back from the Holbrook meeting, we worked that out, and I have
11 to tell you, I had a hell of a time getting her to Camp Verde.
12 She was still working at the time, and she kept going, Why do
13 you want me to go? But she finally relented, and I have to tell
14 you, it was a little bit of a scare when I did that, too. It
15 took her a little bit to respond.
16 MR. ROEHRICH: We noticed that. We noticed the
17 pause, by the way. (Indiscernible.)
18 CHAIRMAN STRATTON: Forgive my language, but I
19 thought, oh, shit, what did I do?
20 Anyway, all of you have been great. Chris,
21 you've followed us the whole time I've been here, and Gabe,
22 you've been great. Thank you. My niece came up today from Casa
23 Grande. I appreciate that.
24 Meeting's adjourned.
25 (Meeting adjourned at 11:07 a.m.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 87 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 14th day of January 2022.

/s/ Teresa A. Watson

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Adjournment

Chairman Steve Stratton moved to adjourn the December 17, 2021, State Transportation Board Meeting.

Meeting adjourned at 11:07 a.m. PST.

Not Available for Signature
Steven Stratton, Chairman
State Transportation Board

Not Available for Signature
John S. Halikowski, Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, January 21, 2022
City of Yuma
One City Plaza
Yuma, Arizona 85364

Call to Order
Board Chairman Stratton called the State Transportation Board meeting to order at 9:00 a.m.

Pledge
The Pledge of Allegiance was led by Board Member Knight.

Roll Call by Floyd Roehrich
A quorum of the State Transportation Board was present. **In attendance (In Person):** Chairman Stratton, Vice Chairman Thompson, Board Member Knight. **In attendance (Via WebEx):** Board Member Searle, Board Member Maxwell. **Absent**: Board Member Daniels and Board Member Meck. There were approximately 57 members of the public in the audience.

Opening Remarks
Chairman Stratton reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act
Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

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.

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

IN PERSON AND BY VIDEOCONFERENCE

City of Yuma
One City Plaza
Yuma, Arizona 86601

January 21, 2022
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PERFECTA REPORTING
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD PUBLIC HEARING
3 was reported from electronic media by TERESA A. WATSON,
4 Registered Merit Reporter and a Certified Reporter in and for
5 the State of Arizona.
6
7 PARTICIPANTS:
8 Board Members:
9 Jesse Thompson, Chairman
Gary Knight, Vice Chairman
10 Richard Searle, Board Member (via Webex)
Jenn Daniels, Board Member (Absent)
11 Ted Maxwell, Board Member (via Webex)
Jackie Meck, Board Member (Absent)
12 Steve Stratton, Board Member
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1 CALL TO THE AUDIENCE

2 Mayor Doug Nicholls, City of Yuma..... 4
Kee Allen Begay, Junior, Navajo Council Delegate,
3 Many Farms Chapter (via Webex)..... 5
Alton Joe Shepherd, Supervisor, Apache County..... 6
4 Matias Rosales, Council Member, San Luis..... 8
Randy Heiss, Citizen, Patagonia (via Webex)..... 11
5

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(Beginning of excerpt.)

CHAIRMAN THOMPSON: Moving on to call to the audience. Telephone only or Webex, everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the Webex application. The Webex host will guide you through the unmuting and muting process following the instructions included within the meeting agenda.

In person, this is an opportunity for the members of the public to discuss items of interest to the Board. Please fill out a Request For Public Input form and give it to the Board Secretary if you wish to address the Board.

In the interest of time, a three-minute time limit will be imposed. I'd now like to turn it over to Floyd to call out the names that wish to speak.

MR. ROEHRICH: Yes, Mr. Chairman. Our first speaker is Mayor Doug Nicholls, Mayor of Yuma.

MAYOR NICHOLLS: Chairman, Board Members, thank you for coming to Yuma. I appreciate the interaction last night, being able to talk and get to know you all a little bit better, but thank you for your service to the state. It means a tremendous amount to us to have good representation throughout the state and be -- the travel schedule, especially the

1 chairman. It gets pretty exhaustive, but it's -- I just want to
2 make sure that you understand it's very much appreciated by the
3 people of Yuma.
4 We'd like to also recognize that we had city
5 assemblies and the Town of Wellton there last night, too. We
6 operate fairly consistently as a region and wanted to make sure
7 that we're representing all of our communities within the
8 region, and they are valuable partners that we advocate and plan
9 for the future. So with that, I just want to thank -- again,
10 every time you come to Yuma, we appreciate that. You're always
11 welcome, and if there's anything we can do to help assist, let
12 us know, and thank you again.
13 CHAIRMAN THOMPSON: Thank you, Mayor.
14 MR. ROEHRICH: Our next speaker is Mr. Kee Allen,
15 Council Delegate, Navajo Nation. Mr. Begay, please raise your
16 hand and the Webex most will unmute you.
17 WEBEX HOST: (Indiscernible) unmute. Mr. Begay,
18 you are unmuted.
19 MR. BEGAY: Good morning. This is Delegate Kee
20 Allen Begay, Junior, from the Navajo Nation. Can you hear me?
21 MR. ROEHRICH: Yes, sir. We can.
22 WEBEX HOST: Yes.
23 MR. BEGAY: Good morning, board members and
24 everyone on -- in attendance. My name's Kee Allen Begay,
25 Junior, from the Navajo Nation. I am a Tribal Council member.

1 I continue to advocate for road improvement in
2 the northeastern part of the state of Arizona, specifically
3 Highway 191, in the ZIP code of 86538, which is Many Farms,
4 Arizona. We just continue to ask the Board to help improve a
5 lot of the road within the area. Several projects that I'm
6 pursuing, and I'm hoping that the Arizona Department of
7 Transportation administration will be able to help and assist us
8 seek funding for these projects, such as the intersection
9 (indiscernible), streetlights, exit roads, improvement. And the
10 other area that I continue to advocate for is the Governor Ducey
11 smart highway, which we're asking the Governor to include
12 Highway 191.
13 So these are some areas that I ask the board
14 members to continue to deliberate and keep us informed on a lot
15 of these areas. So with that, I just wanted to say thank you
16 very much, and you all have a wonderful day.
17 CHAIRMAN THOMPSON: (Speaking Navajo). Thank you
18 very much for those comments.
19 We'll go to the next person, Floyd.
20 MR. ROEHRICH: Our next speaker is Mr. Alton Joe
21 Shepherd, Supervisor, Apache County.
22 MR. SHEPHERD: Good morning, board members,
23 distinguished Chair, Vice Chair, Members. Quickly, just to
24 introduce myself, my name's Alton Joe Shepherd. I am a county
25 supervisor in Apache County, District 2, representing I-40 north

to Chinle or Canyon de Chelly, that area, and going on my second term here. Also, I've recently been appointed to the NACOG transportation PPAC vice chair. Also will be leaving soon, probably in a couple weeks, to Washington for (inaudible), where I sit on the transportation board as well.

And so there's a couple things that -- I want to say happy new year to all the members and the staff there and also the new director just to be coming in. Certainly I think continued partnership is going to be something that we will continue to move forward in this day and age of the pandemic, but hopefully we can get through all of this, but it's certainly put a lot of strain, looking forward to the bill going forward as well, the bill that was approved by the federal government.

Also, you know, inflation is something that we have to contend with. Not only that, but the shortfalls that we have across the state of Arizona. A couple things I just wanted to also relate to (indiscernible). Back in 2018, '19, I came before the Board asking for some review and possibility, maybe finding back 30 years ago ADOT had paved the road around the Ganado Unified School District. It's about a one-mile paved road. It's deteriorated in the past 30 years, so we've been doing as much as we can as a county, as it is in our county inventory. So we're asking the state to see if we can fund that. If not, does it go through (indiscernible) split, maybe there is an avenue with the Board here. So we'd like to have

1 you -- ask for your review and possibly meet with the staff to
2 put it in the planning. Hoping that it gets passed this year in
3 the House and the Senate as well.
4 Lastly, is U.S. Highway 191, just like Delegate
5 Begay had mentioned, I think it's deteriorated from 191 at
6 Ganado south, down to Saint Johns, because we do have
7 (indiscernible) typically average about 25,000 tons of gravel a
8 year, which is around 1,000 truckloads going into Ganado and
9 even further.
10 With that, we appreciate the Board's time, and
11 I'm looking forward to the partnership, and I continue to stand
12 with you guys as well in trying to resolve a lot of the issues
13 across the state of Arizona. Thank you.
14 CHAIRMAN THOMPSON: Thank you to you as well,
15 Alton. Thank you very much for those comments.
16 MR. ROEHRICH: Our next speaker is Mr. Matias
17 Rosales, Council Member, City of San Luis. Mr. Rosales.
18 MR. ROSALES: Good morning, everybody. Hope
19 everybody's well rested from last night's stay here. Happy to
20 be there. Chairman Thompson and members of the Board, my name
21 is Matias Rosales. I am the council member for the City of San
22 Luis. I want to thank Board -- I want to thank Board Member
23 Knight, who is a strong advocate for San Luis and Board Member
24 Jenn Daniels for recently visiting our community to see all the
25 community needs.

1 Unfortunately, Mayor Gerardo Sanchez cannot be
2 here with us today, but I am here before you to ask for your
3 assistance in addressing one of the most critical transportation
4 issues impacting in our community: The modernization of Cesar
5 Chavez Boulevard. The City has been working closely with ADOT
6 staff, particularly with Paul Patane, Yuma district engineer and
7 other members of the ADOT team on the modernization of Cesar
8 Chavez Boulevard. It is our community's major and really the
9 single east-west connector in our city. It is the only
10 connector between the San Luis 1 and the San Luis 2 Port of
11 Entry. San Luis, as the Governor previously referred to us,
12 "Boom Town, Arizona," is perhaps the fastest growing community
13 in rural Arizona. As of the latest Census information, our
14 population is now over 35,000 people. (Inaudible) should be a
15 lot higher, because most of the communities have been affected.
16 But that does not tell the real story about our international
17 community.
18 In 2021, 2.8 million cars and 5 point million
19 (sic) people crossed the border into our city. With the recent
20 announcement of the Infrastructure Investment and Jobs Act,
21 San Luis expects to have a federal investment over $300 million
22 to modernize our San Luis 1 Port of Entry. That is something
23 that regionally together we've been working for with our
24 partners here locally and state and federal.
25 This gives us an insight to the future. The

number of vehicle lanes in our port of entry are (indiscernible). As we move forward with the removal of border restrictions established in 2020, we can now expect 21,000 people and 7,800 cars to cross into our city each and every day of the year. That makes us one of the largest rural communities in all of Arizona. Once traffic -- once traffic crosses into our city, they have two choices: Go straight north on US-95 or get on SR-195 to head east. SR-95/195 is the only real choice (inaudible) Cesar Chavez. Today most of the boulevard is a single lane in each direction with turning lanes in the middle. It is a dangerous road for pedestrians without sidewalks, and congestion is a severe -- is severe during key hours of the morning and evening, as several schools are located on (indiscernible). It is also the main access point to city hall, post -- our local post office, county offices, San Luis High School and other elementary (indiscernible) and other retail (indiscernible). The roads need to be improved to two lanes in each direction. When appropriate, turning lanes, sidewalks (indiscernible) to ensure the safety (indiscernible).

Current estimates are that the total cost of the project is at 32 million, and the City has spent a considerable amount of resources and staff time in advancing this project. We are moving fast as possible in completing the acquisition of the right-of-way that involves working with the Department of Interior and Bureau of Land Management. As you can imagine, it

is a highly bureaucratic and cumbersome process.

The situation is dire, and we need your assistance in advancing this project. I know that the resources are limited. A lot of communities have needs, but the situation on Cesar Chavez Boulevard requires immediate attention.

I thank you, the Board, for your consideration you give us to give you this request and ask you to keep our project in mind for the future. Thank you. Have a good day.

CHAIRMAN THOMPSON: Thank you (inaudible).

MR. ROEHRICH: Mr. Chairman, we have one more request, and that is from Mr. Randy Heiss, Executive Director for SEAGO. Mr. Heiss, please raise your hand and the Webex host will unmute you.

WEBEX HOST: (Inaudible) unmute.

(Inaudible conversation.)

WEBEX HOST: Mr. Heiss, you just have to unmute your line. Floyd, it looks like they may have -- be having some issues unmuting.

MR. ROEHRICH: Thank you, Kristi.

Mr. Chairman, what I recommend is we move forward with the meeting, and later on, if Mr. Heiss is able to get his audio working, you could open up call to the audience and he could make his comments.

MR. HEISS: Good morning.

WEBEX HOST: It looks like he may be unmuted.

MR. ROEHRICH: Mr. Heiss, are you there?

MR. HEISS: Yes, I'm here. Can you hear me?

MR. ROEHRICH: Yes, sir. We can. Go ahead, sir. You have your three minutes.

MR. HEISS: Thank you very much, and thank you for your patience.

Good morning, Mr. Chairman, board members, Director Halikowski, ADOT staff. My name is Randy Heiss. I come before you this morning not as the director of Southeastern Arizona Governments Organization, but as a citizen of (indiscernible) safety concerns (indiscernible).

Very briefly, on October 13th, 2021, Cactus Asphalt was conducting a pavement preservation project on State Route 80 near Saint David in a 65-mile-an-hour zone with no traffic controls in place that you would normally find. (Inaudible) reduced speeds through the area, no flag man, no alternating traffic and no pilot cars going through the work area. The southbound lane was freshly covered with a generous layer of cement and open to traffic at the posted speed limit. Southbound lane vehicles (indiscernible) launch gravel into the northbound lane, (indiscernible) a semi threw what was literally the equivalent of a small bucket of gravel into the front of my car, causing more than $5,000 worth of damage. Thank goodness I didn't swerve and make the situation worse by running off the road or hurt -- hitting another vehicle.

1 ADOA Risk Management tells me more than a dozen
2 other motorists suffered damages on this same project. It's my
3 understanding that Cactus had the discretion to decide when and
4 where traffic control would be necessary on the project. In a
5 35-mile-an-hour zone, this might have been okay, but not in a
6 65-mile-an-hour zone.
7 Since it's apparent that not all contractors will
8 use good judgment in deploying traffic controls, I would
9 respectfully suggest that ADOT stipulate when and where these
10 controls will be used on pavement preservation projects in the
11 future.
12 Secondly, ADOT determined it was Cactus'
13 responsibility to settle my claim for the damages to my car, yet
14 more than three months since, and despite numerous
15 communications with ADOA, Cactus and their insurance company, I
16 still no nothing about the status of my claim. My cost
17 estimates are now outdated, and I feel I have no other choice
18 but to seek new estimates and file a civil claim to recover my
19 damages.
20 I wanted you to know about how Cactus is treating
21 those damaged on projects awarded by this board so that you can
22 consider this when you're contemplating future pavement
23 preservation awards.
24 Just very quickly, I would like to acknowledge
25 all the years Dallas Hammit has served as the state engineer and

1 an ADOT employee. He's a great man. I wish him all the best in
2 his retirement. Happy trails, Dallas. Keep up -- I appreciate
3 the work that you've done. And I also want to thank the Board
4 for their time, their service to the state of Arizona, and
5 please stay safe. Thank you.
6 MR. ROEHRICH: Mr. Chairman, that is all the call
7 to the audience.
8 CHAIRMAN THOMPSON: Okay. Let me say that we do
9 appreciate all your comments, and that that (indiscernible) as
10 well as to the board members here. As you can see, we have
11 three, four members here, and we have the telephone, the Webex.
12 We're joined also by Richard Searle and Ted Maxwell. Is Jenn on
13 -- is she on the meeting?
14 MR. ROEHRICH: Mr. Chairman, both Board Members
15 Meck and Board Member Daniels will miss the meeting because of a
16 prior engagement.
17 CHAIRMAN THOMPSON: Okay. Thank you.
18 MR. ROEHRICH: But we do have a quorum with the
19 five members who are present.
20 CHAIRMAN THOMPSON: Very good. And so now we
21 will move on to Item 1, director's report. Floyd, you'll be
22 taking --
23 MR. ROEHRICH: Mr. Chairman, John is -- the
24 Director is participating virtually, and he will give his
25 report.

1 DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman,
2 and good morning, board members. Sounds like you're getting
3 some feedback on your end. Well...
4 So today I wanted to update you on State Route
5 88. I know that, you know, the Board and ADOT has received
6 quite a bit of communication on repairing State Route 88 and
7 certainly has -- also has the Legislature. So we thought it
8 would be good to give you an update.
9 First of all, we recognize and appreciate the
10 historic significance and natural beauty of the Apache Trail.
11 We understand the desire for the back country users and others
12 to explore the area by accessing SR-88. There's a seven-mile
13 long, narrow dirt section of SR-88 that remains closed to
14 vehicle traffic between Fish Creek Hill Overlook and the Apache
15 Lake Vista for safety reasons. This area is east of Tortilla
16 Flat.
17 As you recall, this is due to a burn scar from
18 the 2019 Woodbury fire. Large storms since then have caused
19 extensive roadway damage and rock debris. The burn scar
20 contributed to the stormwater runoff, which caused the damage,
21 and is considered an ongoing risk with future storms. For
22 perspective, the Woodbury fire was 124,000 acres, which is
23 larger than the area of the city of Scottsdale.
24 So we thought it would be best if we could
25 provide a good visual explainer of what the route is like, and

our communications and public involvement team worked with the engineers handling the project and put together a brief video that I would like to play for you, because, you know, I know it's cliché, but I think in this case, the picture tells a thousand words.

Floyd, could we go ahead and play that video?

(Video played.)

DIRECTOR HALIKOWSKI: So, Mr. Chairman and board members, I know you've been getting a lot of pressure from different proponents to open this up. I hope the video explains both from a safety and a fiscal perspective why it's just not prudent at this point to do so.

As was mentioned, the Legislature has appropriated funding for a study for SR-88 to evaluate the revegetation in the Woodbury burn scar area, and that goal of that study is to determine what options are feasible from a long-term construction and maintenance cost perspective for restoring access to Apache Trail and Tonto National Forest. Right now ADOT's finalizing the procurement process for the study and plans to get it started within the next 30 to 60 days. We will work to accelerate the process as quickly as possible. Our goal is to have results from the study by this fall.

We'll keep the Board and other key stakeholders informed of progress on the study, roadway repairs and improvement projects, and we'll post the study documents online

when they're completed. We've also established an SR-88/Apache Trail email list, and either we have already or Floyd will -- will send you the link to the SR-88 web page so you can see more details, and we'll keep that web page updated as new information becomes available.

So I hope this will help the Board understand, Mr. Chairman, some of the -- the issues facing ADOT as we work to get SR-88 reopened to the public in the future. Thank you.

CHAIRMAN THOMPSON: Thank you, Director. At this time I'd like to ask if any of the members have questions for the Director. Steve?

MR. STRATTON: Thank you, Mr. Chairman.

I don't have a question to ask. I have a comment, and this road is in my district. I'm familiar with it. I understand what we're up against with the Forest Service and their rules, and I think the public doesn't quite understand what we have to deal with on this or what the extent of the damage is and what it will cost us. There are multiple rules on this because of the Forest Service, I believe. Correct me if I'm wrong, John or Floyd, but little different rules on this one (indiscernible) antiquities, environmental and the burn scar, and if we do much right now, I believe if we have another flood, it will take it out. It will be a waste of money.

DIRECTOR HALIKOWSKI: Right.

MR. STRATTON: So I just wanted to -- being in my

district, I wanted to show the support for staff and the decisions at this point, and I know we've received over 800 emails asking us to open this road, but again, I don't think they quite understand what we're up against, so...

DIRECTOR HALIKOWSKI: So you're --

MR. STRATTON: (Indiscernible.) Thank you.

DIRECTOR HALIKOWSKI: You're absolutely correct in your statements, Board Member Stratton, and we appreciate your diligence and working with us to get better understanding out to the public on what we're facing, but I certainly agree with your assessment.

So, Mr. Chairman, that -- I'm sorry.

CHAIRMAN THOMPSON: Go ahead, John. Do you have any additional information?

DIRECTOR HALIKOWSKI: I do not, Mr. Chairman, and I think anything else I would report on, they'll cover in the reports coming up on the agenda. So thank you.

MR. SEARLE: Testing. This is Richard.

CHAIRMAN THOMPSON: Okay. Richard, proceed with your question or comment.

MR. SEARLE: Yes. I had a question for the Director. On this -- on this road, it's my understanding that we've also got to get the Forest Service's permission to work on this; is that correct?

DIRECTOR HALIKOWSKI: We do have to work in

tandem with them. As the video pointed out, we have an easement that allows us to be there. So yes.

MR. SEARLE: But we can't do anything until the Forest Service allows us to, correct, or not?

DIRECTOR HALIKOWSKI: Well, that's a fairly broad categorization. I don't want to say we can't do anything, but if you're talking about major repairs to the road, we do have to work with the Forest Service moving forward.

MR. SEARLE: All right. Thank you.

VICE CHAIRMAN KNIGHT: Mr. Chair.

CHAIRMAN THOMPSON: Vice Chairman.

VICE CHAIRMAN KNIGHT: Thank you. I just would like to say I've driven that Apache Trail, and it's a very historic and beautiful route, and I would just like the public to know that the Board is certainly on their side. We want it open as soon as it can be safely opened, and we're urging that to happen, but we can -- as the director explained, there are a lot of moving parts, and we can only move as fast as we can move. But we are 100 percent behind reopening that trail. Thank you, Mr. Chairman.

DIRECTOR HALIKOWSKI: Thank you, and let me just say, Mr. Chair, the Forest Service has been a very good partner in working (indiscernible) this. So we have a very good relationship with them.

CHAIRMAN THOMPSON: (Inaudible) the project there

is a huge one. I can see that I'm really happy that there's a continuation of informing the public about it. I'm sure at the point that -- you know, there will be understanding of the efforts that we're putting into it and how long it will take before it opens back up. So I do appreciate it. We're (indiscernible) behind it.

Is there any other information you wanted to give to the Board, John?

DIRECTOR HALIKOWSKI: No, Mr. Chairman. That concludes my report and any last minute items.

CHAIRMAN THOMPSON: Floyd.

MR. ROEHRICH: Mr. Chairman, I do want to point out that it's the agenda for a legislative update, and I think, Mr. Director, that has been something Katy Proctor has provided. So if Katy (indiscernible) ready, she has the legislative update as well.

DIRECTOR HALIKOWSKI: Yeah. Thank you for that. I forgot that was part of the director's report. Katy.

MS. PROCTOR: Good morning, board members. By way of a quick update, on the state side, I just wanted to let you know that session has begun, legislative session. We are in the second week right now, and as of this morning, 969 bills, memorials and resolutions have been introduced. That is quite a few this year for sure, and we are not done, because their lines to submit legislation are still pending. It will be Monday, the

29th, in the Senate, and it will actually be February 7th in the House. So expect many more bills coming before the end of that deadline.

Similar to last session, you're going to start to receive updates from us weekly on the transportation project bills that have been introduced. There will be a slightly different format this year, because we're using a different program to do our tracking service. However, you'll start to get those, and you should get the first one today. It will come through from Floyd, and they'll just be an overview of the project bills that are out there along with updates through the process in terms of amendments or other changes. I do want to point out that the executive budget was released last Friday, and it contains several exciting items related to ADOT. In particular, there are two I'd like to point out to you. The first is an investment of an additional $400 million in the I-10 expansion project. This would be widening of I-10 from Phoenix to Casa Grande.

The other is the creation of a smart fund to assist rural communities in drawing down federal money through the infrastructure bill that was passed last year. Both of these are very exciting opportunities, and we will keep you updated as the budget process develops at the Legislature this session. We do have a budgets of appropriations meeting on the 27th in the House, and we are looking forward that opportunity.

On the federal side, we are less than a month away from the expiration of the current continuing resolution on the budget. We know that the parties are meeting and they're talking about a $1.4 trillion plan right now that would ideally free up some of that money that was authorized but not actually funded in the infrastructure bill last year. There are -- the biggest question, I think, right now is going to be attached to which policy riders go forward in that budget process, and that's something that they're going to have to work through we're very hopeful that they will have a budget for us, obviously. That's an important factor, but we're still waiting to see how that works out.

Mr. Chair, that will conclude my report today. I'm happy to answer any questions.

CHAIRMAN THOMPSON: (Inaudible) the board members feel are probably interested in the transportation bill that will be submitted and those that will be submitted as well. So thank you for that report.

Board members, do you have any questions for Katy?

DIRECTOR HALIKOWSKI: Mr. Chairman, I would just point out that Katy and I and Greg Byres yesterday addressed the County Supervisors Association, and we went through the federal legislation and answered questions about funding, the Governor's proposal for the 400-plus million for I-10, and also, there's

great interest in the Governor's suggestion of $50 million for what is known as the "Smart Fund," which would assist greater Arizona communities outside of Pima and Maricopa County with obtaining grants under the new federal legislation. So if there's any questions on those, we'd be happy to answer those, too.

CHAIRMAN THOMPSON: Thank you.

Any questions? Those on Webex? Board members?

There being none, let's move on to Item 2, the director's report.

DIRECTOR HALIKOWSKI: Yes, Mr. Chairman, it is.

CHAIRMAN THOMPSON: Okay. With that we will now move on to Item 2, district engineer's report, Paul Patane, Southwest District Engineer.

MR. PATANE: Good morning, Mr. Chair, board members, and thank you for the opportunity to speak today. My name is Paul Patane. I'm the Southwest District engineer.

Today my update will go over current construction and upcoming construction projects within the Southwest District.

(Indiscernible) Maricopa County. We have over 3,000 lane miles, in excess of 500 bridges within our district.

Next slide, please. (Indiscernible.)

MR. ROEHRICH: Paul, I notice there's a difference, what's shown up there and what's shown on the Webex,

so you might want to...

MR. PATANE: Go to the next slide, next project. There. Right there.

This is our first expansion project. This is within Yuma County, along US-95. This is the main corridor from the city of Yuma to Yuma Proving Grounds, and this project is currently under construction. We're about almost 50 percent complete. Expect to be completed in winter of '22. The project consists of widening the existing two-lane facility to five lanes. There is one new bridge structure as part of this project, and things are going smoothly.

Next slide, please.

This is a modernization project using district (indiscernible) funds along the US-95 corridor as well. This is the addition to the adding left and right turn lanes at this intersection. Dome Valley Road, it's a heavily traveled agricultural -- it's the county (inaudible), which takes you to a lot of the farmlands within the Dome Valley area. That project is complete.

Next slide, please.

(Inaudible) modernization projects on our rest area facilities. We have two rest areas currently under construction. The first one is along I-10, Bouse, the Bouse Wash rest area. That job is near completion. Should be completed by next month. Pretty much what it was, just

rehabbing the plumbing facilities, expanding the restroom capabilities, but we also did (indiscernible) the truck parking there as well.

The next project rest area is on Interstate 8, Sentinel rest area. The same scope of work, rehabbing the facilities, increasing their capacity and as far as adding additional truck parking to it as well.

Next slide, please.

This project here is a preservation project between Gila Bend and the I-10 corridor along 85. It's a pavement preservation, along with some bridge deck rehabilitation and some minor drainage improvements as well. This project is -- just got underway. Should be completed by the summer of '22.

So now next slide, I'll get into some upcoming projects that are in the works. Go to the next slide.

The first set of projects are the pavement life extension projects. This is one of our deep pavement strategies that we're incorporating throughout the state to try to maximize our pavement conditions on our corridors. This money was some of the appropriated funds by our Legislature, and as you can see, we've got projects throughout the district totaling a little over $18 million in preservation on our state routes, interstates.

Next slide, please. Next slide, please.

1 These are -- the next seven projects are major --
2 what we call major rehabilitation projects on our pavement
3 condition. As you can see, over the next three years, we have
4 projects throughout the interstate, state routes, totaling over
5 $160 billion, (indiscernible) projects coming down the pipeline.
6 The majority of that pipeline, around 130,000 is invested in our
7 interstate infrastructure. Also our key commerce corridors.
8 Next slide, please.
9 I just wanted to share this with you and say
10 thank you. This is kind of a recap over the five years, the
11 projects we've done from 2016 to 2021. Shows where some of the
12 preservation investments were totaling a little over
13 145 million. Projects -- most of the projects were along the
14 interstate, as we would think, and we did substantial
15 investments (indiscernible) through to this area. So thank you,
16 board members, for those.
17 Next slide, please.
18 This is a modernization project. This one starts
19 at the California state line, going up to the Wellton area.
20 This is spot improvements along various bridges along the
21 interstate corridor, doing some bridge barrier repair, a few
22 upgrades of ADA features, but again, preserving our existing
23 infrastructure.
24 Next slide, please.
25 This project here, it's some ADA upgrades within

the town of Quartzsite. This is the -- one of the -- it's called indefinite delivery, indefinite quantity contracting method we're using. It's similar to what we've known as job (indiscernible) contracting. This is the first one in the state of Arizona that we're using. This is actually the second task. The first task that we did (indiscernible) upgrading the ADA features within the town of Quartzsite.

Next slide, please.

This modernization of -- the previous project was modernization. This project here is modernization as well. It's using (indiscernible) ITS technology to help enhance interstate truck parking availability. The technology will allow truckers as they drive their route to know if there's available parking areas within our rest areas. This one is scheduled for fiscal year '23.

Next slide, please.

This is for FY '25, Interstate 10, another rest area project, just rehabilitation and upgrading the features as well. The rest areas along the corridors are heavily used and requires the continual investment into these facilities.

Then our final project is an expansion project.

Next slide, please.

This is our Phase 2 of the US-95 corridor. It's another three-mile segment that we're widening from two to five lanes, and this has another (indiscernible) structure as well

and is scheduled to advertise in the fourth quarter of this year, this fiscal year, and we estimate the amount at this time is a little over $25 million for construction.

That concludes my presentation, Chairman Thompson.

CHAIRMAN THOMPSON: Thank you, Paul.

Dallas, did you have anything to add to that? I thought you were raising your hand. Okay.

You can correct me. Patane?

MR. PATANE: Patane, three syllables. Easiest way to remember. (Indiscernible.)

CHAIRMAN THOMPSON: Board have any questions?

There being none, we will now move on to Item 3. (Indiscernible.) Now we will now move on to Item 3, consent agenda. Does any board member want any item removed from the consent agenda?

There being none, do I have a motion to approve the consent agenda as presented?

MR. STRATTON: So moved.

VICE CHAIRMAN KNIGHT: Second.

CHAIRMAN THOMPSON: Motion by Steve, second by Gary. Any questions? Any opposed?

There being none, all those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN THOMPSON: Floyd, can you conduct the

1 roll call?
2 MR. ROEHRICH: Yes, sir. I'll go to the members
3 online.
4 Board Member Searle.
5 MR. SEARLE: Aye.
6 MR. ROEHRICH: And Board Member Maxwell.
7 MR. MAXWELL: Aye.
8 MR. ROEHRICH: The motion passes unanimously.
9 CHAIRMAN THOMPSON: The motion carries. We have
10 now adopted the consent agenda.
11 Now we will move forward. Give me a second.
12 We will now move on to the financial report with
13 Kristine Ward, Agenda Item 4, for information and discussion
14 only. We have Kristine here with us, so we'll give her the
15 time.
16 MS. WARD: Good morning, board members, and thank
17 you very much for giving me the time to speak. (Inaudible) --
18 MR. ROEHRICH: Kristine, could you please use the
19 microphone? It gets a little difficult to hear you.
20 MS. WARD: Which one? Both of them?
21 VICE CHAIRMAN KNIGHT: Both of them.
22 MS. WARD: Okay. Both of them. There we go. So
23 if I say something really impressive, do I get to a double mic
24 drop?
25 All right. So good morning again.

Rhett, if we can -- Rhett, you're right on. Thank you, Rhett.

All right. So in terms of the Highway User Revenue Fund, we are running a little bit behind forecast. It's not something of tremendous concern. We're about 2.9 percent behind forecast, with $851 million in revenues collected. Now, you'll notice that last month I reported out to you that we were 3.4 percent behind our forecast, and now we are only 2.9 percent. The reason for that is we had some very strong gas tax revenues come in above forecast to the tune of -- I think they were around 11 plus percent. So we actually came closer back into target range in -- for this month.

If you'll remember, what we're seeing, what I'm reporting to you here in January, we're actually looking at November's fuel tax activity. So, you know, you got holiday travel and so forth, but I don't know specifically that that's what we can ascribe that uptick in.

If you go on to the next slide, Rhett. Oh, I'm sorry.

So this will show you -- this will show you the breakdown of the individual revenue sources flowing into the Highway User Revenue Fund, and you'll see that in December we had 11.5 percent greater revenues in this December over last -- last year at this time. We are a little ahead of forecast as well. 1.4 percent.

Overall, you also notice that vehicle license tax, we are lagging a little behind in our forecast, and we attribute that -- we've gone back and dug into that, and we really had some tremendous growth last year in VLT which contributed to our considerations of forecasts this year. So we are running a little behind the forecast on this. Overall, netting -- looking at all of the factors, again, we're running 2.9 overall (audio interruption) fund, and we're running a little ahead of forecast on Regional Area Road Fund revenues. 2.8 percent above forecast, with $261 million collected year to date.

If you can -- if you can go to that next slide, Rhett, I would appreciate it.

Overall, for when you compare December, you're -- we're -- just the actuals of '21, we are 19 percent over the prior year. This is some tremendous growth. Now, fortunately, we've forecasted a lot of that growth, and we've based our -- you know, our program on a lot of that growth. (Audio interruption) items. You can see in retail sales, 20.2 percent over last year, and if you really want to (indiscernible), look at restaurant bar. Remember, we had such a decline last year when I was reporting out to you, and (audio interruption) year for December. Restaurant and bar is 40 percent over last year and 6.2 percent over forecast.

So if we go on -- Rhett, if you would go to --

actually, I'm going to provide you more detail on the federal aid program. So if we could go on to the next slide, Rhett, that will --I'll give you the update on where we are with BIL, the Bipartisan Infrastructure Law.

Now, as we -- I've been discussing what we're going to do each month, as I'll tell you what we learned, what we know and what we've learned since the last time we reported, what we don't know, and when we've got to have further information.

So what we learned since the last time we reported out to you -- I think Katy suggested it in her report as well -- is the largest item that we learned is we received a notice on January 14th from FHWA on the bridge program. Now, it's the -- it's referred to as it has been -- the name has been shortened to the Bridge Formula Program, but the full name in law is Bridge Replacement Rehabilitation Preservation Protection and Construction Program. Since that's a mouthful, we have reduced it. However, it does allude to what projects -- types of projects are eligible. I will leave the rest of that to Greg.

But what we -- what Arizona is receiving is $45 million in apportionment, and of that $45 million, 6.7 million of it, or 15 percent, is set aside for off-system bridge -- bridges, and that means local. Local bridges. We -- and so that was 6.7, leaving 38 million that is available for --

in the statewide program.

The statewide program has a typical match, traditional match of about 5.7 percent, but this off-system bridge portion does not require a match. That is the large item that we learned subsequent to my previous report. We are still waiting for information. I believe the next -- between now and the next report, I'd expect that we will learn more on the electrification portion of the Bipartisan Infrastructure Bill.

If you'd go on to the next slide. I think I've actually just covered most of it, so...

We are also, of course -- this is not new from last month, but we are awaiting to see what happens from a budget perspective, because the continuing resolution expires on February 18th. That will be a very -- what comes from the budget will be a very telling and impactful component on what we have available with the bipartisan infrastructure bill.

And I (audio interruption) --

DIRECTOR HALIKOWSKI: Kristine --

MS. WARD: So these are just (indiscernible) -- I'm sorry?

DIRECTOR HALIKOWSKI: Kristine, this is the --

MS. WARD: Did I hear someone?

DIRECTOR HALIKOWSKI: Kristine, I just -- while you were on the point, I wanted to ask a question about all the system bridges. Yesterday, at the county supervisor's meeting,

one of the supervisors who represents tribal areas asked us if this fund would be available for off-system bridges on tribal land. Do you know if that's correct?

MS. WARD: So, sir, that is -- the funds that are coming to the state are different -- are after a set aside has already taken place for tribal roads. Tribal bridges. Excuse me. And if you wait one moment, I think I have that number.

Shall set aside 3 percent of the funds appropriated, not of this 45 million. Separate from this 45 million. There is a set aside for tribal transportation facility bridges. And I -- if anyone has any in-depth questions on that, I can also share the information. But Director, does that answer your question, sir?

DIRECTOR HALIKOWSKI: It does. Thank you very much.

MR. ROEHRICH: So, Mr. Chairman, Kristine, I do have a point. Who administers that if it's going to the tribe? So is that direct to the tribes? Is that BIA? Is that (indiscernible)?

MS. WARD: Mr. Chairman, Floyd, I'm sorry, I don't know the answer, but I -- when I read it, I anticipated it to be BIA, but I'm not certain of that. So I can confirm that for you. I don't know if Greg knows. If you'd excuse me, sir, if I may ask?

MR. BYRES: We don't know.

MS. WARD: Well, guess what? Neither one of us know.

CHAIRMAN THOMPSON: It would be good for you to research it and get the information out to us. So would also be very interested to get that information. So it would be good to get that as soon as possible.

MS. WARD: Mr. Thompson, if I may, I think one of the things that I might be able to do that would be helpful is there is a -- you know, the funds that are going -- my general perception of the funds that are designated for tribal purposes are not flowing through FHWA. So those are not things that we are necessarily getting notices on, but rather the tribes themselves will be getting those notices through ever -- through whatever agency is that (indiscernible) point of contact (indiscernible).

(Speaking simultaneously.)

MS. WARD: Yes, sir.

CHAIRMAN THOMPSON: Steve.

MR. STRATTON: Thank you, Mr. Chairman.

Kristine, of the 38 million that is allocated to ADOT, will that be split along the Casa Grande accords or will it be done by what bridges need it the worst in the system?

MS. WARD: My anticipation is that would fall -- fall along with Casa Grande accords.

MR. STRATTON: Thank you.

CHAIRMAN THOMPSON: Any other questions? There's board members on the line. Do you have any questions for Kristine at this time?

MS. WARD: Mr. Chairman, excuse me, I am -- it is being suggested that that is not Casa Grande accord.

MR. ROEHRICH: Please, if you're going to speak --

MR. SEARLE: Jesse, this is Richard.

UNIDENTIFIED SPEAKER: (Indiscernible.)

CHAIRMAN THOMPSON: Go ahead.

MR. SEARLE: This is Richard.

CHAIRMAN THOMPSON: Go ahead, Richard. We have Greg before the Board, so will like to speak first. Go ahead, Richard.

MR. SEARLE: Okay. Kristine, I have basically two questions. First of all, are these new buckets of money being factored into the upcoming five-year plan that's being proposed?

MS. WARD: Mr. Chairman, yes, sir. We would be factoring those dollars in the new five -- the tentative five-year program.

MR. SEARLE: Okay. And the other question are -- on our HURF projections, and I don't know how elastic (audio interruption) prices to demand on fuel, but if oil goes up to 120, 150 dollars a barrel, are we expecting any decrease in fuel

1 cells?
2 MS. WARD: Mr. Chairman, Mr. Searle, so what
3 you're referring to is the elasticity, the price elasticity, and
4 the elasticity of demand should prices go up, and what we have
5 generally found is that gasoline, the -- gasoline sales are less
6 elastic, meaning that there is a certain amount -- people just
7 need fuel. So you don't see an immediate decline associated
8 with a spike in fuel prices. However, it really is dependent on
9 how significant that price increase is.
10 There is a certain point at which people start
11 modifying their behaviors when they -- they see -- experience
12 the higher fuel prices, but generally, there are base levels of
13 travels that people need to make, and therefore, they -- it is
14 not -- it does not fluctuate as much as, say, other goods.
15 Does that answer your question, sir?
16 MR. SEARLE: Okay. Thank you. That answers my
17 question. Thank you.
18 DIRECTOR HALIKOWSKI: Kristine and Mr. Chairman
19 (indiscernible) two points here. One is we can look at some
20 historical data of gasoline sales, the last time it hit $4 a
21 gallon, and I believe that was in the 2009 era. We can take a
22 look at the historical data and see if we saw a decrease.
23 The other thing, Kristine, I want to be clear
24 about is the money coming in, there are formulas (indiscernible)
25 coming to us under the continuing resolution, but when we're

1 factoring money into the five-year plan, appropriated funds from
2 some of these other programs, those are a different animal, I
3 think.
4 MS. WARD: Mr. Chairman, Director, what -- Greg
5 has got some alternative information with regards to the bridge
6 program that (indiscernible) might not be subject to Casa Grande
7 accord. I would defer to him to discuss this topic, and you
8 can't see, but he sits in the (indiscernible) actually address
9 the prior issue.
10 DIRECTOR HALIKOWSKI: I understand. I just want
11 to be clear to Mr. Searle's question that the federal
12 government, the bill has certain formula moneys attached to it.
13 There are other funds that (indiscernible) yet been approved by
14 Congress, so we have to be careful when we're talking about just
15 saying money's factored into the five-year plan, because some
16 people are saying, you know, 5 billion is coming to Arizona
17 (indiscernible) portion of that hasn't been approved yet.
18 MS. WARD: So, Mr. Chairman, Director, you are --
19 you are correct. It is an inaccuracy to say that there is -- I
20 think the perception out there is that there is a brand-new
21 $5 billion. It's actually $5.3 billion forecast over the next
22 five years coming to Arizona.
23 And the operative word here is "new." It is not
24 new. We have received additional funds, but keep in mind, like
25 last year and the chart that you're seeing right now up on the

screen shows our FFY -- our federal fiscal year '21 apportionments. So -- and the FFY '22 through '26 shows what the apportionments will be from the Bipartisan Infrastructure Law. So we were already receiving $800 million a year. It is not 5.3 million of new money. It is 5.3 million in total. The new money is about (inaudible) million plus a year.

Did that -- did that answer your questions?

DIRECTOR HALIKOWSKI: Thank you.

CHAIRMAN THOMPSON: Thank you, Director, Kristine and we do have -- okay. That's done. Okay. Okay. (Indiscernible.) Very good. Any other questions, those board members on the line or anybody from here?

MS. WARD: All right. Thank you.

CHAIRMAN THOMPSON: Again, thank you, Kristine.

Let's go to Item 5, with Greg Byres, for information and discussion only. (Inaudible) time, Greg. (Indiscernible.)

MR. BYRES: Thank you very much. And if we can get the -- so we have our presentation up -- let's go to the next slide, please.

So first off I'd like to start off with -- Mr. Chairman, board members, I'd like to start off with the tribal transportation update. One of the first items that we have is our tribal liaisons have been working very closely with the Intertribal Council of Arizona. What they've been doing is

they've been working with several different tribes, as well as all across the state, pretty much, to get together and try and disseminate information that is coming through, whether it's coming from Federal Highway or from any other agencies to make sure that that information's getting out.

So what they've done is they've tried to put together a scheduled set of events where all that information can get out and disseminated to all the tribal members and -- our tribal organizations, at least, and so they've been very successful in putting that together. The first one that they have set right now is for February 3rd, and there's additional ones that will be occurring throughout the next coming year.

So the next item we have is -- let's see here. January 12th was the Indian Nations and Tribal Legislation Day over at the Legislature, which was very successful. The Governor had comments that were put out, as well as other people spoke. So it was a very robust conversation that was held with several different subjects. I-10 widening was spoken about, as well as water/drought issues across the state, COVID-19, and there was a host of other items that were discussed at that. So it was a very good event. There's -- actually, on this particular side, there's a link that you can actually go to for that -- the entirety of that event.

Next slide.

The next item I have, Kristine's already kind of

gone through a lot of this, but it's my update as well for the bridge formula funding that we just received guidance on. Kristine went through the money and the percentage for off-system bridges, but I want to kind of get into some of the details of what we're looking at right now.

So that 15 percent set aside for off-system bridges, in the -- in the state, what they're talking about -- the off-system bridges is basically what's not system. So the state actually has off-system bridges within the state highway system. So we have some of those that are eligible within that 15 percent, as well as the rest of the funds. However, that -- the intent is actually for localities to be able to utilize those funds. So that's something that we're going to have to kind of balance through as we go through and try and assess which projects are going to go into the program.

The other thing that we have is we have our P2P list of projects that we already have set up for programming, and so we're going to -- this gives us the opportunity to go much further down that list. So that's the intent of what we're looking for. We have a ton of needs for our bridges. Even though we only have 1 percent of our bridges that are in poor condition, this does give us that much more flexibility to be able to address those bridges.

The -- from what we've been able to interpret from the guidance we've been given so far, there's a -- there's

a lot of eligibility for the bridges. It goes all the way down to low water crossings, which are considered bridge structures now. So that actually goes into part of the -- what we're looking at. And so there's a very wide, broad eligibility. We need to confirm that with our FHWA division, but that's exactly what we're looking at doing. So we already have projects that we can look at bringing into the program with the additional funds.

Now, on to the questions (indiscernible) is whether or not these funds go through the Casa Grande accord. It does to an extent, because what we're looking at is we're looking at program dollars that go into the five-year program, which, of course, has to comply with the Casa Grande accords. So there is that factor. I thought that could clarify (indiscernible).

So other than that, the only other thing I have is we're still going through other items. So as guidance comes through on the bill itself, we'll circle forward. Other than that, I don't have any other comments, and I stand for any questions.

CHAIRMAN THOMPSON: Any comments or questions to Greg on his presentation?

MR. MAXWELL: Mr. Chair, this is Ted.

CHAIRMAN THOMPSON: Okay. Go ahead. Move forward. Proceed.

MR. MAXWELL: Yes. Greg, first off, again, congratulations on your new position, but I appreciate the information you give us -- gave us today. The question I get asked often is how the local communities and local, you know, counties, cities would -- may have an opportunity to take advantage of some of the bill funding. So in this case, for example, with the off-system bridges, you mentioned the 15 percent. Obviously some exist in ADOT and some -- but the intention is also to get them out into the communities. Do we have a system or thought of how we will allow the communities to either make an ask for some of those fundings, or what's the current process that we'd go through to determine how those off-systems funds are used?

MR. BYRES: Mr. Chairman, Board Member Maxwell, we have our LPA system that we utilize for locals to be able to access project funds, and we will utilize that process. So it's already in place, and this is just additional funds that we'll be able to utilize for that local process.

DIRECTOR HALIKOWSKI: Greg, what is LPA, for those that may not know?

MR. ROEHRICH: Mr. Chairman, Mr. Director, that's (inaudible) local public agency.

MR. BYRES: Thank you.

DIRECTOR HALIKOWSKI: So, Mr. Chairman, Greg there's a few pieces moving around here, because we --

CHAIRMAN THOMPSON: Go ahead.

DIRECTOR HALIKOWSKI: -- we are dealing with the funds from Build Back Better -- I'm sorry -- from BIL or IIJA, and then, you know, as we talk about local governments and their capabilities to access assistance, we also have to look to the grant programs that will become available under the federal legislation. And we've recently talked with the Rural Transportation Advisory Council, and we also heard this from the County Supervisors Board of Directors, yesterday that there are many small communities out there, especially when applying for grants, don't have the resources in order to do that. And so what the Governor is trying to do with the $50 million in smart funds in his budget proposal is to provide that assistance to smaller rural communities in Greater Arizona, again, outside Pima and Maricopa County, with those funds to allow ADOT to assist those smaller communities.

But one of the things we continue to struggle with is small communities just don't have the ability to hire some of the horsepower they need for planning, and, you know, we're discussing looking at our state planning and research funds, but, you know, most of those are used for operational costs in smaller communities. And so there's just still not quite the horsepower we want there, but we're hoping that the 50 million in the Governor's budget gets approved that will provide a resource. But again, we're not just looking at

formula funds. There will also be a need that will arise when these grants become available so that we can work with these communities to apply for grants (indiscernible).

CHAIRMAN THOMPSON: Question (indiscernible)?

MR. ROEHRICH: Mr. Chairman, if you want to move forward to the next, I think that's -- unless there are any other comments, then we're ready for Item 6, PPAC.

CHAIRMAN THOMPSON: Greg, can you get us a little more information as to what John was talking about as far as (indiscernible) money that they use to (indiscernible) area communities?

MR. BYRES: So, Mr. Chairman, board members, I think what the Director was going to bring up was there's actually two parts to the bridge program. So there's the formula funding, which is what Kristine has already gone through, the 45 million in '22, but there's also a grant program, a discretionary funding program, which is competitive, and it's a very large program that is available. And so that will be coming up. We still have not seen anything on any notices of funding opportunities that come out, but that's the second part of this.

And I think what the Director was going to bring up is that this smart initiative, our funding initiative that the Governor has put forth in his budget proposal would allow the locals to be able to access funds so that they can actually

1 prepare an application for those discretionary funds on a
2 competitive basis.
3 So one of the big items that we've had in the
4 past is that there's been a major disadvantage for the smaller
5 communities to be able to put together a competitive
6 application, and what this does is it's $50 million that's been
7 set aside, if it's approved. It's in -- it's only in the
8 Governor's budget at this point in time, but if it gets approved
9 by the Legislature, it goes through a final process of approval.
10 What it does is it allows those localities to be able to come
11 through and apply for (indiscernible) funds to be able to put
12 together those applications.
13 The discretionary funding that is available
14 within the bill itself is tremendous. It's the largest part of
15 what we're looking at for funding, but it's all competitive. So
16 that's -- this allows those locality -- the smaller communities,
17 especially rural communities, to be able to be competitive. So
18 that's all (indiscernible).
19 CHAIRMAN THOMPSON: (Indiscernible) big step
20 forward, you know, to trying to get -- bring in, grow and
21 promote area (indiscernible) projects. So thank you very much.
22 Is there any other further questions?
23 (Inaudible.)
24 MR. ROEHRICH: No, sir, Mr. Chairman. I would
25 say you're ready for Item 6.

1 CHAIRMAN THOMPSON: Okay. We'll move on to Item
2 6, PPAC items with Greg Byres, for discussion and possible --
3 only -- and possible action. I'm sorry. Greg.
4 MR. BYRES: Thank you, Mr. Chairman, board
5 members. At this point in time, PPAC brings forward -- we've
6 got three items for project modifications and two (audio
7 interruption) item (audio interruption).
8 MR. MAXWELL: Steve, are you hearing anything?
9 MR. SEARLE: This is Richard Searle. I can't
10 hear anything.
11 MS. KUNZMAN: This is Michelle Kunzman. I'm not
12 hearing anything either.
13 MR. SEARLE: That just shows you how far Yuma is
14 from the world.
15 MR. ROEHRICH: -- unless they can send something
16 else in by chat, because I see both of them on there.
17 MR. MAXWELL: We just -- we got you, Floyd.
18 UNIDENTIFIED SPEAKER: (Indiscernible.)
19 MR. ROEHRICH: Mr. Maxwell, how do you vote, sir?
20 MR. MAXWELL: We had not heard you. Richard and
21 I were unable to hear you for about the last two minutes or
22 probably anybody on the (indiscernible) on the account. So what
23 item are we currently voting on?
24 MR. ROEHRICH: So the Item -- PPAC Items 6A
25 through 6C. We had a motion to approve as presented by Board

Member Knight, second by Board Member Stratton. We did the voice vote here, and now I'm doing the roll call vote, and I will start with Board Member Searle.

MR. SEARLE: Aye.

CHAIRMAN THOMPSON: And Board Member Maxwell.

MR. MAXWELL: And Floyd, I would like to just ask one question just to confirm that the increased budget on C was due to the cost of land; is that correct?

MR. ROEHRICH: Greg, the increased cost in -- on Item 6C was due to right-of-way cost increases?

MR. BYRES: That is correct.

MR. MAXWELL: Okay. I vote aye.

MR. ROEHRICH: And that motion passes unanimously.

CHAIRMAN THOMPSON: The motion carries.

Now is there a motion to approve PPAC new projects, Items 6D to 6E as presented? Board members?

VICE CHAIRMAN KNIGHT: So moved.

MR. STRATTON: Second.

CHAIRMAN THOMPSON: Motion by Knight, and second by Stratton to approve 6D and 6E. Any discussion? Any opposed? All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN THOMPSON: Floyd, conduct the roll call vote for board members attending remotely.

MR. ROEHRICH: Board Member Searle.

MR. SEARLE: Aye.

MR. ROEHRICH: Board Member Maxwell.

MR. MAXWELL: Aye.

MR. ROEHRICH: And the motion carries.

CHAIRMAN THOMPSON: Motion carries.

Moving on to item -- Agenda Item 7. Thank you Greg. State engineer's report with Dallas Hammit, information and discussion only. Also, congratulations on your retirement. I wish you well as you move forward.

MR. HAMMIT: Thank you, Mr. Chair. And this is my final board meeting as state engineer, and it's very fitting, because I started my ADOT career here in Yuma, you know, June 21st, 1999. So I drove through the yard yesterday, and it brought back lots of memories, and then it's just been a great honor to speak to this board for over seven years, and thank you for that opportunity.

Currently, we have 78 projects under construction totaling 1.54 -- $1,540.9 billion. In (indiscernible) we finalized nine projects totaling 30.1 million, and year to date we have finalized 49 projects.

Any questions on the state engineer's report?

CHAIRMAN THOMPSON: Any questions? Board Member Stratton.

MR. STRATTON: Thank you.

1 Dallas, I too want to congratulate you. You've
2 done a fantastic job. I certainly appreciate having worked with
3 you. Thank you very much.
4 I do have a question, however. Somewhat a
5 reference to one of the speakers earlier, and I also had a
6 problem filing a claim (indiscernible) contractor, but it was
7 very tedious. Had the help from staff. But do we track how
8 many claims there are against contractors as they do our
9 projects?
10 MR. HAMMIT: To my knowledge, we do not, and what
11 I do know for sure, we do not track that as a prequalification
12 for sure. Part of a contract as we go forward, we -- in the
13 contract, we have the ability to tender any claim within their
14 area to the contractor, and they're responsible to defend that
15 claim. I would have to track -- that's most likely done through
16 our risk management, or more likely, the State of Arizona ADOA
17 Risk Management, but I can check to follow up.
18 MR. STRATTON: It would be interesting to know if
19 there are certain contractors that have more plans that --
20 possibility projects are not as safe as other contractors. I'm
21 not insinuating anything at this point. I don't want it to be
22 taken that way. It just raised the curiosity backdrop. Thank
23 you.
24 DIRECTOR HALIKOWSKI: Mr. Chairman, Dallas, Board
25 Member Stratton, we've -- thank you, Mr. Chairman. We have

1 looked into the possibility during the prequalification process
2 of assessing claims against contractors, whether it's for poor
3 work that was done on the project or work that had to be redone,
4 and Dallas and I have had some pretty extensive discussions
5 about whether or not that should figure into prequal.
6 Dallas, would you share some of your thoughts on
7 that? Because I think it is a pertinent question given
8 Mr. Stratton's question also.
9 MR. HAMMIT: So, Mr. Chairman, Director, so
10 there's lots of areas that we could look at as far as
11 (indiscernible) claims. One, as Mr. Heiss -- claim was a damage
12 to his property going to the project. Other times, and other
13 states do this (indiscernible) New Mexico in particular has
14 looked at if a number of claims are filed against the state,
15 maybe that should be reviewed in a prequalification. We've had
16 some conversations to that. We have not acted on that to date,
17 but that has been done in other states that gives -- and it
18 doesn't disqualify anyone from bidding. It gives you a score,
19 and that is factor into -- the way New Mexico does it -- into
20 your (indiscernible) value when you bid. Arizona, we have not
21 got to that point. We've had some discussions, but we've never
22 got to that point to date.
23 CHAIRMAN THOMPSON: Thank you, Board Member
24 Stratton. I believe that's of interest to every board member.
25 Thank you for asking that question.

Any other further questions from anybody? Any board member?

Again, thank you. We always think of you as a people person, because wherever, you know, (audio interruption) taking place, you're always there talking to people. So we certainly do appreciate it.

Moving on to Item 8, construction contracts, for discussion and possible action. (Inaudible.) Dallas.

MR. HAMMIT: Thank you, Mr. Chair, and thank you, Board, for approving the two items on the consent agent. There are six items that need to be justified or discussed a little bit more.

So Item 8A -- and there we go. Item 8A is a pavement preservation project near Tucson on I-10. On this project the low bid was $27,461,166. The State's estimate was $16,121,158. It was over the State's estimate by $11,340,008, dollars or 70.3 percent. We only got one bidder on this project. As we reviewed the bid, one thing that we did find, that there are quite a few limitations on time of work that we put on the contractor that as we talked to other bidder -- potential bidders (indiscernible) plans that they chose not to participate because of that. The department does believe if we opened that up, find a way to attract more bidders, we can get better opportunity for more people to compete. With that, we would recommend to reject all bids.

CHAIRMAN THOMPSON: Any questions or comments before we go (inaudible) question --

MR. MAXWELL: Mr. Chair, this is Ted.

CHAIRMAN THOMPSON: -- regarding the recommendation? If not --

UNIDENTIFIED SPEAKER: (Indiscernible.)

CHAIRMAN THOMPSON: Go ahead.

MR. MAXWELL: Yes. Mr. Chair, Dallas, one, again, congratulations on your retirement. You've been an incredible help getting me acclimated with the Board and what we do, and I appreciate all your insight.

And looking forward on this question, too. Obviously this is one that impacts my district. A single -- I was concerned not only from the single bid, but obviously the differential between the ADOT estimate and the actual cost of that bid. And having explained kind of the time of day reference, obviously I-10 is the only passage, the only highway through that part of town. It is highly trafficked, as well as it goes from three lanes to two lanes in that vicinity, which creates problems, and I'm sure that limited the time of day for the work. But what are -- what are your thoughts on how we can get this down? And is the State estimate realistic or is it liable to come up as well and -- if we reject this and put it out for another bid?

MR. HAMMIT: Mr. Chairman, Mr. Maxwell, as we

look at it, I would not be surprised at all if the State estimate does come up, but if we can get a project that we can attract additional bidders, I think we will know for sure if it was a reasonable price. One of the things we're looking at is can we adjust those times, and maybe some of those times -- they don't have to be for the whole roadway, because we know a lot of traffic comes inbound in the morning. Maybe we could have that outbound have a little bit longer time to work in the morning and reverse that in the afternoon. But what we would look at as we redo days or redo the timing is how do we attract more bidders, but I think you're right, as we look at it, we will probably have (indiscernible) engineer's estimate.

Does that answer your question, sir?

MR. MAXWELL: Yes, it does. It is unique, because there is flow in and out of traffic at that time due to the U of A Tech Park, the Target Distribution Center and some of the growth of that southwest portion of I-10, but I do think we -- you know, where's there's a will, there's a way. We've just got to get creative with the (indiscernible) how we'll allow them to do that to encourage more bids.

CHAIRMAN THOMPSON: With that is there a motion for reject all bids?

MR. SEARLE: This is Richard. So moved.

MR. STRATTON: Second.

CHAIRMAN THOMPSON: There's a motion by Richard,

a second by Steve. Any discussion? Any opposed?

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN THOMPSON: Floyd, conduct the roll call vote for the board members attending remotely.

MR. ROEHRICH: Board Member Searle.

MR. SEARLE: Aye.

MR. ROEHRICH: And Board Member Maxwell.

MR. MAXWELL: Aye.

MR. ROEHRICH: Motion carries.

CHAIRMAN THOMPSON: Motion carries.

With that, let's go to Item 8B.

MR. HAMMIT: Thank you, Mr. Chair. Item 8B is a bridge deck replacement project on Interstate 40, east of Seligman. On this project the low bid was $6,090,715. The State's estimate was $4,945,665. It was over the State's estimate by $1,145,050, or 23.2 percent. As we reviewed the estimate and the bidder's proposal, we found that we underestimated the cost of the detour removal, some of the installation of pipe, structural concrete and mobilization. We did review the bid and believe it is a responsive and responsible bid and recommend award to FNF Construction, Inc.

CHAIRMAN THOMPSON: With that is there a motion by the board members to approve Item B as recommended?

VICE CHAIRMAN KNIGHT: Mr. Chair, this is my

district. I move to approve Agenda Item 8B and award the bid to FNF Construction, Inc.

MR. STRATTON: Second.

CHAIRMAN THOMPSON: Motion by Board Member Knight and second by Board Member Stratton. Is there any discussion? Any opposed?

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN THOMPSON: Floyd, conduct the roll call vote for board members attending remotely.

MR. ROEHRICH: Board Member Searle.

MR. SEARLE: Aye.

MR. ROEHRICH: Beard Member Maxwell.

MR. MAXWELL: Aye.

MR. ROEHRICH: The motion carries, Mr. Chairman.

CHAIRMAN THOMPSON: Motion carries for that item.

Let's go on to Item 8C. Dallas.

MR. HAMMIT: Thank you, Mr. Chair.

Item 8C. Item 8C is a bridge deck replacement on State Route 95 in Needles. This (inaudible) local bridge. The low estimate was $2,132,183. The State's estimate was $1,334,299. It was over the State's estimate by $797,844 (sic), or 59.8 percent. As we -- and again, this one only had one bidder as well. As we reviewed the bid and talked to other -- other bidders, what we found is there were some very long lead

1 items, and we did not account for that in the time, the number
2 of days that we put in our contract. And so to get the work
3 done in the contract time, they were going to have to work extra
4 shifts, work at night. So staff recommends that -- to reject
5 all bids, allow us to give additional time so those long lead
6 item materials can be acquired, but still give the contractor
7 the time they need to build the project. So we do recommend to
8 reject all bids.
9 CHAIRMAN THOMPSON: Is there a motion to reject
10 all bids on Item 8C as presented?
11 MR. KNIGHT: Mr. Chair, this also is in my
12 district, and I agree with Dallas. We need some additional
13 bidders for some competition. So I would recommend that we
14 reject all bids on Agenda Item 8D as recommended. C. I'm
15 sorry.
16 MR. STRATTON: Second.
17 I have a question and a comment at the
18 appropriate time.
19 CHAIRMAN THOMPSON: Yes. Well, there is a motion
20 by Board Member Knight, second by Stratton to reject all bids.
21 Now let's go to any discussion. Steve.
22 MR. STRATTON: Dallas, I'm assuming you
23 anticipate with the longer schedule that you'll get more bids on
24 this?
25 MR. HAMMIT: As we talked to other plan holders,

that was why they gave us the reason that they didn't bid, because they looked at it, looked how long it was going to take to get that material, and they wouldn't have enough time. So yes.

MR. STRATTON: I agree with that.

Then secondly, my comment is I'm glad to see that we're taking the approach when these bids are well over estimate, over 50 percent over estimate and only one bidder, that we're rejecting those and taking a stronger look at ways to bring the costs down. So I definitely agree with this. Thank you.

CHAIRMAN THOMPSON: Any board member wish also to make a comment? There being none, all in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN THOMPSON: Floyd, conduct roll call vote for board members attending remotely.

MR. ROEHRICH: Board Member Searle.

MR. SEARLE: Aye.

MR. ROEHRICH: Board Member Maxwell.

MR. MAXWELL: Aye.

MR. ROEHRICH: The motion carries.

CHAIRMAN THOMPSON: Motion carries, and thank you, board members, for taking action with that.

Now we go on to Item 8D. Again, Dallas.

MR. HAMMIT: Thank you, Mr. Chair.

This project is a bridge scour, retrofit and pavement rehabilitation on State Route 99. On this project, (audio interruption) $744,632. The State's estimate was $647,237. It was over the State's estimate by $97,394, or 15 percent. We saw higher than expected pricing in the milling of the asphalt, some of the oil used for fog coat and cover material, and then also the asphaltic concrete. The department has reviewed the bid and believes it is a responsive and responsible bid and recommends award to Vasco, Inc.

CHAIRMAN THOMPSON: Is there a motion to award Item 8D to Vasco, Inc. as presented? Board members?

VICE CHAIRMAN KNIGHT: So moved.

MR. STRATTON: Second.

CHAIRMAN THOMPSON: There's a motion by Member Knight and a second by Member Stratton to approve as recommended. Any discussion? There being none, any opposed?

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN THOMPSON: Floyd, conduct the roll call vote for members attending remotely.

MR. ROEHRICH: Board Member Searle.

MR. SEARLE: Aye.

MR. ROEHRICH: Board Member Searle. Board member Maxwell.

MR. MAXWELL: Aye.

MR. SEARLE: I think -- did you get my vote?

MR. ROEHRICH: Motion carries. Yes, sir, Mr. Searle, we got all votes. The motion passed unanimously.

CHAIRMAN THOMPSON: Now we'll move on to Item 8C. Dallas.

Thank you, Mr. Chair. Item 8E is a --

CHAIRMAN THOMPSON: 8E. I'm sorry.

MR. HAMMIT: No, no problem. This is a safety project, a shoulder widening on State Route 260. On this project the low bid was 24,983- -- I'll start over. $24,983,210. The State's estimate was $20,308,264. It was over the State's estimate by $4,674,946, or 23 percent. As we looked at the bids, we saw that we underestimated the roadway excavation required, as well as we saw higher than expected pricing in the asphaltic concrete. We did review the bid, believed it is a responsive and responsible bid and recommend award to Hatch Construction and Paving, Inc.

CHAIRMAN THOMPSON: With that information, is there a motion to award Item 8E to Hatch Construction and Paving, Incorporated, as presented?

MR. STRATTON: So moved.

MR. KNIGHT: Second.

CHAIRMAN THOMPSON: Motioned by Stratton and second by Knight. Any discussion? There being none, any opposed?

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN THOMPSON: Floyd, conduct roll call vote for board members attending remotely.

MR. ROEHRICH: Board Member Searle.

MR. SEARLE: Aye.

MR. ROEHRICH: Board Member Maxwell.

MR. MAXWELL: Aye.

MR. ROEHRICH: The motion carries, Mr. Chairman.

CHAIRMAN THOMPSON: Motion carries. Move on to Item 8F. Dallas.

MR. HAMMIT: Thank you, Mr. Chair.

Item 8F is to design and construct an ITS infrastructure on Interstate 19. On this project, basically, we are putting broadband infrastructure in the highway right-of-way. There are no state highway funds being used on this project. It's other funds given to us by the Governor's office, but it is in the state highway system. So it does come to the Board. Also, it is a design build project.

On this project the low bid was $14,977,699. The State's estimate was $13,700,001. It was over the State's estimate by $1,276,699, or 9.3 percent. We saw higher than expected pricing on the construction, the node buildings, an area where we'd bring the fiber into, you know, we can send it out to other providers, and then basically the value (inaudible)

1 design and construction. So the design side of it was a little
2 higher than expected. We did redo the bid and believe it is a
3 responsive and responsible bid and recommend award to Sundt CS
4 Joint Venture.
5 CHAIRMAN THOMPSON: With that is there a motion
6 to award Item 8F to Sundt CS, Joint Venture, as presented?
7 MR. MAXWELL: I so move.
8 THE WITNESS: Mr. Chair, (indiscernible).
9 Second.
10 CHAIRMAN THOMPSON: (Indiscernible.)
11 MR. ROEHRICH: The motion was by Board Member
12 Maxwell, and the second was by Board Member Knight.
13 CHAIRMAN THOMPSON: Okay. Any discussion? Any
14 opposed?
15 All in favor say aye.
16 BOARD MEMBERS: Aye.
17 CHAIRMAN THOMPSON: Floyd, conduct the roll call
18 vote for the board members attending remotely.
19 MR. ROEHRICH: Board Member Searle.
20 MR. SEARLE: Aye.
21 MR. ROEHRICH: Board Member Maxwell.
22 MR. MAXWELL: Aye.
23 MR. ROEHRICH: The motion carries, Mr. Chairman.
24 CHAIRMAN THOMPSON: The motion carries. Thank
25 you, Dallas. There's a number of projects that were approved

today, so (indiscernible) board members as well.

With that, going to Item 9. Item 9 is -- any board member will have the opportunity to suggest items they would like to have placed on future board meeting agendas.

MR. ROEHRICH: Mr. Chairman, if I could, just a reminder. We do have a February 3rd study session for the Transportation Board. It was set up as a virtual meeting. At that time, we will see an overview of the executive budget as well as the rollout of the tentative program and discussion of the public hearings. That is on the agenda for the study session. And then the next board meeting is February 18th, which is in the City of Flagstaff, as well as -- as well as a virtual meeting. It will be a simulcasted virtual meeting and in-person City of Flagstaff meeting.

CHAIRMAN THOMPSON: Mr. Stratton, a question?

MR. STRATTON: Floyd, since that is a virtual meeting, would we be mailed the tentative five-year plan prior to that meeting?

MR. ROEHRICH: Mr. Chairman and Board Member Stratton, usually when we post the agenda the week before, we make the link live. I will make sure all board members get a copy of that.

CHAIRMAN THOMPSON: Does that answer your question?

MR. STRATTON: Yeah.

CHAIRMAN THOMPSON: Okay. Thanks, Steve.

I had talked to Floyd about an item that I would like to be placed on the presentation when we move back up to Flagstaff. That has to do with (indiscernible) study on the (indiscernible) countries, and I -- we did that (indiscernible) this board in the beginning of my term (indiscernible) board members. See, most of the board members were not on at the same time. I'd like to present that to them. (Indiscernible) that by showing that will get a better understanding as to the conditions of the roads up in the reservations. The state of Arizona (indiscernible) and interest (indiscernible) young people, but the condition of the roads that they travel will sometimes keep them out of school for hours (indiscernible) sometimes they miss school at the time. That's the same kind of study that I'd like to see the state of Arizona take on. That's one thing that Floyd and maybe myself and others will be taking up discussion on, possibility of putting that on the February agenda. So with that, any other? Staff, do you have anything else?

MR. ROEHRICH: Mr. Chairman, no, sir. We do not.

CHAIRMAN THOMPSON: That brings us to the end of our meeting, and I do thank you to Maxwell and to Richard as well for taking part in this meeting, and Gary. Steve, thank you. With that, I adjourn the meeting at this time. I notice Steve is (indiscernible), so I'll use it now.

MR. ROEHRICH: Mr. Chairman, don't gavel yet. We did need a motion and a second. We need a motion to adjourn and a second.

VICE CHAIRMAN KNIGHT: Motion to adjourn.

MR. STRATTON: Second.

CHAIRMAN THOMPSON: Sorry about that. There's a motion by Board Member Knight and a second by Stratton to adjourn. All in favor say aye.

BOARD MEMBERS: Aye.

MR. ROEHRICH: You're done.

CHAIRMAN THOMPSON: There we go.

(Meeting adjourned at 10:49 a.m.)

1 STATE OF ARIZONA)
) ss.
2 COUNTY OF MARICOPA)
3
4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 65 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.
11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.
14 DATED at Phoenix, Arizona, this 8th day of February 2022.
15
16
17 *Teresa A. Watson*
18 TERESA A. WATSON, RMR
Certified Reporter
19 Certificate No. 50876
20
21
22
23
24
25

Adjournment

Chairman Thompson moved to adjourn the January 21, 2022, State Transportation Board Meeting.

Meeting adjourned at 10:49 a.m. PST.

Not Available for Signature_____
Jesse Thompson, Chairman
State Transportation Board

Not Available for Signature_____
John S. Halikowski, Director
Arizona Department of Transportation

February 18, 2022

RES. NO. 2022–02–A–009
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTIONS: S. R. 303L – 127th Avenue; and 127th Avenue – S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7–12473 and 7–12543–A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of portions of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

An investigation has determined that the land does lie within the area of the proposed corridor limits of the project.

The areas of establishment, the location of the State Route Plan and the land to be acquired by early or advance acquisitions are shown in Appendix “A”, depicting Parcels 7–12473 and 7–12543–A, in accordance with that certain Location / Design Concept Report, dated April 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

February 18, 2022

RES. NO. 2022–02–A–009
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTIONS: S. R. 303L – 127th Avenue; and 127th Avenue – S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7–12473 and 7–12543–A

Pursuant to Arizona Revised Statutes § 28–7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early and advance acquisitions will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met. Accordingly, I recommend that the parcels of land referenced above and depicted in Appendix "A" be established as a state route, designated the Tres Rios Freeway, State Route 30.

I further recommend that these parcels of land be approved and adopted as a portion of the State Route Plan for the Tres Rios Freeway and that early or advance acquisition of Parcels 7–12473 and 7–12543–A be authorized.

Therefore, in the interest of public safety, necessity, and convenience, and pursuant to Arizona Revised Statutes § 28–7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

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

February 18, 2022

RES. NO. 2022–02–A–009
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTIONS: S. R. 303L – 127th Avenue; and 127th Avenue – S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7–12473 and 7–12543–A

RESOLUTION OF ESTABLISHMENT AND EARLY AND ADVANCE ACQUISITION

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 18, 2022, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

The areas of establishment, the location of the State Route Plan, and the portions of land to be acquired by early or advance acquisitions are shown in Appendix “A”, depicting Parcels 7–12473 and 7–12543–A, in accordance with that certain Location / Design Concept Report, dated April 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

Pursuant to Arizona Revised Statutes § 28–7094, it has also been determined that a reasonable need exists for the land depicted in Appendix “A”, and that early and advance acquisitions will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

February 18, 2022

RES. NO. 2022–02–A–009
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTIONS: S. R. 303L – 127th Avenue; and 127th Avenue – S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7–12473 and 7–12543–A

Accordingly, it is recommended that the parcels of land referenced above and depicted in Appendix "A" be established as a state route, and approved and adopted as the State Route Plan for the Tres Rios Freeway, and that early and advance acquisition of the properties be authorized.

WHEREAS design and construction are planned for the alignment, and the above referenced project is included in the Five Year Construction Program; and

WHEREAS early or advance acquisitions will alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

WHEREAS pursuant to Arizona Revised Statutes § 28–7094, the Deputy Director has determined that a reasonable need exists for the above referenced parcels of land, and that early and advance acquisition would forestall development, resulting in a substantial savings to the State, and would ensure critical construction bid dates are met; and

WHEREAS the areas depicted in Appendix "A" should be established as a state route and adopted and approved as portions of the State Route Plan for the Tres Rios Freeway, State Route 30; and

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of portions of the State Route Plan, and early or advance acquisition of the parcels as recommended by the Deputy Director; therefore, be it

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

February 18, 2022

RES. NO. 2022–02–A–009
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTIONS: S. R. 303L – 127th Avenue; and 127th Avenue – S. R. 202L
ROUTE NO.: State Route 30
DISTRICT: Central
COUNTY: Maricopa
PARCELS: 7–12473 and 7–12543–A

RESOLVED that the portions of land as shown in Appendix "A", depicting Parcels 7–12473 and 7–12543–A, in accordance with that certain Location / Design Concept Report, dated April 2020, are hereby established as a state route and designated the Tres Rios Freeway, State Route 30; be it further

RESOLVED that the State Route Plan for the location of those portions of Parcels 7–12473 and 7–12543–A, as depicted in Appendix "A", is hereby approved and adopted; be it further

RESOLVED that the Deputy Director is authorized to proceed with early and advance acquisitions, including exchanges, to acquire an estate in fee and/or easement and the appropriate rights of access needed for the corridor depicted in Appendix "A", including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans, in accordance with Arizona Revised Statues § 28–7094; be it further

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

February 18, 2022

RES. NO.	2022–02–A–009
PROJECT:	030 MA 000 H6876
HIGHWAY:	TRES RIOS FREEWAY
SECTIONS:	S. R. 303L – 127th Avenue; and 127th Avenue – S. R. 202L
ROUTE NO.:	State Route 30
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12473 and 7–12543–A

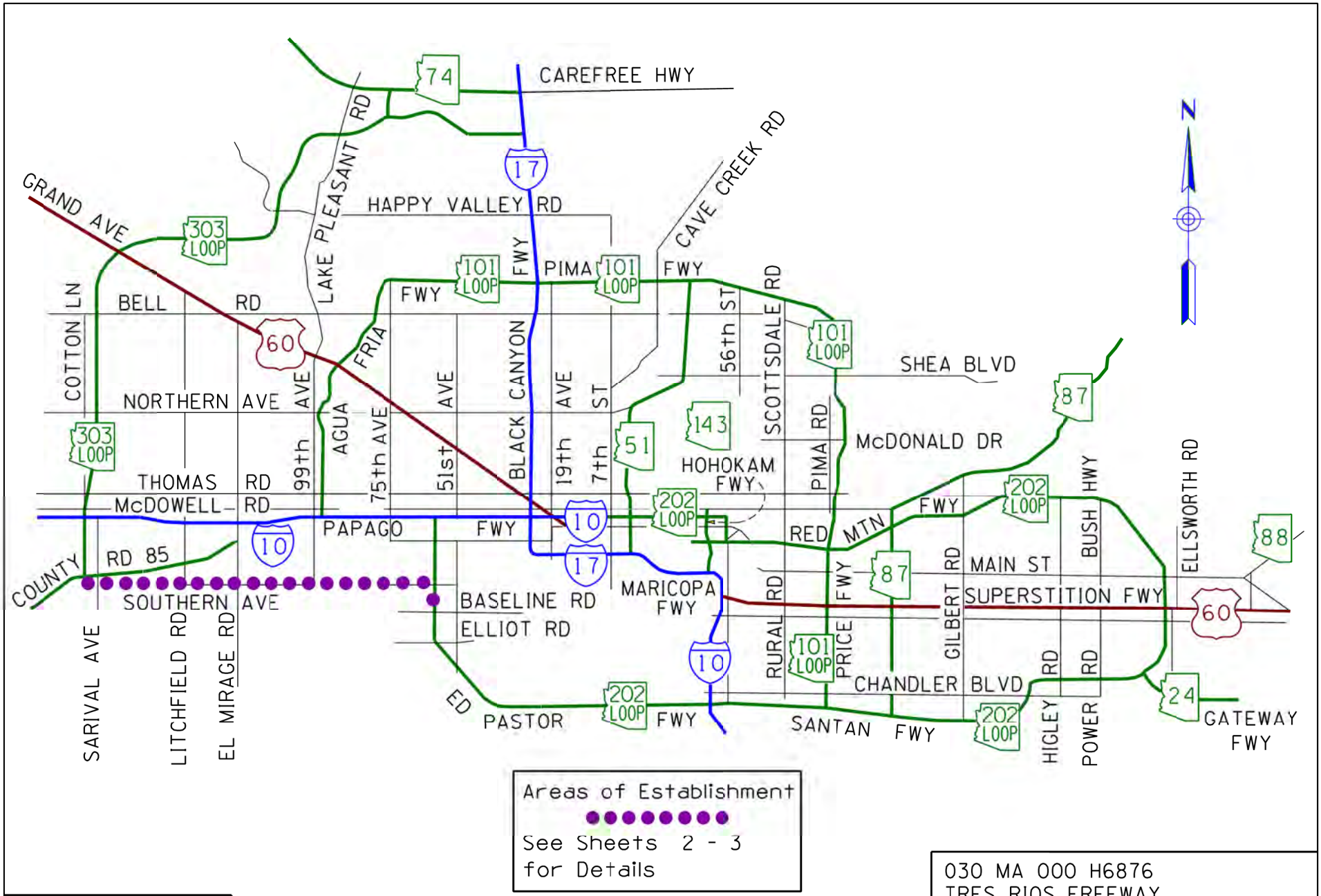
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer 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 February 18, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 18, 2022.

GREGORY D. BYRES, P.E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal



Areas of Establishment

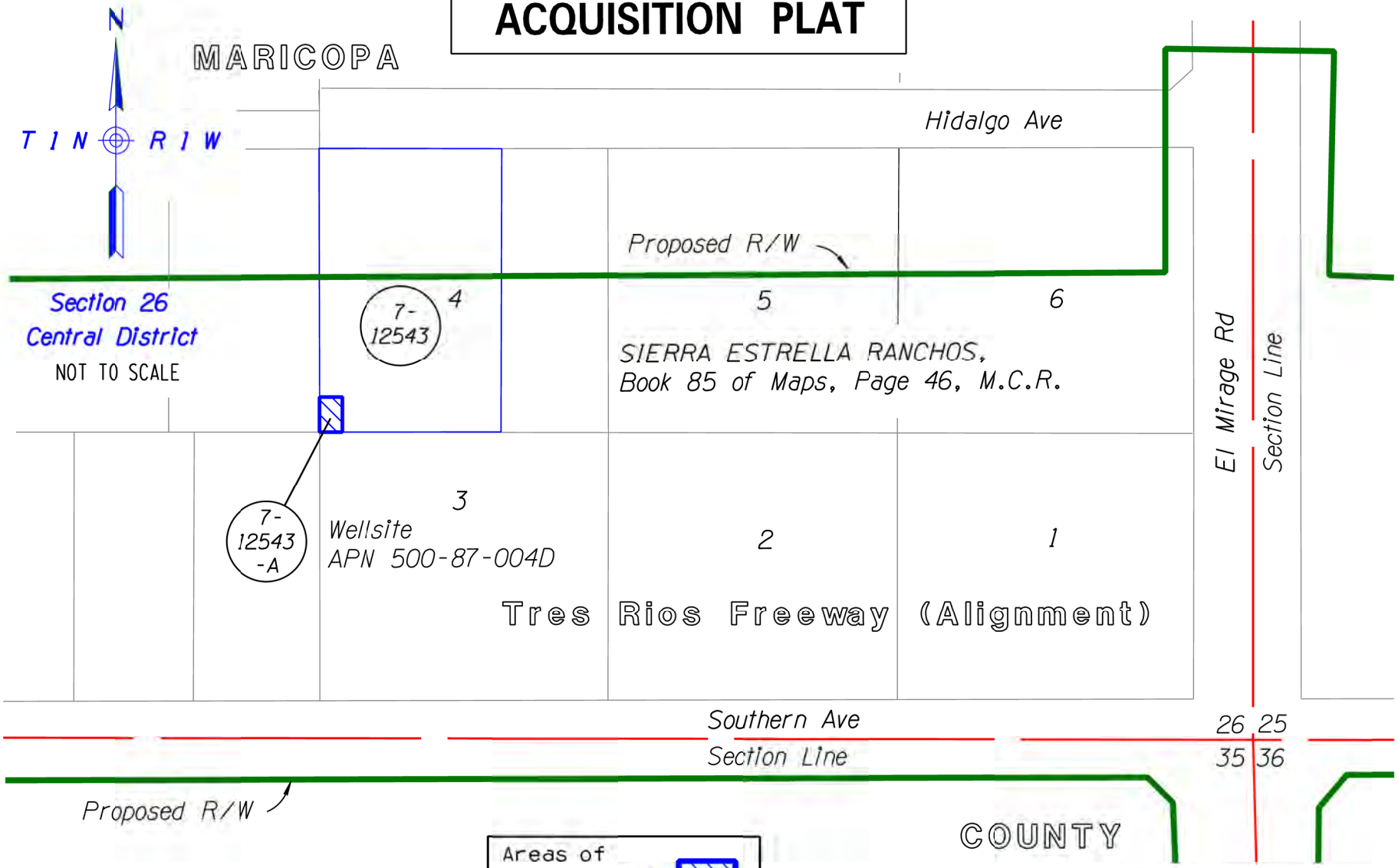
See Sheets 2 - 3 for Details

2022-02-A-009
February 18, 2022
Sheet 1 of 3

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - 127th Avenue; and
127th Avenue - S.R. 202L
Maricopa County

EARLY / ADVANCE ACQUISITION PLAT



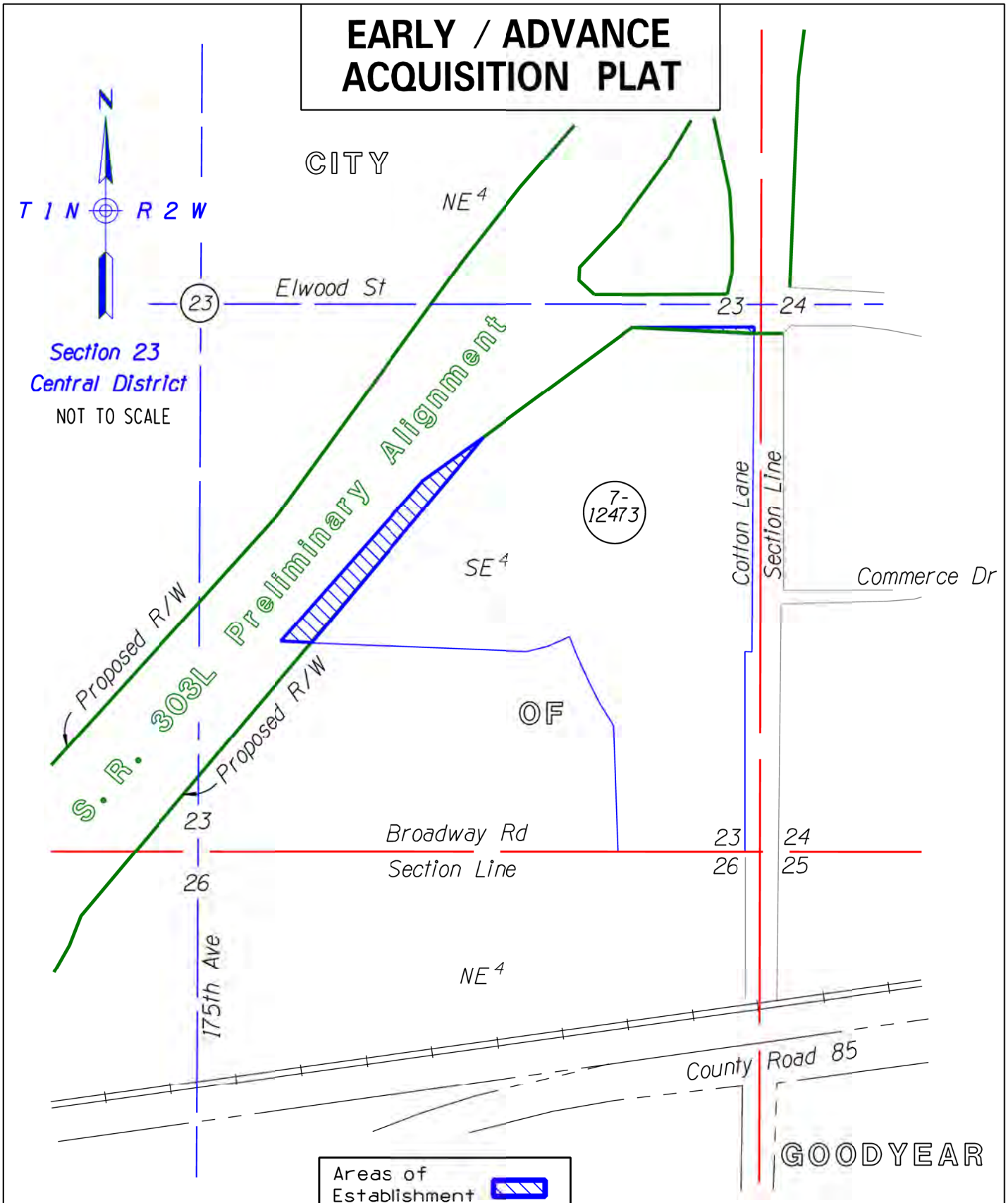
Areas of Establishment to Include Access Control

2022-02-A-009
February 18, 2022
Sheet 2 of 3

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - 127th Avenue; and
127th Avenue - S.R. 202L
Maricopa County

EARLY / ADVANCE ACQUISITION PLAT



Areas of Establishment to Include Access Control

2022-02-A-009
February 18, 2022
Sheet 3 of 3

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - 127th Avenue; and
127th Avenue - S.R. 202L
Maricopa County

February 18, 2022

RES. NO.	2022–02–A–010
PROJECT:	010 MA 151 F0072 / 010–C(220)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTION:	I–17 Split – S. R. 202L Santan
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12627–A, 7–12651–A, 7–12652–A, 7–12660–A, 7–12808, 7–12810, and 7–12811

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the Phoenix – Casa Grande Highway, Interstate Route 10, within the above referenced project.

The existing alignment was previously established by Resolution of the Arizona State Highway Commission, dated June 08, 1945, shown on Page 70 of its Official Minutes. The Resolution of May 02, 1957, on Page 155 of the Official Minutes declared a controlled access highway. Resolution 61–78 of November 15, 1960, under Project I–10–3 established a controlled access state highway. Resolution 62–72 of January 26, 1962 established additional right of way as a state highway. Further improvements were added as a state highway by Resolution 63–74 of November 22, 1963 for Project I–10–3(22)152. Over the years, additional rights of way have been established as a state route and state highway by various Resolutions of the State Highway Commission, and thereafter by its successor, the Arizona State Transportation Board, which include numerous recent advance acquisitions for the above referenced improvement project. This section of the Phoenix – Casa Grande Highway was established as a controlled access state route by Resolution 2016–04–A–021 of April 15, 2016; by Resolution 2019–03–A–012, dated March 15, 2019; and by Resolution 2020–02–A–012, dated February 21, 2020. These and supplementary new rights of way were established as a controlled access state route and state highway for the above referenced project by Resolution 2021–03–A–011, dated March 19, 2021.

February 18, 2022

RES. NO.	2022–02–A–010
PROJECT:	010 MA 151 F0072 / 010–C(220)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTION:	I–17 Split – S. R. 202L Santan
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12627–A, 7–12651–A, 7–12652–A, 7–12660–A, 7–12808, 7–12810, and 7–12811

New right of way is now needed to accommodate design change by the acquisition of new easements for utility relocation necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the PHOENIX – CASA GRANDE HIGHWAY, I–17 Split – S. R. 202L Santan, Project 010 MA 151 F0072 / 010–C(220)T”.

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

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

February 18, 2022

RES. NO.	2022–02–A–010
PROJECT:	010 MA 151 F0072 / 010–C(220)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTION:	I–17 Split – S. R. 202L Santan
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12627–A, 7–12651–A, 7–12652–A, 7–12660–A, 7–12808, 7–12810, and 7–12811

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation.

This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

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

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

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

February 18, 2022

RES. NO.	2022–02–A–010
PROJECT:	010 MA 151 F0072 / 010–C(220)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTION:	I–17 Split – S. R. 202L Santan
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12627–A, 7–12651–A, 7–12652–A, 7–12660–A, 7–12808, 7–12810, and 7–12811

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 18, 2022, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28–7046, recommending the acquisition and establishment of new right of way as a state route and state highway for the improvement of the Phoenix – Casa Grande Highway, Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed to accommodate design change by the acquisition of new easements for utility relocation necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the PHOENIX – CASA GRANDE HIGHWAY, I–17 Split – S. R. 202L Santan, Project 010 MA 151 F0072 / 010–C(220)T”.

February 18, 2022

RES. NO.	2022–02–A–010
PROJECT:	010 MA 151 F0072 / 010–C(220)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTION:	I–17 Split – S. R. 202L Santan
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12627–A, 7–12651–A, 7–12652–A, 7–12660–A, 7–12808, 7–12810, and 7–12811

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28–7092 and 28–7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

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

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

February 18, 2022

RES. NO.	2022–02–A–010
PROJECT:	010 MA 151 F0072 / 010–C(220)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTION:	I–17 Split – S. R. 202L Santan
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12627–A, 7–12651–A, 7–12652–A, 7–12660–A, 7–12808, 7–12810, and 7–12811

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

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28–7092 and 28–7094, an estate in fee, or such other interest as is required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 28–7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

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

February 18, 2022

RES. NO.	2022–02–A–010
PROJECT:	010 MA 151 F0072 / 010–C(220)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTION:	I–17 Split – S. R. 202L Santan
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
PARCELS:	7–12627–A, 7–12651–A, 7–12652–A, 7–12660–A, 7–12808, 7–12810, and 7–12811

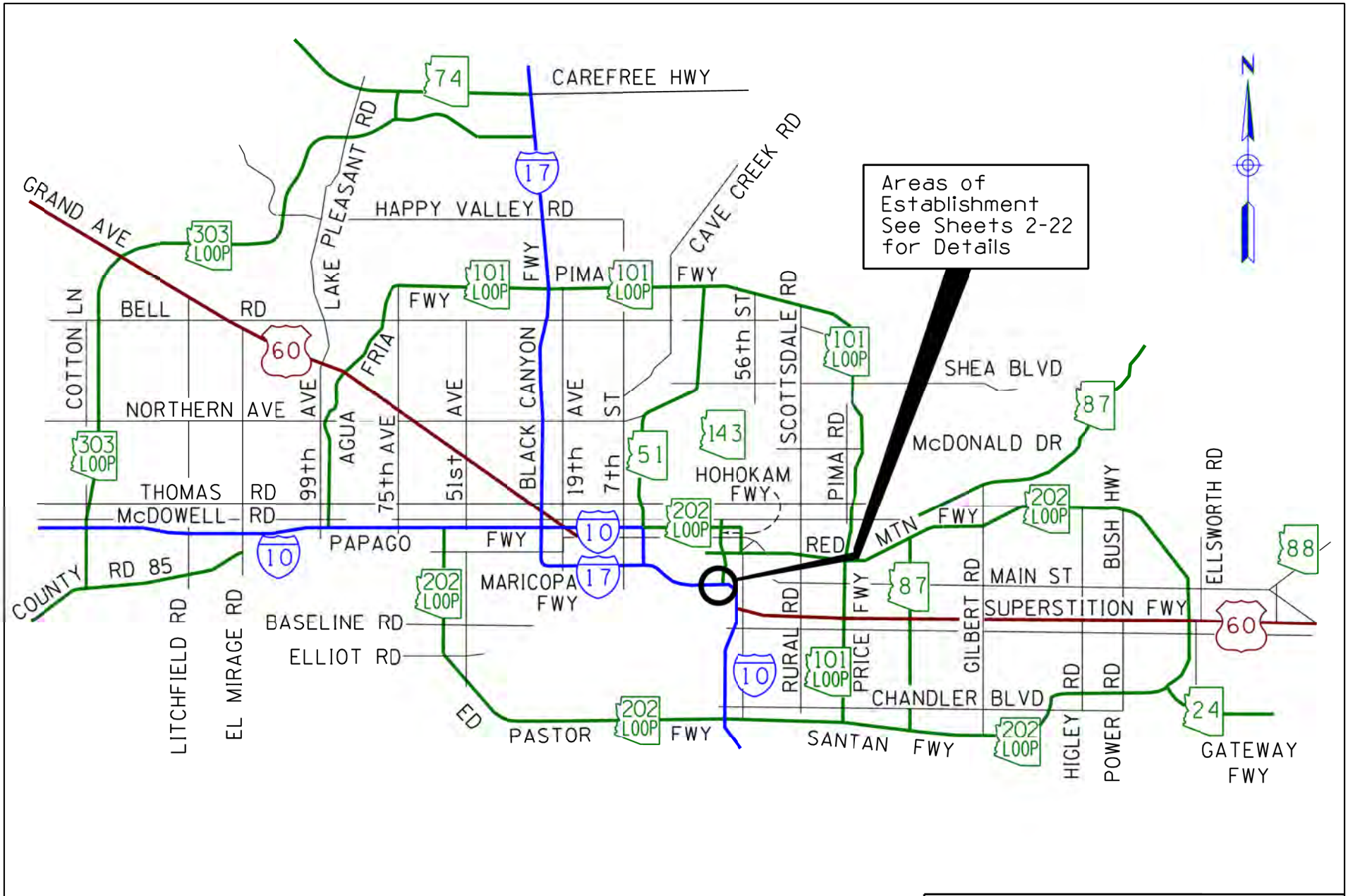
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer 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 February 18, 2022.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 18, 2022.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal



2022-02-A-010
February 18, 2022
Sheet 1 of 22

APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–10627–A:

An easement within a parcel of land described in Document 2007–1296218 Maricopa County Recorder (MCR) lying within the Southeast quarter of Section 24, Township 1 North, Range 3 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at the Southeast corner of Section 24, being a brass cap in hand hole, from which the East quarter corner of said Section 24, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.01 feet (Basis of Bearings);

Thence along the East line of said Southeast quarter, North 00° 13′ 59″ West, a distance of 1,621.75 feet;

Thence South 89° 46′ 01″ West, a distance of 1,315.54 feet to the Northeast corner of said parcel and the POINT OF BEGINNING;

Thence along the East boundary of said parcel, South 00° 21′ 22″ East, a distance of 8.00 feet;

Thence South 89° 31′ 08″ West, a distance of 27.29 feet;

Thence South 59° 56′ 38″ West, a distance of 5.69 feet;

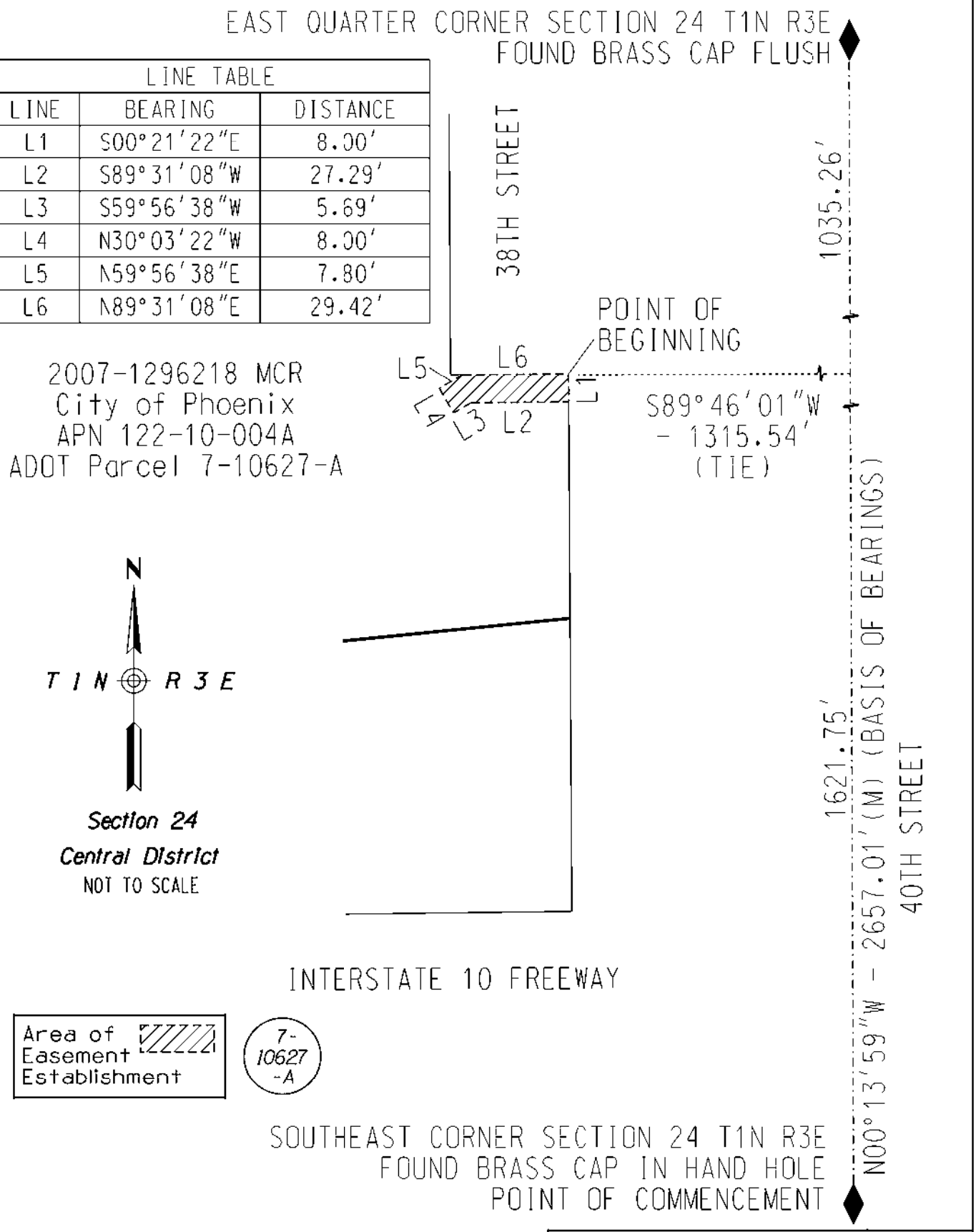
Thence North 30° 03′ 22″ West, a distance of 8.00 feet;

Thence North 59° 56′ 38″ East, a distance of 7.80 feet to the North boundary of said parcel;

Thence along the North boundary of said parcel, North 89° 31′ 08″ East, a distance of 29.42 feet to said POINT OF BEGINNING.

Said easement contains an area of 281 square feet, more or less.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°21'22"E	8.00'
L2	S89°31'08"W	27.29'
L3	S59°56'38"W	5.69'
L4	N30°03'22"W	8.00'
L5	N59°56'38"E	7.80'
L6	N89°31'08"E	29.42'



2022-02-A-010
February 18, 2022
Sheet 3 of 22

APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–10651–A:

An easement within a parcel of land described in Document 1992–0545229 Maricopa County Recorder (MCR) lying within the Southwest quarter of Section 19, Township 1 North, Range 4 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at the Southwest corner of Section 19, being a brass cap in hand hole, from which the West quarter corner of said Section 19, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.00 feet (Basis of Bearings);

Thence along the West line of said Southwest quarter, North 00° 13′ 59″ West, a distance of 1,542.16 feet;

Thence North 89° 46′ 01″ East, a distance of 671.84 feet to the Southwest corner of said parcel;

Thence along the South boundary of said parcel, South 84° 36′ 57″ East, a distance of 147.47 feet;

Thence North 05° 23′ 03″ East, a distance of 24.42 feet to the POINT OF BEGINNING;

Thence North 04° 44′ 04″ East, a distance of 10.00 feet;

Thence South 85° 15′ 56″ East, a distance of 24.04 feet;

Thence North 89° 08′ 57″ East, a distance of 195.40 feet to the East boundary of said parcel;

Thence along the East boundary of said parcel, South 00° 00′ 01″ West, a distance of 10.00 feet;

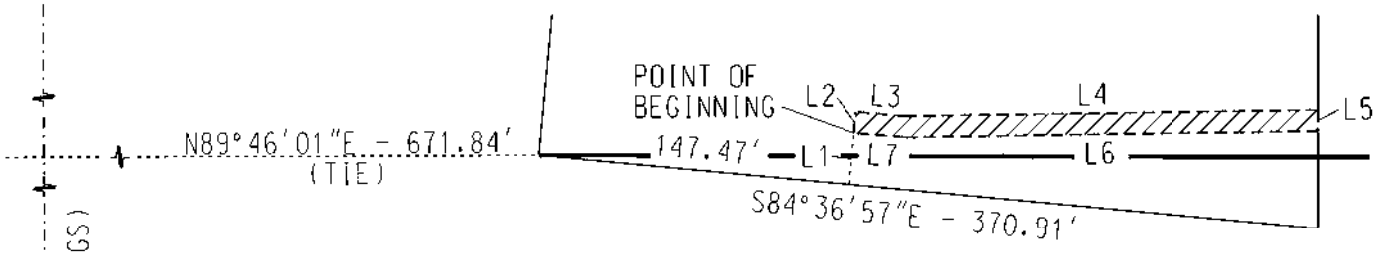
Thence South 89° 08′ 57″ West, a distance of 195.74 feet;

Thence North 85° 15′ 56″ West, a distance of 24.53 feet to said POINT OF BEGINNING.

Said easement contains an area of 2,198 square feet, more or less.

WEST QUARTER CORNER SECTION 19 T1N R4E
FOUND BRASS CAP FLUSH

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N05°23'03"E	24.42'(TIE)
L2	N04°44'04"E	10.00'
L3	S85°15'56"E	24.04'
L4	N89°08'57"E	195.40'
L5	S00°00'01"W	10.00'
L6	S89°08'57"W	195.74'
L7	N85°15'56"W	24.53'



INTERSTATE 10 FREEWAY

1992-0545229 MCR
City of Phoenix
APN 124-54-013D
ADOT Parcel 7-10651-A

40TH STREET

N00°13'59"W - 2657.00'(M) (BASIS OF BEARINGS)

1542.16'

Area of Easement Establishment

7-10651-A

N

T 1 N R 4 E

Section 19

Central District

NOT TO SCALE

SOUTHWEST CORNER SECTION 19 T1N R4E
FOUND BRASS CAP IN HAND HOLE
POINT OF COMMENCEMENT

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February 18, 2022
Sheet 5 of 22

APPENDIX "A"

C10 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–10652–A:

An easement within a parcel of land described in Document 2020–0161199 Maricopa County Recorder (MCR) lying within the Southwest quarter of Section 19, Township 1 North, Range 4 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at the Southwest corner of Section 19, being a brass cap in hand hole, from which the West quarter corner of said Section 19, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.00 feet (Basis of Bearings);

Thence along the West line of said Southwest quarter, North 00° 13′ 59″ West, a distance of 1,505.85 feet;

Thence North 89° 46′ 01″ East, a distance of 1,040.97 feet to the Southwest corner of said parcel;

Thence along the West boundary of said parcel, North 00° 00′ 01″ East, a distance of 46.16 feet to the POINT OF BEGINNING;

Thence continuing along said West boundary, North 00° 00′ 01″ East, a distance of 10.00 feet;

Thence North 89° 08′ 57″ East, a distance of 233.88 feet;

Thence North 04° 14′ 13″ West, a distance of 12.44 feet;

Thence North 85° 45′ 47″ East, a distance of 10.00 feet;

Thence South 04° 14′ 13″ East, a distance of 13.10 feet;

Thence North 87° 35′ 12″ East, a distance of 400.80 feet to the East boundary of said parcel;

Thence along the East boundary of said parcel, South 00° 10′ 07″ West, a distance of 10.01 feet;

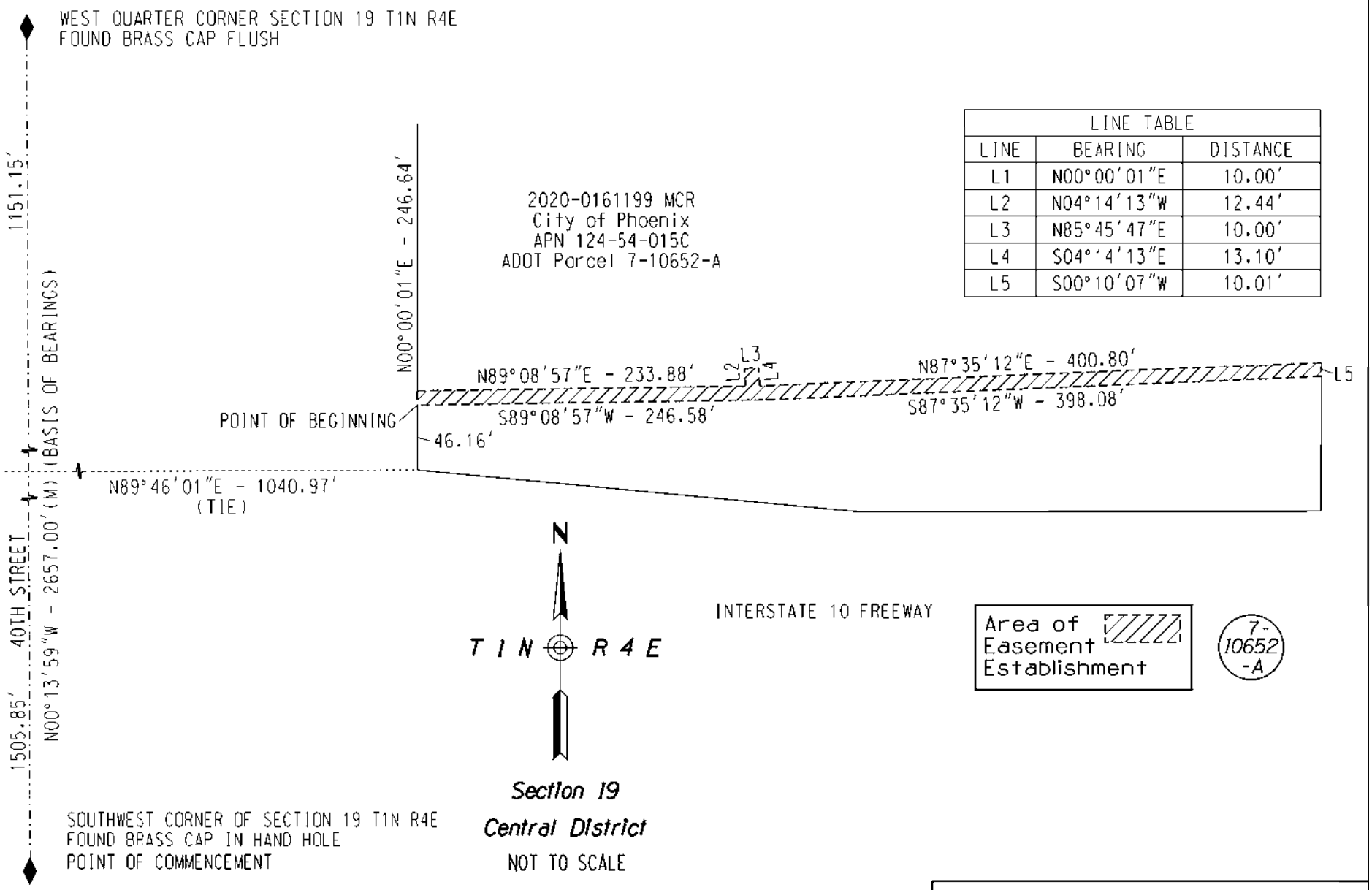
Thence South 87° 35′ 12″ West, a distance of 398.08 feet;

(Continued)

APPENDIX "A"
Legal Description
(Continued)

Thence South 89° 08′ 57″ West, a distance of 246.58 feet to said POINT OF BEGINNING.

Said easement contains an area of 6,574 square feet, more or less.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°00'01"E	10.00'
L2	N04°14'13"W	12.44'
L3	N85°45'47"E	10.00'
L4	S04°'4'13"E	13.10'
L5	S00°10'07"W	10.01'

2022-02-A-010
February 18, 2022
Sheet 8 of 22

APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–10660–A:

An easement within a parcel of land described in Document 2009-0093391 Maricopa County Recorder (MCR) lying within the Southwest quarter of Section 19, Township 1 North, Range 4 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at the Southwest corner of Section 19, being a brass cap in hand hole, from which the West quarter corner of said Section 19, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.00 feet (Basis of Bearings);

Thence along the West line of said Southwest quarter, North 00° 13′ 59″ West, a distance of 1,151.56 feet;

Thence North 89° 46′ 01″ East, a distance of 1,106.12 feet to the Northwest corner of said parcel;

Thence along the North boundary of said parcel, North 84° 26′ 15″ East, a distance of 167.39 feet;

Thence South 05° 33′ 45″ East, a distance of 17.67 feet to the POINT OF BEGINNING;

Thence North 86° 50′ 28″ East, a distance of 8.01 feet;

Thence South 00° 05′ 48″ East, a distance of 14.58 feet;

Thence North 89° 25′ 17″ East, a distance of 89.62 feet;

Thence North 66° 41′ 16″ East, a distance of 9.36 feet;

Thence South 23° 18′ 44″ East, a distance of 3.92 feet;

Thence North 89° 25′ 17″ East, a distance of 19.19 feet;

Thence South 00° 34′ 43″ East, a distance of 8.00 feet;

Thence South 89° 25′ 17″ West, a distance of 127.03 feet;

(Continued)

APPENDIX "A"
Legal Description
(Continued)

Thence North 00° 05′ 48″ West, a distance of 22.22 feet to said POINT OF BEGINNING.

Said easement contains an area of 1,149 square feet, more or less.

WEST QUARTER CORNER SECTION 19 T1N R4E
FOUND BRASS CAP FLUSH

1505.44'

N

T 1 N — R 4 E

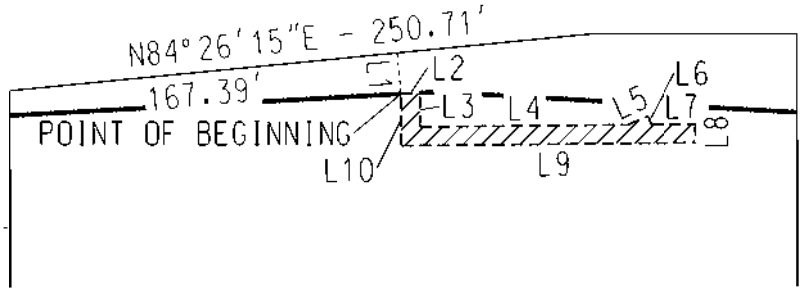
Section 19
Central District
NOT TO SCALE

INTERSTATE 10 FREEWAY

40TH STREET

N00°13'59"W - 2657.00' (M) (BASIS OF BEARINGS)

N89°46'01"E - 1106.12'
(TIE)



1151.56'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S05°33'45"E	17.67'(TIE)
L2	N86°50'28"E	8.01'
L3	S00°05'48"E	14.58'
L4	N89°25'17"E	89.62'
L5	N66°41'16"E	9.36'
L6	S23°18'44"E	3.92'
L7	N89°25'17"E	19.19'
L8	S00°34'43"E	8.00'
L9	S89°25'17"W	127.03'
L10	N00°05'48"W	22.22'

20C9-0093391 MCR
City of Phoenix
APN 124-54-028C
ADOT Parcel 7-10660-A

Area of Easement Establishment

7-10660-A

SOUTHWEST CORNER SECTION 19 T1N R4E
FOUND BRASS CAP IN HAND HOLE
POINT OF COMMENCEMENT

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February 18, 2022
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APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–12808 – Easement No. 1:

An easement within a parcel of land as described in Document 2021-1113874 Maricopa County Recorder (MCR) lying within the Southeast quarter of Section 24, Township 1 North, Range 3 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at the Southeast corner of said Section 24, being a brass cap in hand hole, from which the East quarter corner of said Section 24, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.00 feet (Basis of Bearings);

Thence along the East line of said Southeast quarter, North 00° 13′ 59″ West, a distance of 1,038.35 feet;

Thence South 89° 46′ 01″ West, a distance of 687.68 feet to the Northeast corner of said parcel;

Thence along the North boundary of said parcel, North 86° 16′ 24″ West, a distance of 550.95 feet to the beginning of a tangent curve, concave southerly, and having a radius of 6,809.49 feet;

Thence continuing along the North boundary of said parcel and along said curve to the left, through a central angle of 00° 11′ 17″, an arc distance of 22.37 feet to the POINT OF BEGINNING;

Thence South 00° 19′ 27″ East, a distance of 9.62 feet;

Thence South 89° 36′ 59″ West, a distance of 54.45 feet to the West boundary of said parcel;

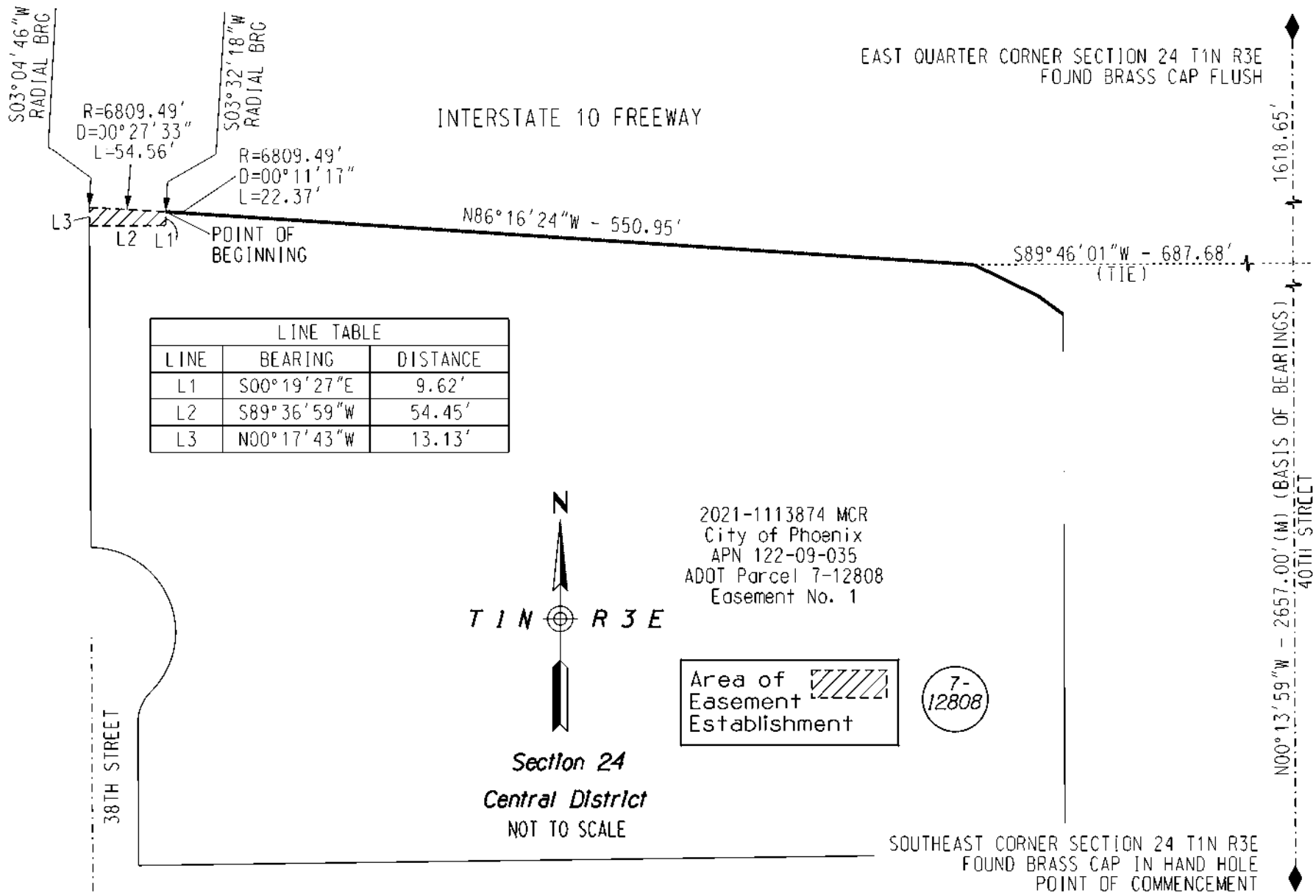
Thence along the West boundary of said parcel, North 00° 17′ 43″ West, a distance of 13.13 feet to the Northwest corner of said parcel and the beginning of a non-tangent curve, concave southerly, and having a radius of 6,809.49 feet which bears South 03° 04′ 46″ West;

(Continued)

APPENDIX "A"
Legal Description
(Continued)

Thence along the North boundary of said parcel and along said curve to the right, through a central angle of 00° 27′ 33″, an arc distance of 54.56 feet to said POINT OF BEGINNING.

Said easement contains an area of 621 square feet, more or less.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°19'27"E	9.62'
L2	S89°36'59"W	54.45'
L3	N00°17'43"W	13.13'

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February 18, 2022
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APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–12808 – Easement No. 2:

An easement within a parcel of land as described in Document 2021-1113872 Maricopa County Recorder (MCR) lying within the Southeast quarter of Section 24, Township 1 North, Range 3 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at the Southeast corner of said Section 24, being a brass cap in hand hole, from which the East quarter corner of said Section 24, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.00 feet (Basis of Bearings);

Thence along the East line of said Southeast quarter, North 00° 13′ 59″ West, a distance of 1,081.27 feet;

Thence South 89° 46′ 01″ West, a distance of 1,314.08 feet to the Northeast corner of said parcel and the POINT OF BEGINNING;

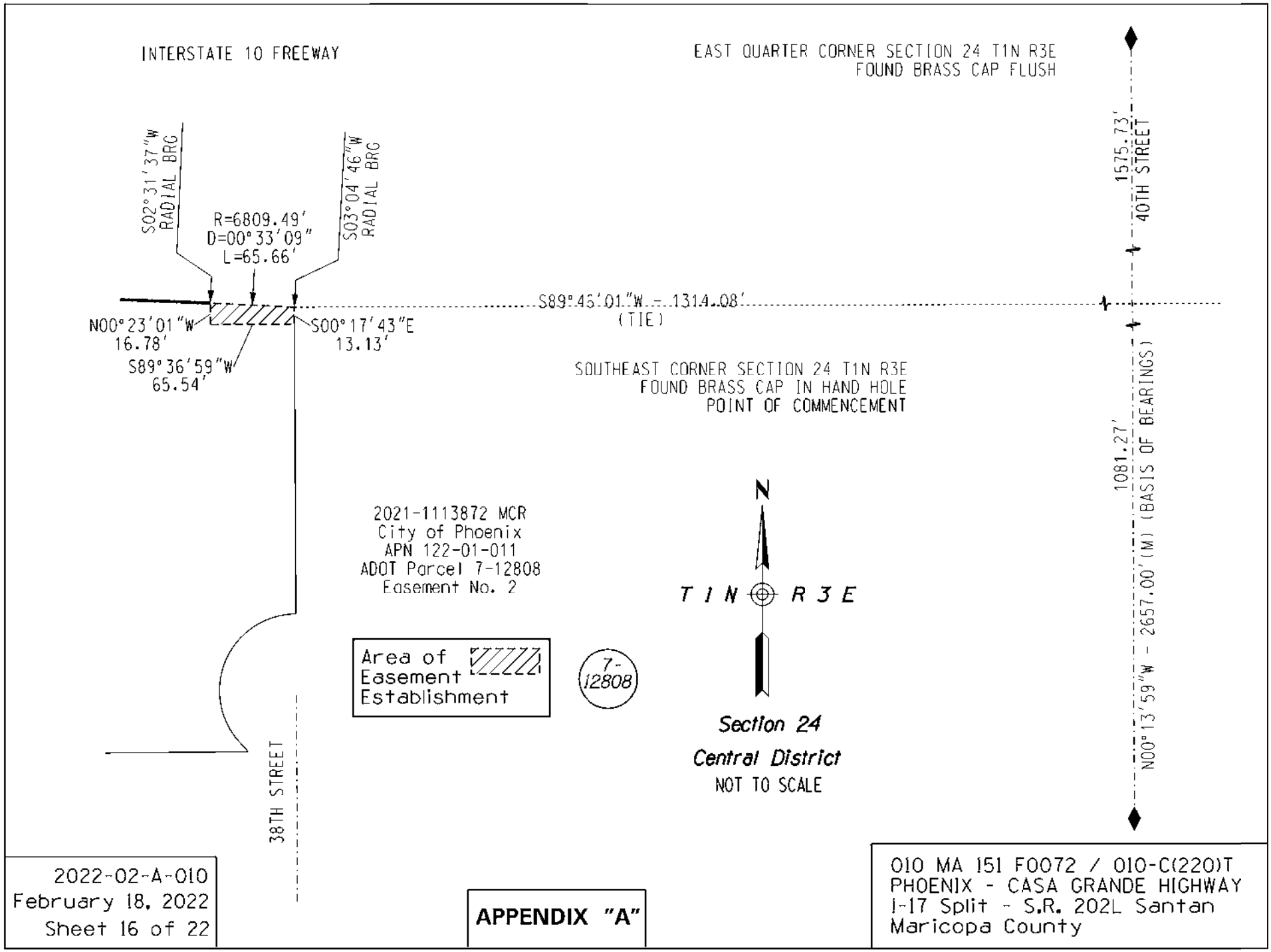
Thence along the East boundary of said parcel, South 00° 17′ 43″ East, a distance of 13.13 feet;

Thence South 89° 36′ 59″ West, a distance of 65.54 feet;

Thence North 00° 23′ 01″ West, a distance of 16.78 feet to the North line of said parcel and the beginning of a non-tangent curve, concave southerly, and having a radius of 6,809.49 feet which bears South 02° 31′ 37″ West;

Thence Easterly along the North boundary of said parcel and through said curve to the right, through a central angle of 00° 33′ 09″, an arc distance of 65.66 feet to said POINT OF BEGINNING.

Said easement contains an area of 984 square feet, more or less.



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February 18, 2022
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APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–12810:

Two easements within a parcel of land described in Document 1999-0367495 Maricopa County Recorder (MCR) lying within the Southwest quarter of Section 19, Township 1 North, Range 4 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

Easement No. 1:

COMMENCING at the Southwest corner of Section 19, being a brass cap in hand hole, from which the West quarter corner of said Section 19, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.00 feet (Basis of Bearings);

Thence along the West line of said Southwest quarter, North 00° 13′ 59″ West, a distance of 1,474.10 feet;

Thence North 89° 46′ 01″ East, a distance of 1,684.85 feet to the Southwest corner of said parcel and to a point hereinafter known as Point "A";

Thence along the West boundary of said parcel, North 00° 10′ 07″ East, a distance of 77.56 feet to the POINT OF BEGINNING of Easement No. 1;

Thence continuing along the West boundary of said parcel, North 00° 10′ 07″ East, a distance of 32.14 feet;

Thence North 87° 36′ 20″ East, a distance of 10.01 feet;

Thence South 00° 10′ 07″ West, a distance of 32.54 feet to the North line of an existing easement as described in Document 2009-1027963 MCR;

Thence along the North line of said easement, South 89° 53′ 09″ West, a distance of 10.00 feet to said POINT OF BEGINNING of Easement No. 1.

Said Easement No. 1 contains an area of 323 square feet, more or less.

(Continued)

APPENDIX "A"
Legal Description
(Continued)

Easement No. 2:

COMMENCING at the aforementioned Point “A”;

Thence along the South boundary of said parcel, North 89° 54′ 23″ East, a distance of 900.00 feet to the Southeast corner of said parcel;

Thence along the East boundary of said parcel, North 00° 10′ 07″ East, a distance of 72.20 feet to the POINT OF BEGINNING of Easement No. 2;

Thence South 89° 54′ 25″ West, a distance of 22.36 feet to the East line of an existing easement as described in Document 2009-1027963 MCR;

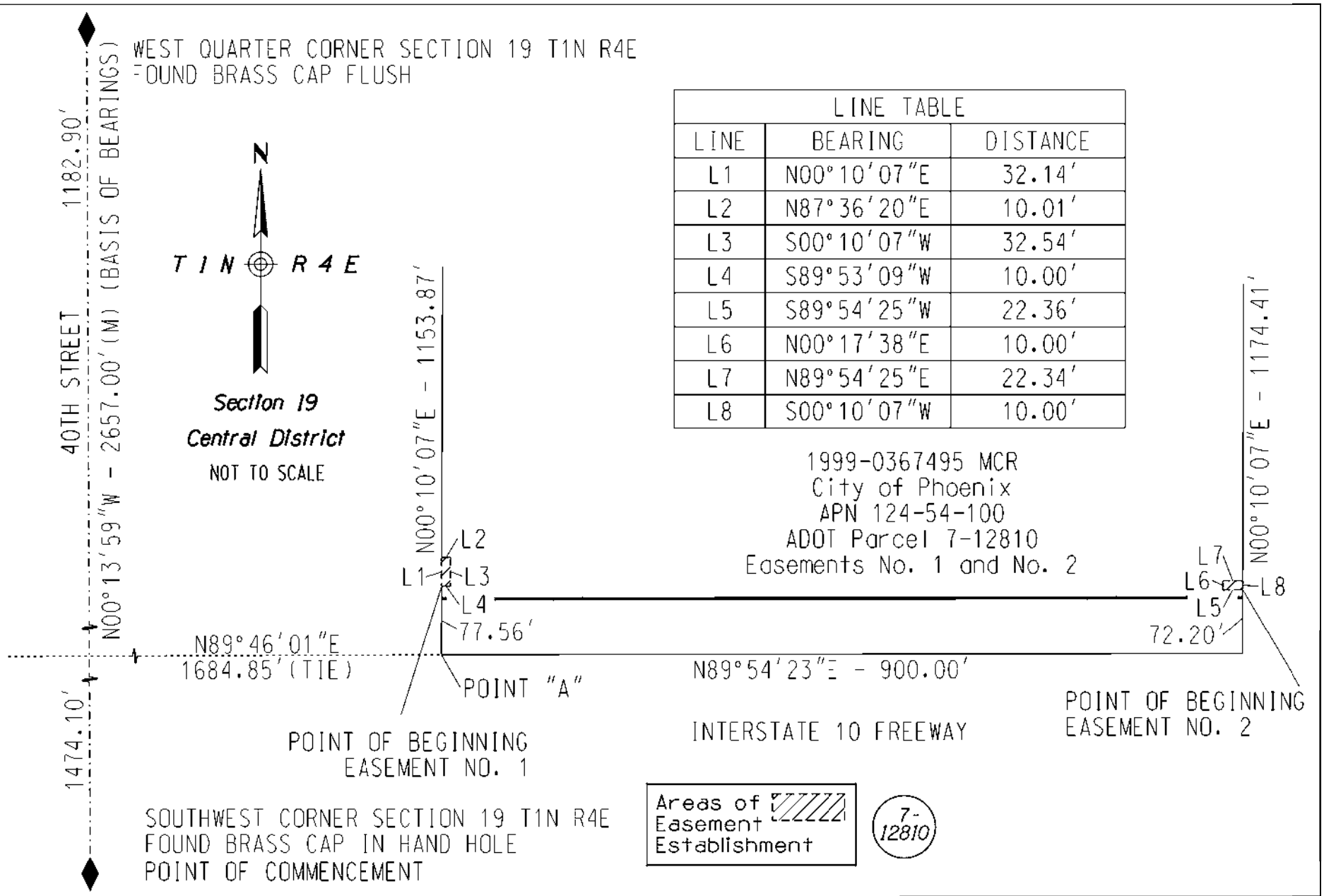
Thence along the East line of said easement, North 00° 17′ 38″ East, a distance of 10.00 feet;

Thence North 89° 54′ 25″ East, a distance of 22.34 feet to the East boundary of said parcel;

Thence along the East boundary of said parcel, South 00° 10′ 07″ West, a distance of 10.00 feet to said POINT OF BEGINNING of Easement No. 2.

Said Easement No. 2 contains an area of 223 square feet, more or less.

This document describes multiple easements each interdependent on the other and should be reproduced in its entirety.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°10'07"E	32.14'
L2	N87°36'20"E	10.01'
L3	S00°10'07"W	32.54'
L4	S89°53'09"W	10.00'
L5	S89°54'25"W	22.36'
L6	N00°17'38"E	10.00'
L7	N89°54'25"E	22.34'
L8	S00°10'07"W	10.00'

2022-02-A-010
February 18, 2022
Sheet 19 of 22

APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

APPENDIX "A"
Legal Description

ADOT Parcel 7–12811:

An easement within a parcel of land as described in Document 2021-1294563 Maricopa County Recorder (MCR) lying within the Southeast quarter of Section 24, Township 1 North, Range 3 East of the Gila and Salt River Meridian, Maricopa County, Arizona, being more particularly described as follows:

COMMENCING at the Southeast corner of Section 24, being a brass cap in hand hole, from which the East quarter corner of said Section 24, being a brass cap flush, bears North 00° 13′ 59″ West, a distance of 2,657.00 feet (Basis of Bearings);

Thence along the East line of said Southeast quarter, North 00° 13′ 59″ West, a distance of 1,626.99 feet;

Thence South 89° 46′ 01″ West, a distance of 797.82 feet to the Northeast corner of said parcel and the POINT OF BEGINNING;

Thence along the East boundary of said parcel, South 00° 18′ 50″ East, a distance of 8.00 feet;

Thence South 89° 31′ 08″ West, a distance of 8.18 feet;

Thence South 00° 40′ 17″ East, a distance of 51.05 feet;

Thence South 16° 26′ 16″ East, a distance of 8.85 feet;

Thence South 83° 35′ 54″ West, a distance of 8.12 feet;

Thence North 16° 26′ 16″ West, a distance of 8.54 feet;

Thence North 00° 40′ 17″ West, a distance of 52.19 feet;

Thence South 89° 31′ 08″ West, a distance of 13.82 feet to the West boundary of said parcel;

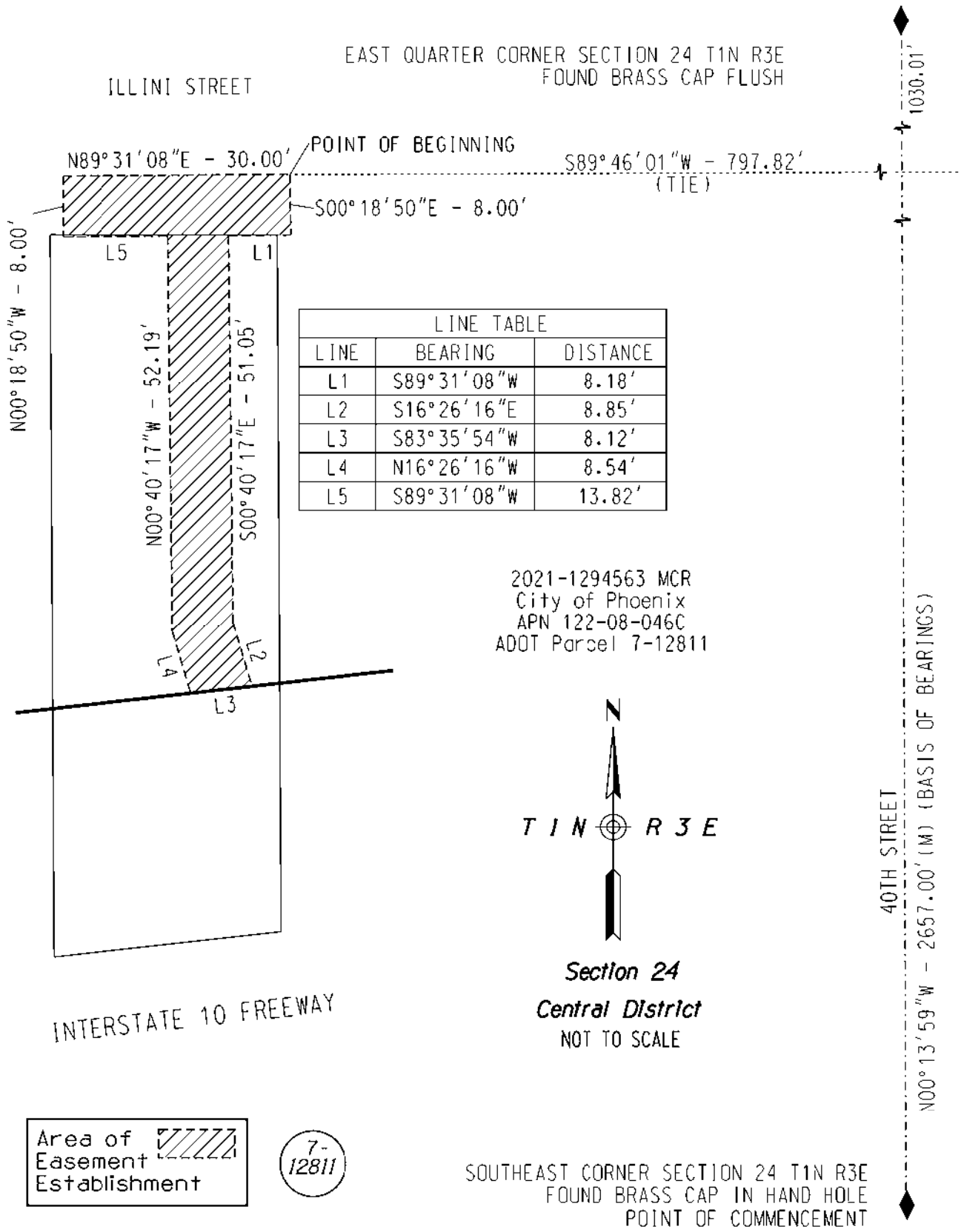
Thence along the West boundary of said parcel, North 00° 18′ 50″ West, a distance of 8.00 feet to the Northwest corner of said parcel;

(Continued)

APPENDIX "A"
Legal Description
(Continued)

Thence along the North boundary of said parcel, North 89° 31′ 08″ East, a distance of 30.00 feet to said POINT OF BEGINNING.

Said easement contains an area of 722 square feet, more or less.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S89°31'08"W	8.18'
L2	S16°26'16"E	8.85'
L3	S83°35'54"W	8.12'
L4	N16°26'16"W	8.54'
L5	S89°31'08"W	13.82'

2022-02-A-010
February 18, 2022
Sheet 22 of 22

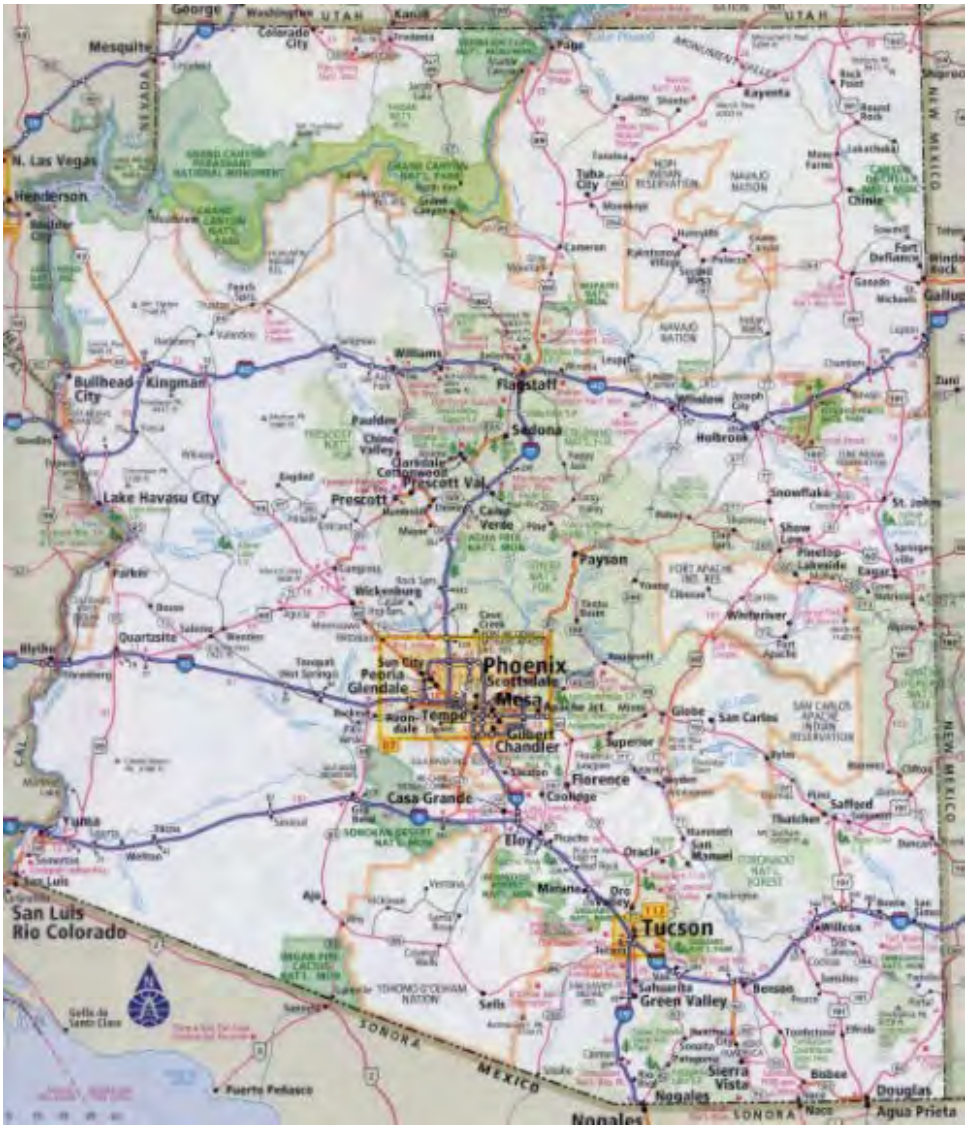
APPENDIX "A"

010 MA 151 F0072 / 010-C(220)T
PHOENIX - CASA GRANDE HIGHWAY
I-17 Split - S.R. 202L Santan
Maricopa County

PPAC - PROJECT MODIFICATIONS- DISCUSSION AND POSSIBLE ACTION

*ITEM7a.

Route & MP:	Statewide
Project Name:	USFWS Liaison (FY21 - FY25)
Type of Work:	Section 7 review and programmatic agreements
County:	Statewide
District:	Statewide
Schedule:	
Project:	M715101X TIP#: 101729
Project Manager:	Kristin Gade
Program Amount:	$335,000
New Program Amount:	$477,000
Requested Action:	Increase funding.



PRB Item #:

02

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 2/1/2022 2. Teleconference: No

3. Form Date / 5. Form By:

2/1/2022

Kristin Gade

4. Project Manager / Presenter:

Kristin Gade @ (602) 292-0301

1611 W Jackson St, 36, EM02 - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

USFWS Liaison (FY21 - FY25)

7. Type of Work:

Section 7 review and programmatic agreements

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JU1P		999	Statewide	0	M715101X	0	

16. Program Budget: $335

17. Program Item #: 101729

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$335	$142	$477

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
77720	$165	ENVIRONMENTAL SUPPORT SERVICES	
76521	$170		

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76522	$142	FEDERAL AGENCY SUPPORT	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 20-0007702 SIGNED: YES ADV: NO

☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	NOT APPLICABLE	24f. MATERIALS MEMO COMP:	NOT APPLICABLE
24g. U&RR CLEARANCE:	NOT APPLICABLE	24h. C&S CLEARANCE:	NOT APPLICABLE
24i. R/W CLEARANCE:	NOT APPLICABLE	24j. CUSTOMIZED SCHEDULE:	NOT APPLICABLE
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Increase funding

26. JUSTIFICATION OF REQUEST

This request is to fund the liaison position through June 2023.

Funding this position reduces overall review times at the US Fish and Wildlife Service (USFWS) and establishes a priority list for expedited review of particular projects. This also allows USFWS personnel to assist in developing programmatic consultation to further expedite routine reviews.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7b.

Route & MP:	SR 92 @ MP 325.25
Project Name:	GLENN RD - CALLE DEL TECOLOTE
Type of Work:	MILL AND REPLACE FRICTION COURSE
County:	Cochise
District:	Southcentral
Schedule:	FY 2022
Project:	F039501C TIP#: 102274
Project Manager:	Rashidul Haque
Program Amount:	$1,269,000
New Program Amount:	$2,000,000
Requested Action:	Change Type Of Work, Increase Construction Budget.

PRB Item #:

05

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/11/2022 2. Teleconference: No

3. Form Date / 5. Form By:

1/14/2022

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

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

6. Project Name:

GLENN RD - CALLE DEL TECOLOTE

7. Type of Work:

MILL AND REPLACE FRICTION COURSE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
PV1P	Southcentral	92	Cochise	325.25	F039501C ?	3.1	092-A(209)T

16. Program Budget: $1,269

17. Program Item #: 102274

18. Current Approved Program Budget: $1,269

18a. (+/-) Program Budget Request: $731

18b Total Program Budget After Request: $2,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
CRRSAA	$1,269	.	

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
CRRSAA	$731	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 22

22. CURRENT BID READY:

23. CURRENT ADV DATE: 3/21/2022

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	NOT APPLICABLE
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Change Type Of Work, Increase Construction Budget

26. JUSTIFICATION OF REQUEST

Original Program construction estimate was based on anticipated pavement treatment of mill and replace existing 1/2" AR-ACFC.
The three mile long project has 42 driveways,17 cross roads and 2 signalized intersections. Because of all of the turning movements within this three mile long segment, the surface treatment needs to be a bonded overlay.
Additional construction funding is needed because of this change. ICAP is included in this request.

The type of work should be modified to: "Mill & Replace with Bonded Overlay" .

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCOPE
CHANGE IN TYPE OF WORK
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7c.

Route & MP:	I-17 @ MP 337.3
Project Name:	Airport Road TI UP
Type of Work:	Bridge Replacement
County:	Coconino
District:	Northcentral
Schedule:	
Project:	F036201D TIP#: 100188
Project Manager:	Rehnuma Rahman
Program Amount:	$805,000
New Program Amount:	$1,680,000
Requested Action:	Increase budget.

PRB Item #:

10

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/25/2022 2. Teleconference: No

3. Form Date / 5. Form By:

1/27/2022

Rehnuma Rahman

4. Project Manager / Presenter:

Rehnuma Rahman @ (602) 712-7382

1221 N 21st Ave, Next, O68R - 4983 PROJECT MANAGEMENT

6. Project Name:

Airport Road TI UP

7. Type of Work:

Bridge Replacement

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
SR1O	Northcentral	I-17	Coconino	337.3	F036201D	1	017-B(237)T

16. Program Budget: $805

17. Program Item #: 100188

18. Current Approved Program Budget: $805

18a. (+/-) Program Budget Request: $875

18b Total Program Budget After Request: $1,680

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
100188	$805	.	Airport Road TI UP - Bridge Rehabilitation

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76222	$875	BRIDGE REPLACEMENT & REHABILITATION	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	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

The Design budget of the bridge replacement project was approved at PRB on 5/11/21. The project was advertised to select a design consultant in July, 2021. While preparing the DICE estimate for PRB approval in May, 2021, there were design items missed in the design estimate calculations. Examples of overlooked items are: additional geotechnical investigation due to anticipation of the variable depth to bedrocks, 2 borings at each substructure instead of 1, also seismic lines to map bedrock transversely, Traffic plan and survey aerial mapping to capture the limits along I-17 for MOT crossovers and to capture the limits along the crossroads that could be impacted by the alignment shift, associated field survey to set ground panels, field survey for project features, intersections, roundabouts etc. Also, the team agreed to add a Stage I (15pct) design submittal to evaluate the horizonal alignment alternatives, selecting the span options for selected horizontal alignment, evaluate the MOT concepts. The cost of the Stage I submittal was not included in the design cost estimate.

The ADOT team evaluated the cost proposal submitted by the design consultant and provided comments to reduce costs in a few items. The team agreed that the final cost proposal provided by the consultant was appropriate.

Staff: $5K
Consultant: $794K
ICAP: $86K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7d.

Route & MP:	Local
Project Name:	Skousen Rd / Eleven Mile Corner; SR87-Battaglia Rd
Type of Work:	INSTALL RUMBLE STRIPS AND STOP SIGNS
County:	Pinal
District:	Southcentral
Schedule:	
Project:	T026601C TIP#: 101741
Project Manager:	Bharat Kandel
Program Amount:	$0
New Program Amount:	$555,000
Requested Action:	Establish Construction Project.

PRB Item #:

01

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/25/2022 2. Teleconference: No

3. Form Date / 5. Form By:

1/27/2022

Bharat Kandel

4. Project Manager / Presenter:

Bharat Kandel @ (602) 712-8736

205 S 17th Ave, , EM01 - 4983 PROJECT MANAGEMENT

6. Project Name:

Skousen Rd / Eleven Mile Corner; SR87-Battaglia Rd

7. Type of Work:

INSTALL RUMBLE STRIPS AND STOP SIGNS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
LX1P	Southcentral	0000	Pinal	CLG	T026601C ?		HSIP-CLG-0(209)T

16. Program Budget: $0

17. Program Item #: 101741

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$555	$555

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70122	$555	MODERNIZATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 22

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 20-0007827-I SIGNED: YES ADV: YES

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:	NOT APPLICABLE
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

Establish Construction Project

26. JUSTIFICATION OF REQUEST

The Final Design of the subject FY2022 Construction HSIP project is complete, its Recapitulation Estimate prepared, and it is scheduled to be advertised in the third quarter of FY2022.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

*ITEM 7e.

Route & MP:	SR 387 @ MP 0.5
Project Name:	MCMURRY BLVD - VAL VISTA RD; CITY OF CASA GRANDE
Type of Work:	UPGRADE TRAFFIC SIGNAL EQUIPMENT
County:	Pinal
District:	Southcentral
Schedule:	
Project:	F049001X TIP#: 102993
Project Manager:	James Gomes
Program Amount:	$0
New Program Amount:	$305,000
Requested Action:	Establish a new project.

PRB Item #:

04

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/11/2022 ☑ 2. Teleconference: (520) 388-4231

3. Form Date / 5. Form By:

1/24/2022

James Gomes

4. Project Manager / Presenter:

James Gomes @ (520) 388-4231

1221 S 2nd Ave, , T100 - 6500 OPERATIONAL TRAFFIC & SAFETY ADMINISTRAT

6. Project Name:

MCMURRY BLVD - VAL VISTA RD; CITY OF CASA GRANDE

7. Type of Work:

UPGRADE TRAFFIC SIGNAL EQUIPMENT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
VA1P	Southcentral	387	Pinal	0.5	F049001X ?	5.5	

16. Program Budget: $0

17. Program Item #: 102993

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$305	$305

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78822	$305	TSM&O	TSMO FY 22 Subprogram

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO ☑ **PROJECT FUNDING VERIFIED BY PM**

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

24e. ENVIRONMENTAL CLEARANCE:	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

The South Central Traffic Operations (Unit 6543) requests to upgrade 5 TS-1 signal cabinets with TS-2, Type 1 signal cabinets along SR-387 in the City of Casa Grande. This project will utilize TSMO subprogram funds to purchase traffic signal equipment to upgrade the current facilities. The project consists of upgrading 5 traffic signal cabinets and controllers and providing radio communications and CCTV cameras to these facilities for operational use. This will include adding video detection, radio communications, and CCTV cameras. This work is necessary since the cabinets currently installed at each location are outdated equipment. They are all 10 to 15+ years old and require replacement for optimal functionality with the new communication equipment that will be installed. When these older cabinets are knocked down, replacing them with the same type, TS-1, requires more than eight hours for the signal techs to rewire to ensure functionality. With the requested TS-2 replacement cabinets, no wiring is needed, as all programming is done through the controller, allowing the technician to make adjustments more efficiently.

This project involves utilizing ADOT manpower to remove the existing TS-1 signal cabinets and replace with the new TS-2, Type I signal cabinets at the 5 intersections.

This project will be going through procurement. ICAP is included in this project.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7f.

Route & MP:	SR 69 @ MP 280.0
Project Name:	SR 69 @ SR 169
Type of Work:	ROUNDABOUT
County:	Yavapai
District:	Northwest
Schedule:	
Project:	F028801D TIP#: 103036
Project Manager:	Vivian Li
Program Amount:	$0
New Program Amount:	$1,025,000
Requested Action:	Establish new design project.

PRB Item #:

05

ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/25/2022 2. Teleconference: No

3. Form Date / 5. Form By:
1/27/2022
Pei-jung Li

4. Project Manager / Presenter:
Pei-jung Li @ (602) 712-8708
205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:
SR69 @ SR169

7. Type of Work:
ROUNDABOUT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
VG1P	Northwest	69	Yavapai	280.0	F028801D	1.0	

16. Program Budget: $0

17. Program Item #: 103036

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $1,025

18b Total Program Budget After Request: $1,025

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
OTHR22	$200	.	Developer contribution
73322	$825	STATEWIDE MINOR PROJECTS	

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: 19-0007624-I SIGNED: YES ADV: YES

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 new design project

26. JUSTIFICATION OF REQUEST

This is a Minor Program Project for the intersection improvement on SR69 at SR169 in the Town of Dewey-Humboldt, to address safety and mobility. The Developer approved the JPA for private contribution on September 20, 2021. This request is for partial design funding. The amount of additional design funds and construction will be determined once the initial design footprint is identified and utility relocation and ROW needs are evaluated.

Consultant- $480K
ROW PE Consultant- $231K
Staff - $216K (including survey)
ICAP - $98K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

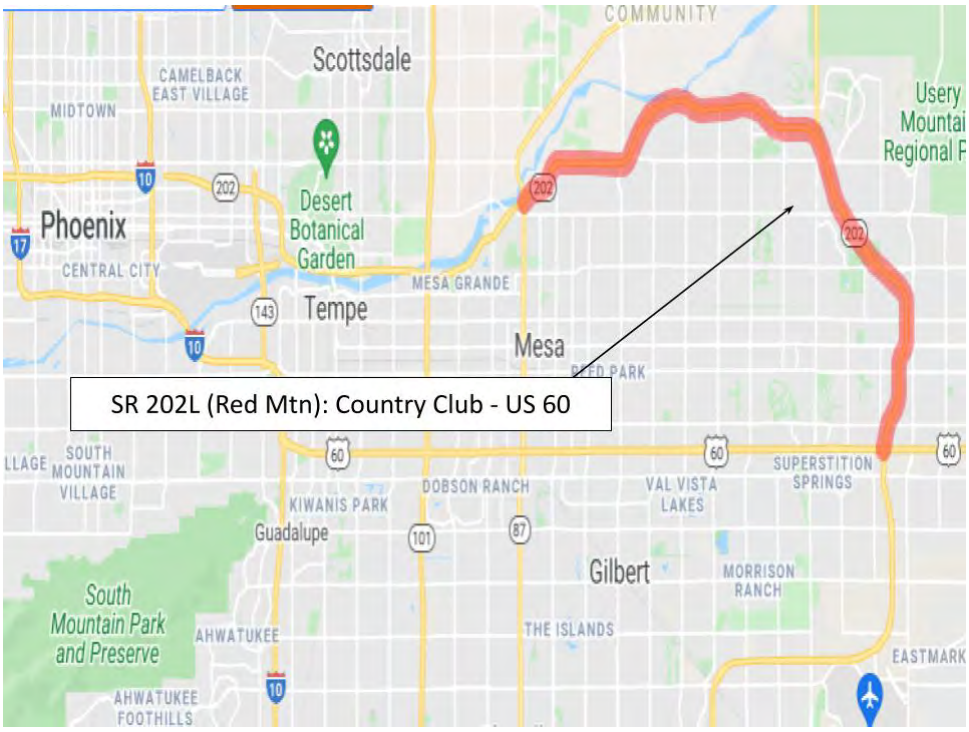
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7g.

Route & MP:	SR 202L @ MP 13
Project Name:	SR 202 Red Mtn; Country Club - US 60
Type of Work:	UPGRADE CONTROLLERS
County:	Maricopa
District:	Southcentral
Schedule:	
Project:	F048201X TIP#: 101796
Project Manager:	Steven Cheshko
Program Amount:	$0
New Program Amount:	$222,000
Requested Action:	Establish New Project.



PRB Item #:

03

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/25/2022 2. Teleconference: No

3. Form Date / 5. Form By:

1/27/2022

Steven Cheshko

4. Project Manager / Presenter:

Steven Cheshko @ (602) 712-2239

2302 W Durango St, , PM02 - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

SR 202 Red Mtn; Country Club - US 60

7. Type of Work:

UPGRADE CONTROLLERS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
VH1P	Southcentral	202L	Maricopa	13	F048201X ?	17	202-B(206)T

16. Program Budget: $0

17. Program Item #: 101796

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $222

18b Total Program Budget After Request: $222

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
OTHR22	$209	.	MAG CMAQ Funding
78822	$13	TSM&O	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 22

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

☑ **PROJECT FUNDING VERIFIED BY PM**

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

24e. ENVIRONMENTAL CLEARANCE:	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 Project

26. JUSTIFICATION OF REQUEST

This project will go through procurement and install ramp meter and count station controllers along the SR 202 Red Mountain. Environmental, U&RR, and R/W Clearances are needed. Installation will be done by ADOT staff.

MAG ID: 22754, TIP ID: DOT22-832

Project: $197K
Design: $2K
ICAP: $23K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

*ITEM 7h.

Route & MP:	SR 202L @ MP 39
Project Name:	SR 202 Santan; I-10 - Ray Road
Type of Work:	UPGRADE CONTROLLERS
County:	Maricopa
District:	Central
Schedule:	
Project:	F048301X TIP#: 101795
Project Manager:	Steven Cheshko
Program Amount:	$0
New Program Amount:	$172,000
Requested Action:	Establish New Project.

PRB Item #:

04

ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/25/2022 2. Teleconference: No

3. Form Date / 5. Form By:
1/27/2022
Steven Cheshko

4. Project Manager / Presenter:
Steven Cheshko @ (602) 712-2239
2302 W Durango St, , PM02 - 6003 SYSTEMS TECHNOLOGY

6. Project Name:
SR 202 Santan; I-10 - Ray Road

7. Type of Work:
UPGRADE CONTROLLERS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
VJ1P	Phoenix	202L	Maricopa	39	F048301X ?	16	202-C(211)T

16. Program Budget: $0

17. Program Item #: 101795

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $172

18b Total Program Budget After Request: $172

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
OTHR22	$162	.	MAG CMAQ Funding
78822	$10	TSM&O	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 22
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

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

☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	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 Project

26. JUSTIFICATION OF REQUEST

This project will go through procurement and install ramp meter and count station controllers along the SR 202 San Tan. Environmental, U&RR, and R/W Clearances are needed. Installation will be done by ADOT staff.

MAG ID: 32573, TIP ID: DOT22-831

Project: $152K
Staff: $2K
ICAP: $18K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/9/2022

PRB APPROVED

STATE ENGINEER'S REPORT
January 2022

The Status of Projects Under Construction report for January 2022 shows 78 projects under construction valued at $1,922,083,885.92. The transportation board awarded 5 projects during January valued at approximately $37.1 million.

During January, the Department finalized 3 projects valued at $15,179,446.13. 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 52 projects. The total cost of these 52 projects has exceeded the contractors bid amount by 4.3%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 1.6%.

MONTHLY CONSTRUCTION REPORT

January 2022

PROJECTS UNDER CONSTRUCTION	78
MONETARY VALUE OF CONTRACTS	$1,922,083,885.92
PAYMENTS MADE TO DATE	$757,737,187.73
STATE PROJECTS	62
LOCAL GOVERNMENT	16
OTHER	
CONTRACTS EXECUTED IN DECEMBER 2021	6
MONETARY AMOUNT OF CONTRACTS EXECUTED	$48,937,564.58

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (FiscalYear 2022 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
52	$287,451,029.33	$278,914,735.86	$291,015,961.72	$12,101,225.86	4.3%

Prepared By:

DocuSigned by:
Ladd Bouts 2/1/2022
4121CC9894A942B...

Field Reports Unit, X7301

Checked By:

DocuSigned by:
Irene Del Castillo 2/1/2022
697D5935C248471...

Irene Del Castillo, Manager

Field Reports Unit, X7301

Completed Contracts (FiscalYear 2022)

January, 2022

Totals	No. of Contracts	State Estimate	Bid Amount	Final Cost
# of Projects: 3	3	$18,363,832.96	$16,226,731.36	$15,179,446.13
		Monetary		Monetary
		($2,137,101.60)		($1,047,285.23)

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2022
January, 2022

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
260-C(204)T H826901C Working Days: 0 Days Used: 138	LITTLE COLORADO RIV. BR # 416 NorthEast District						
			AZ Western Contracting, Inc.	Low Bid =	$84,736.90 or 11.93% over State Estimate		
		710,167.66		$794,904.56	$678,165.81	($116,738.75)	-14.7 %
092-A-(208)T H889101C Working Days: 80 Days Used: 78	BAUMKIRCHNER RD TO BISBEE ROUN SouthEast District						
			CACTUS TRANSPORT, INC.	Low Bid =	$331,615.36 or 20.03% over State Estimate		
		1,655,767.00		$1,987,382.36	$1,924,699.76	($62,682.60)	-3.2 %
040-B-(226)T H893301C Working Days: 299 = 160 + 9 + 80 + 30 + 20 Days Used: 312	I-40, MARKHAM WASH - EAST 40B NorthWest District						
			FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid =	($2,553,453.86) or 15.96% under State Estimate		
		15,997,898.30		$13,444,444.44	$12,576,580.56	($867,863.88)	-6.5 %

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2022.

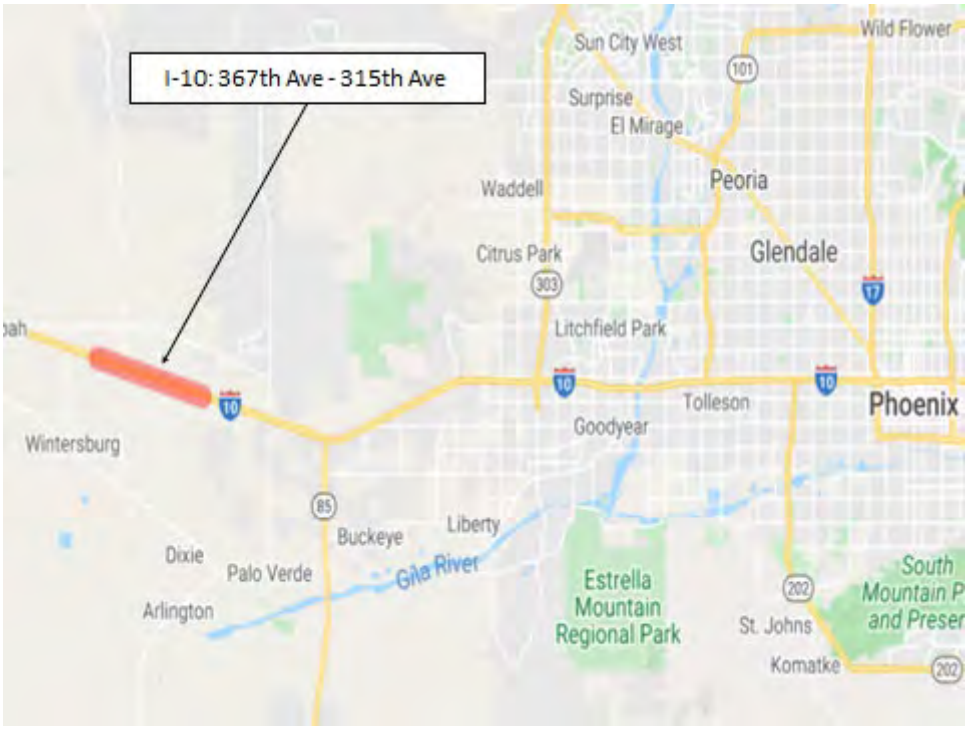
		LESS ADJUSTMENTS FOR						
MONTH	CUMULATIVE FINAL COST	REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
Jul-21	$ 13,114,728	$ 243,287	$ (7,189)	$ 69,966	$ 306,064	$ 12,739,896	$ 12,808,665	0.5%
Aug-21	$ 159,659,933	$ 2,730,400	$ 500,755	$ 1,096,935	$ 4,634,153	$ 152,575,285	$ 155,025,780	1.6%
Sep-21	$ 209,786,828	$ 709,024	$ 122,004	$ -	$ 5,465,181	$ 195,717,714	$ 204,321,647	4.4%
Oct-21	$ 244,205,723	$ 246,754	$ 758,388	$ -	$ 6,470,322	$ 229,753,407	$ 237,735,400	3.5%
Nov-21	$ 245,689,111	$ 75,870	$ -	$ -	$ 6,546,192	$ 231,093,038	$ 239,142,919	3.5%
Dec-21	$ 275,836,516	$ 211,887	$ 738,037	$ -	$ 7,496,116	$ 262,688,005	$ 268,340,400	2.2%
Jan-22	$ 291,015,962	$ 36,891	$ 245,023	$ -	$ 7,778,030	$ 278,914,736	$ 283,237,932	1.6%
Feb-22					$ 7,778,030		$ (7,778,030)	
Mar-22					$ 7,778,030		$ (7,778,030)	
Apr-22					$ 7,778,030		$ (7,778,030)	
May-22					$ 7,778,030		$ (7,778,030)	
Jun-22					$ 7,778,030		$ (7,778,030)	
		$ 4,254,112	$ 2,357,016	$ 1,166,901	$ 7,778,030			

Contracts: (Action as Noted) Page 339

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

*ITEM 9a:

BOARD DISTRICT NO.:	1
BIDS OPENED:	JANUARY 21, 2022
HIGHWAY:	EHRENBURG – PHOENIX HIGHWAY (I-10)
SECTION:	367TH AVE – 315TH AVE
COUNTY:	MARICOPA
ROUTE NO.:	I-10
PROJECT : TRACS:	010-A(237)T: 010 MA 100 F041101C
FUNDING:	100% FEDS
LOW BIDDER:	FNF CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 1,949,131.50
STATE ESTIMATE:	$ 2,332,520.40
$ UNDER ESTIMATE:	$ 383,388.90
% UNDER ESTIMATE:	16.4%
PROJECT DBE GOAL:	5.23%
BIDDER DBE PLEDGE:	8.44%
NO. BIDDERS:	3
RECOMMENDATION:	AWARD



*ITEM 9b: BOARD DISTRICT NO.: 6

BIDS OPENED: JANUARY 21, 2022

HIGHWAY: KINGMAN - ASHFORK HIGHWAY (I-40)

SECTION: ANVIL ROCK ROAD TI UP

COUNTY: YAVAPAI

ROUTE NO.: I-40

PROJECT : TRACS: 040-B(230)T: 40 YV 109 F025401C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: $ 2,677,693.40

STATE ESTIMATE: $ 2,077,917.00

$ OVER ESTIMATE: $ 599,776.40

% OVER ESTIMATE: 28.9%

PROJECT DBE GOAL: 8.96%

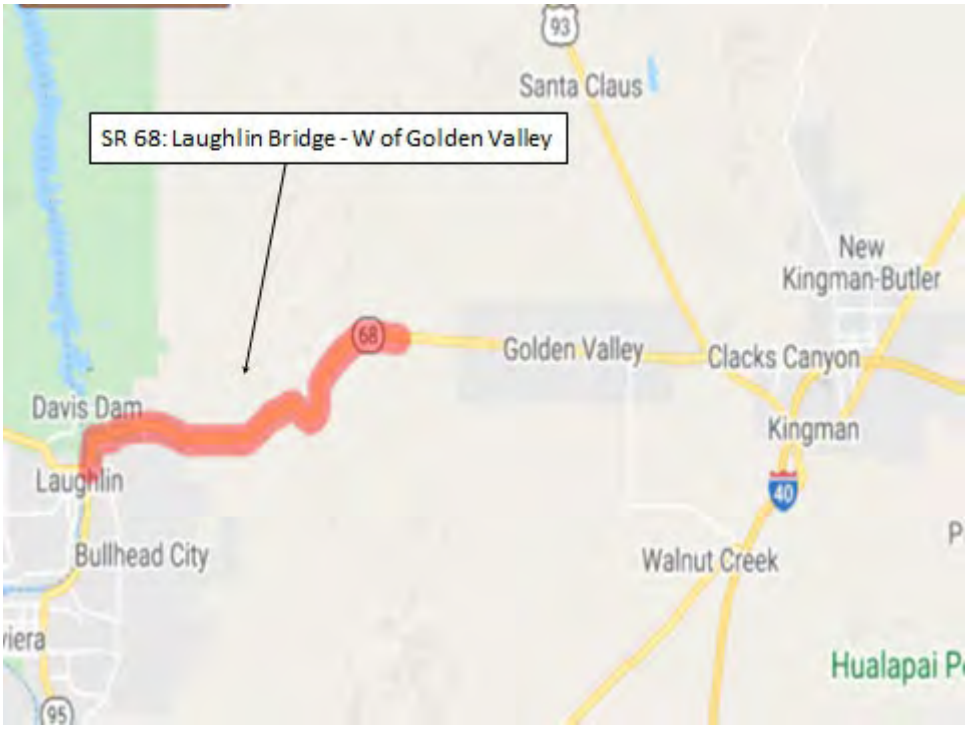
BIDDER DBE PLEDGE: 13.37%

NO. BIDDERS: 2

RECOMMENDATION: AWARD

*ITEM 9c:

BOARD DISTRICT NO.:	6
BIDS OPENED:	JANUARY 28, 2022
HIGHWAY:	BULLHEAD CITY – KINGMAN HIGHWAY (SR 68)
SECTION:	LAUGHLIN BRIDGE – W OF GOLDEN VALLEY
COUNTY:	MOHAVE
ROUTE NO.:	SR 68
PROJECT : TRACS:	068-A(208)T: 068 MO 000 F040601C
FUNDING:	100% FEDS
LOW BIDDER:	PAVECO, INC.
LOW BID AMOUNT:	$ 3,589,004.00
STATE ESTIMATE:	$ 4,516,355.00
$ UNDER ESTIMATE:	$ 927,351.00
% UNDER ESTIMATE:	20.5%
PROJECT DBE GOAL:	4.36%
BIDDER DBE PLEDGE:	5.74%
NO. BIDDERS:	5
RECOMMENDATION:	AWARD



*ITEM 9d: BOARD DISTRICT NO.: 2

BIDS OPENED: JANUARY 28, 2022

HIGHWAY: WEST AJO HWY (SR 86)

SECTION: KENNEY RD – I-19

COUNTY: PIMA

ROUTE NO.: SR 86

PROJECT : TRACS: 086-A(225)T: 086 PM 166 F040001C

FUNDING: 100% FEDS

LOW BIDDER: SUNLAND APSHALT & CONSTRUCTION, LLC

LOW BID AMOUNT: $ 2,538,000.00

STATE ESTIMATE: $ 2,130,968.10

$ OVER ESTIMATE: $ 407,031.90

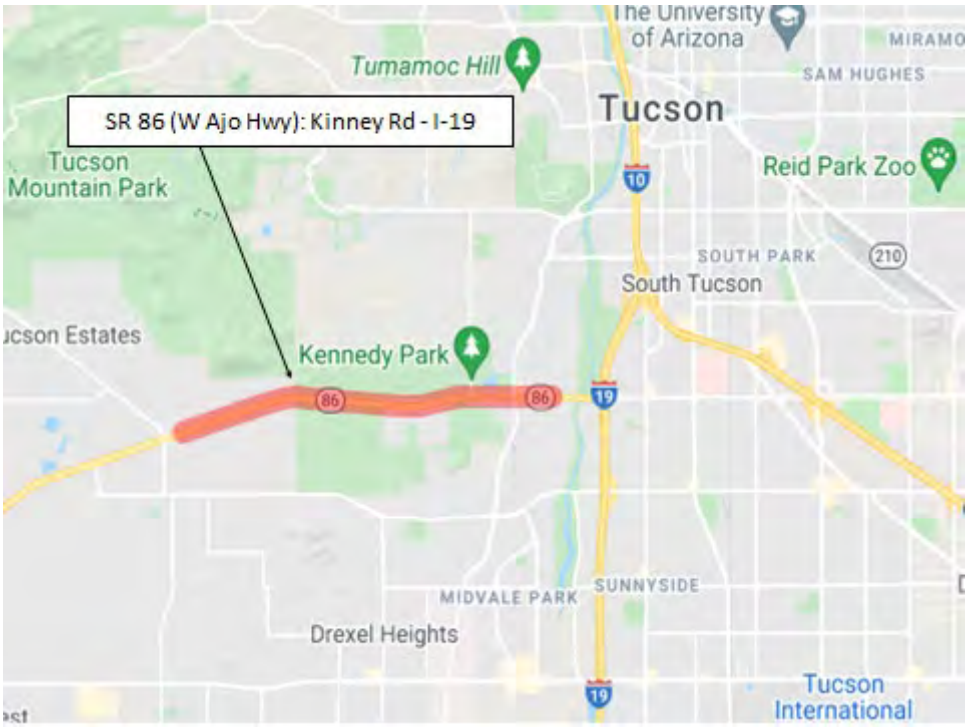
% OVER ESTIMATE: 19.1%

PROJECT DBE GOAL: 7.20%

BIDDER DBE PLEDGE: 7.49%

NO. BIDDERS: 1

RECOMMENDATION: AWARD



*ITEM 9e: BOARD DISTRICT NO.: 5

BIDS OPENED: JANUARY 21, 2022

HIGHWAY: PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)
PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)
PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)
PUMPHOUSE WASH BRIDGE

SECTION: OAK CREEK CANYON
MP 375.1 & MP 389.2

COUNTY: COCONINO

ROUTE NO.: SR 89A

PROJECT : TRACS: A89-B(217)T: 089A CN 387 H877801C
A89-B(218)T: 089A CN 388 H890701C
A89-B(222)T: 089A CN 375 F015401C

FUNDING: 94.30% FEDS 5.7% STATE

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

LOW BID AMOUNT: $ 11,111,111.11

STATE ESTIMATE: $ 9,252,469.05

$ OVER ESTIMATE: $ 1,858,642.06

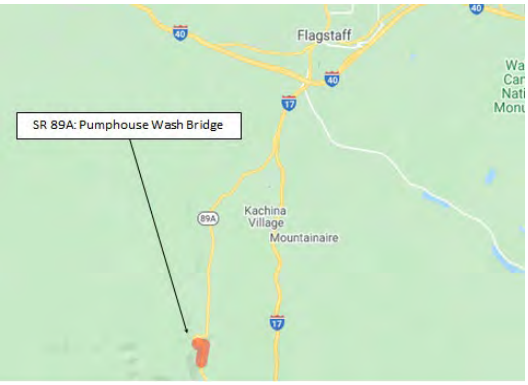
% OVER ESTIMATE: 20.1%

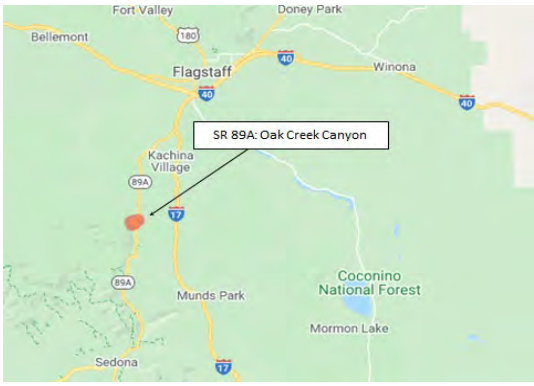
PROJECT DBE GOAL: 4.05%

BIDDER DBE PLEDGE: 4.60%

NO. BIDDERS: 2

RECOMMENDATION: AWARD





*ITEM 9f: BOARD DISTRICT NO.: 5

BIDS OPENED: JANUARY 14, 2022

HIGHWAY: FLAGSTAFF – VALLE HIGHWAY (SR 89A)

SECTION: SR 89A – I-40B

COUNTY: COCONINO

ROUTE NO.: SR 89A

PROJECT : TRACS: A89-B(224)T: 089A CN 402 F029601C

FUNDING: 97% FEDS 1% STATE 2% LOCAL

LOW BIDDER: SUNLAND APSHALT & CONSTRUCTION, LLC

LOW BID AMOUNT: $ 3,595,500.00

STATE ESTIMATE: $ 3,076,099.90

$ OVER ESTIMATE: $ 519,400.10

% OVER ESTIMATE: 16.9%

PROJECT DBE GOAL: 5.68%

BIDDER DBE PLEDGE: 7.31%

NO. BIDDERS: 4

RECOMMENDATION: AWARD

*ITEM 9g: BOARD DISTRICT NO.: 6

BIDS OPENED: JANUARY 21, 2022

HIGHWAY: SAN LUIS – YUMA – QUARTZSITE HIGHWAY (US 95)

SECTION: WELLTON – MOHAWK CANAL – IMPERIAL DAM RD

COUNTY: YUMA

ROUTE NO.: US 95

PROJECT : TRACS: 095-B(216)T: 095 YU 038 F041301C

FUNDING: 100% FEDS

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: $ 979,273.07

STATE ESTIMATE: $ 1,232,618.50

$ UNDER ESTIMATE: $ 253,345.43

% UNDER ESTIMATE: 20.6%

PROJECT DBE GOAL: 1.20%

BIDDER DBE PLEDGE: 10.60%

NO. BIDDERS: 3

RECOMMENDATION: AWARD

*ITEM 9h: BOARD DISTRICT NO.: 5

BIDS OPENED: JANUARY 21, 2022

HIGHWAY: TUBA CITY – WINDOW ROCK HIGHWAY (SR 264)

SECTION: MOENKOPI WASH BRIDGE

COUNTY: COCONINO

ROUTE NO.: SR 264

PROJECT : TRACS: 264-A(220)T: 264 CN 324 F023101C

FUNDING: 94.30% FEDS 5.7% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: $ 3,031,192.80

STATE ESTIMATE: $ 2,682,906.80

$ OVER ESTIMATE: $ 348,286.00

% OVER ESTIMATE: 13.0%

PROJECT DBE GOAL: 3.27%

BIDDER DBE PLEDGE: 6.78%

NO. BIDDERS: 5

RECOMMENDATION: AWARD

*ITEM 9i: BOARD DISTRICT NO.: 4

BIDS OPENED: JANUARY 28, 2022

HIGHWAY: COOLIDGE – FLORENCE HIGHWAY (SR 287)

SECTION: SR 87 – SR 79B

COUNTY: PINAL

ROUTE NO.: SR 287

PROJECT : TRACS: 287-B(200)T: 287 PN 134 F043101C

FUNDING: 100% FEDS

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: $ 1,048,974.98

STATE ESTIMATE: $ 1,293.180.80

$ UNDER ESTIMATE: $ 244,205.82

% UNDER ESTIMATE: 18.9%

PROJECT DBE GOAL: 8.45%

BIDDER DBE PLEDGE: 12.75%

NO. BIDDERS: 4

RECOMMENDATION: AWARD

*ITEM 9j: BOARD DISTRICT NO.: 6

BIDS OPENED: JANUARY 14, 2022

HIGHWAY: YUMA COUNTY

SECTION: SALINITY CANAL BRIDGE

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: YYU-0(218)T: 0000 YU YYU T024101C

FUNDING: 83.29% FEDS 5.03% STATE 11.68% LOCAL

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: $ 723,536.09

STATE ESTIMATE: $ 587,050.00

$ OVER ESTIMATE: $ 136,486.09

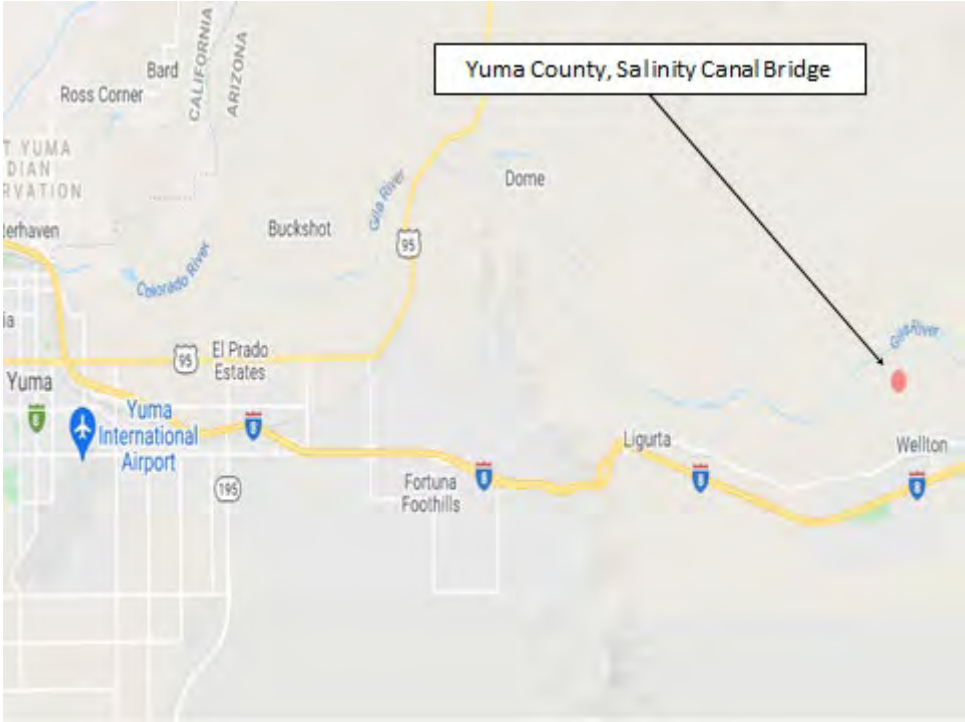
% OVER ESTIMATE: 23.2%

PROJECT DBE GOAL: 3.05%

BIDDER DBE PLEDGE: 4.74%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed work is located in Pima County on Interstate 10 between milepost 237.47 and 247.89 near Marana. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacement with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

Bid Opening Date : 1/7/2022, Prequalification Required, Engineer Specialist : Layth Al Obaidi

	Project No.	Highway Termini	Location		Item
010	PM 237 F039801C 010-D-(223)T	CASA GRANDE - TUCSON HIGHWAY	Marana Road - Ina Road	SouthCent District	102286

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$6,313,814.50	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
	$6,484,058.30	DEPARTMENT	
2	$7,575,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

Apparent Low Bidder is 2.6% Under Department Estimate (Difference = ($170,243.80))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 07, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	010 PM 237 F0398 01C
PROJECT NO	010-D(223)T
TERMINI	CASA GRANDE - TUCSON HWY (I-10)
LOCATION	MARANA ROAD - INA ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	237.37 to 247.89	SOUTHCENTRAL	102286

The amount programmed for this contract is $7,900,000. The location and description of the proposed work are as follows:

The proposed work is located in Pima County on Interstate 10 between milepost 237.47 and 247.89 near Marana. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacement with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 90 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.53.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole

discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/07/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

105 Working Days

The proposed project is located in Gila County on US 60, approximately 10 miles west of Carrizo. The project begins at milepost 305.0 and extends northeast to milepost 305.5. The work consists of installing soil replacement column to repair the failed slope, seeding, and other related work.

Bid Opening Date : 1/7/2022, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location		Item
060 GI 305 F043001C 060-E-(222)T	GLOBE – SHOW LOW HIGHWAY (US 60)	FLYING V SLOPE FAILURE	NorthEast District	102459

Rank	Bid Amount	Contractor Name	Address of Contractor
	$860,000.00	DEPARTMENT	
1	$905,018.36	BUESING CORP.	3045 S. 7TH ST. PHOENIX, AZ 85040-
2	$1,095,338.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-

Apparent Low Bidder is 5.2% Over Department Estimate (Difference = $45,018.36)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 07, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 GI 305 F0430 01C
PROJECT NO	060-E(222)T
TERMINI	GLOBE – SHOW LOW HIGHWAY (US 60)
LOCATION	FLYING V SLOPE FAILURE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
060	305.00	NORTHEAST	102459

The amount programmed for this contract is $900,000. The location and description of the proposed work are as follows:

The proposed project is located in Gila County on US 60, approximately 10 miles west of Carrizo. The project begins at milepost 305.0 and extends northeast to milepost 305.5. The work consists of installing soil replacement column to repair the failed slope, seeding, and other related work.

This project is located on a Native American Reservation, in the White Mountain Apache Reservation area, which may subject the contractor to the laws and regulations of the White Mountain Apache Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the White Mountain Apache Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 105 working days.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.66.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/09/21

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Calendar Days

The proposed project is located in Pinal County on SR 87 at MP 137.70, 139.01, and 140.63 respectively, west of the Town of Florence. The portion of the project is located within the Gila River Indian Community. The work consists of deck overlay and scour retrofit. The deck overlay will be performed on the High Line Canal, McClellan Wash and Santa Cruz Bridges and scour retrofit will be performed on the McClellan Wash Bridge and Santa Cruz Bridge. The work includes milling roadway pavement and filling with asphaltic concrete, mechanical milling of the bridge deck and overlaying bridge deck surface with polyester polymer concrete, installing concrete floor underneath the existing bridges, pavement marking, seeding and other related works.

Bid Opening Date : 1/21/2022, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location	Item
087 PN 137 F030201C 087-A-(212)T	PICACHO-COOLDG -CHNDLR- MESA HWY (SR 87)	HIGH LINE CANAL, McCLELLAN WAS SouthCent District	100214

Rank	Bid Amount	Contractor Name	Address of Contractor
	$1,154,464.20	DEPARTMENT	
1	$1,172,854.80	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-

Apparent Low Bidder is 1.6% Over Department Estimate (Difference = $18,390.60)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	087 PN 137 F030201C
PROJECT NO	087-A(212)T
TERMINI	PICACHO-COOLDG –CHNDLR- MESA HWY (SR 87)
LOCATION	HIGH LINE CANAL, McCLELLAN & SANTA CRUZ WASH BRIDGES

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	137.68 to 140.74	SOUTHCENTRAL	100214

The amount programmed for this contract is $ 1,300,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on SR 87 at MP 137.70, 139.01, and 140.63 respectively, west of the Town of Florence. The portion of the project is located within the Gila River Indian Community. The work consists of deck overlay and scour retrofit. The deck overlay will be performed on the High Line Canal, McClellan Wash and Santa Cruz Bridges and scour retrofit will be performed on the McClellan Wash Bridge and Santa Cruz Bridge. The work includes milling roadway pavement and filling with asphaltic concrete, mechanical milling of the bridge deck and overlaying bridge deck surface with polyester polymer concrete, installing concrete floor underneath the existing bridges, pavement marking, seeding and other related works.

This project is located on a Native American Reservation, in the Gila River Indian Community area, which may subject the contractor to the laws and regulations of the Gila River Indian Community and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by Gila River Indian Community on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 80 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 to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.29.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/01/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

190 Calendar Days

The proposed project is located in Pinal County on Russell Road 3 miles east of Stanfield, and 9 miles west of Casa Grande. The work consists of constructing new asphalt concrete road over existing dirt road, seeding, signing, pavement marking, and other related items.

Bid Opening Date : 1/7/2022, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 PN PPN T018601C PPN-0-(219)T	PINAL COUNTY	RUSSELL RD; ARICA TO I-8 & I-8 SouthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$3,077,777.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	5624 N. 54TH AVENUE GLENDALE, AZ 85301-
2	$3,190,777.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	$3,308,065.74	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-
	$3,316,557.15	DEPARTMENT	
4	$3,651,417.45	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504

Apparent Low Bidder is 7.2% Under Department Estimate (Difference = ($238,780.15))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 07, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN PPN T0186 01C
PROJECT NO	PPN-0(219)T
TERMINI	PINAL COUNTY
LOCATION	RUSSELL ROAD; ARICA - I-8 & I-8 - SR 84

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

The amount programmed for this contract is $4,600,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on Russell Road 3 miles east of Stanfield, and 9 miles west of Casa Grande. The work consists of constructing new asphalt concrete road over existing dirt road, seeding, signing, pavement marking, and other related items.

The time allowed for the completion of the work included in this contract will be **190** 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 to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.23.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: NOVEMBER 22, 2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed project is located in Maricopa County on Interstate 10 between milepost 100.0 and 105.9, east of Tonopah. The work consists of removing the existing asphaltic rubber asphaltic concrete friction course by milling and replacing with new hot mix asphalt concrete bonded overlay. The work also includes pavement marking and other related work.

Bid Opening Date : 1/21/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location		Item
010 MA 100 F041101C 010-A-(237)T	EHRENBURG-PHOENIX HIGHWAY (I-10)	367TH AVE - 315TH AVE	SouthWest District	102290

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$1,949,131.50	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	$2,127,770.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	$2,303,282.94	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
	$2,332,520.40	DEPARTMENT	

Apparent Low Bidder is 16.4% Under Department Estimate (Difference = ($383,388.90))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	010 MA 100 F0411 01C
PROJECT NO	010-A(237)T
TERMINI	EHRENBURG-PHOENIX HIGHWAY (I-10)
LOCATION	367TH AVE - 315TH AVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	100 to 105.9	SOUTHWEST	102290

The amount programmed for this contract is $2,943,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County on Interstate 10 between milepost 100.0 and 105.9, east of Tonopah. The work consists of removing the existing asphaltic rubber asphaltic concrete friction course by milling and replacing with new hot mix asphalt concrete bonded overlay. The work also includes pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 70 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 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 5.23.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/16/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

155 Working Days

The proposed work is located in Yavapai County on Interstate 40, approximately 11 miles west of Seligman at mile post 109.65. Approximate length of the project is 0.13 mile. The work consists of removing and replacing the existing bridge deck and approach slabs on both sides of the bridge and replacing existing guardrail, replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 1/21/2022, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location		Item
040 YV 109 F025401C 040-B-(230)T	KINGMAN – ASHFORK HIGHWAY (I-40)	I 40 at MP 109	NorthWest District	9110

Rank	Bid Amount	Contractor Name	Address of Contractor
	$2,077,917.00	DEPARTMENT	
1	$2,677,693.40	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	$2,920,072.23	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

Apparent Low Bidder is 28.9% Over Department Estimate (Difference = $599,776.40)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	40 YV 109 F025401C
PROJECT NO	040-B(230)T
TERMINI	KINGMAN – ASHFORK HIGHWAY (I-40)
LOCATION	ANVIL ROCK ROAD TI UP

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
040	109.65	NORTHWEST	9110

The amount programmed for this contract is $2,250,000. The location and description of the proposed work are as follows:

The proposed work is located in Yavapai County on Interstate 40, approximately 11 miles west of Seligman at mile post 109.65. Approximate length of the project is 0.13 mile. The work consists of removing and replacing the existing bridge deck and approach slabs on both sides of the bridge and replacing existing guardrail, replacing pavement markings, and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 155 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 to §§ 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 8.96.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 11/24/21

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed work is located in Mohave County on SR 68, from Milepost 0 to Milepost 14.67. The work consists of micro-surfacing, milling and replacing the existing asphaltic concrete, concrete friction course, pavement marking and other related work.

Bid Opening Date : 1/28/2022, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.			Highway Termini	Location	Item
068	MO 068	F040601C 068-A-(208)T	BULLHEAD CITY - KINGMAN HIGHWAY (SR 68)	Laughlin Bridge - W of Golden NorthWest District	102279

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$3,589,004.00	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
2	$3,622,201.50	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
3	$3,699,000.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
4	$3,709,929.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
5	$4,224,344.00	MCCORMICK CONSTRUCTION CO.	P.O. BOX 545 BULLHEAD CITY, AZ 86430-
	$4,516,355.00	DEPARTMENT	

Apparent Low Bidder is 20.5% Under Department Estimate (Difference = ($927,351.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	068 MO 000 F0406 01C
PROJECT NO	068-A(208)T
TERMINI	BULLHEAD CITY - KINGMAN HIGHWAY (SR 68)
LOCATION	LAUGHLIN BRIDGE – W OF GOLDEN VALLEY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
068	0.00 -14.67	NORTHWEST	102279

The amount programmed for this contract is $8,000,000. The location and description of the proposed work are as follows:

The proposed work is located in Mohave County on SR 68, from Milepost 0 to Milepost 14.67. The work consists of micro-surfacing, milling and replacing the existing asphaltic concrete, concrete friction course, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 90 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.36.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: DECEMBER 22, 2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

75 Calendar Days

The proposed work is located in Pima County on State Route 86 between milepost 166.55 and 170.84 near South Tucson. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacement with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work

Bid Opening Date : 1/28/2022, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.			Highway Termini	Location		Item
086	PM 166	F040001C 086-A-(225)T	KINNEY RD - I-19	Ajo Way - I 19	SouthCent District	102288

Rank	Bid Amount	Contractor Name	Address of Contractor
	$2,130,968.10	DEPARTMENT	
1	$2,538,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

Apparent Low Bidder is 19.1% Over Department Estimate (Difference = $407,031.90)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 28, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	086 PM 166 F0400 01C
PROJECT NO	086-A(225)T
TERMINI	WEST AJO HWY (SR 86)
LOCATION	KINNEY RD – I-19

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 86	166.55 to 170.84	SOUTHCENTRAL	102288

The amount programmed for this contract is $2,600,000. The location and description of the proposed work are as follows:

The proposed work is located in Pima County on State Route 86 between milepost 166.55 and 170.84 near South Tucson. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with a bonded wearing course overlay. The project also includes spot repair work by milling and replacement with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 75 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 to §§ 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 7.20.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/23/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

250 Working Days

The proposed project 089A CN 387 H8778 01C is located in Coconino County within the Coconino National Forest on State Route 89A, MP 387.28 to MP 387.43. The work consists of Pumphouse Wash Bridge Rehabilitation. The work includes bridge deck and railing replacement, new approach slabs, painting of the bridge, pier encasement and scour mitigation; milling and repaving; guardrail replacement; restoration of a culvert outlet; signing and striping; seeding and other related work.

The proposed project 089A CN 388 H8907 01C is located in Coconino County within the Coconino National Forest on State Route 89A from MP 387.92 to MP 388.73 for location A and B and from MP 388.90 to MP 388.96 for Location C. The work consists of drainage and sediment control improvement by reducing erosion to preserve deteriorating slopes and reduce downstream pollution. The work includes installing concrete barrier, pipes, retaining wall and catch basin; gabion mattresses; roadside drainage excavation; seeding and other related work.

The proposed project 089A CN 375 F0154 01C is located in Coconino County on State Route 89A at MP 375.1 and MP 389.2. The work consists of improvements to mitigate rockfall at those locations, pavement improvements, pavement marking, traffic control and other related work.

Bid Opening Date : 1/21/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.			Highway Termini	Location		Item
089A	CN 388	H890701C A89-B-(218)T	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)	OAK CREEK CANYON	NorthCent District	6524
089A	CN 387	H877801C A89-B-(217)T	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)	PUMPHOUSE WASH BRIDGE	NorthCent District	24215
089A	CN 375	F015401C A89-B-(222)T	PRESCOTT - FLAGSTAFF HIGHWAY (SR 89A)	MP 375.1 & MP 389.2	NorthCent District	9170

Rank	Bid Amount	Contractor Name	Address of Contractor
	$9,252,469.05	DEPARTMENT	
1	$11,111,111.11	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 Drivers Way Tempe, AZ 85284-

Rank	Bid Amount	Contractor Name	Address of Contractor
2	$12,224,750.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Apparent Low Bidder is 20.1% Over Department Estimate (Difference = $1,858,642.06)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	089A CN 387 H877801C
PROJECT NO	A89-B(217)T
TERMINI	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)
LOCATION	PUMPHOUSE WASH BRIDGE

TRACS NO	089A CN 388 H8907 01C
PROJECT NO	A89-B(218)T
TERMINI	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)
LOCATION	OAK CREEK CANYON

TRACS NO	089A CN 375 F0154 01C
PROJECT NO	A89-B(222)T
TERMINI	PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)
LOCATION	MP 375.1 & MP 389.2

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	387.28 to 387.43	NORTHCENTRAL	24215
SR 89A	387.92 to 388.73 388.90 to 388.96	NORTHCENTRAL	6524
SR 89A	375.1 and 389.2	NORTHCENTRAL	9170

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 $12,462,000. The location and description of the proposed work are as follows:

The proposed project 089A CN 387 H8778 01C is located in Coconino County within the Coconino National Forest on State Route 89A, MP 387.28 to MP 387.43. The work consists of Pumphouse Wash Bridge Rehabilitation. The work includes bridge deck and railing replacement, new approach slabs, painting of the bridge, pier encasement and scour mitigation; milling and repaving; guardrail replacement; restoration of a culvert outlet; signing and striping; seeding and other related work.

The proposed project 089A CN 388 H8907 01C is located in Coconino County within the

Coconino National Forest on State Route 89A from MP 387.92 to MP 388.73 for location A and B and from MP 388.90 to MP 388.96 for Location C. The work consists of drainage and sediment control improvement by reducing erosion to preserve deteriorating slopes and reduce downstream pollution. The work includes installing concrete barrier, pipes, retaining wall and catch basin; gabion mattresses; roadside drainage excavation; seeding and other related work.

The proposed project 089A CN 375 F0154 01C is located in Coconino County on State Route 89A at MP 375.1 and MP 389.2. The work consists of improvements to mitigate rockfall at those locations, pavement improvements, pavement marking, traffic control and other related work.

The time allowed for the completion of the work included in this contract will be 250 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 to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.05.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/20/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Working Days

The proposed project is located in Coconino County on SR 89A between mileposts 402.05 and 403.05 and on I-40B between mileposts 195.48 and 195.86. The work consists of removing the existing asphaltic concrete by milling and replacing it with new asphaltic concrete. Additional work includes removing and replacing existing curb and gutter, sidewalk, driveway, pavement markings, and other related work.

Bid Opening Date : 1/14/2022, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location		Item
089A CN 402 F029601C A89-B-(224)T	FLAGSTAFF - VALLE HIGHWAY (SR 89A)	SR-89A to I-40B	NorthCent District	1010044

Rank	Bid Amount	Contractor Name	Address of Contractor
	$3,076,099.90	DEPARTMENT	
1	$3,595,500.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	$3,839,761.75	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
3	$3,868,088.26	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
4	$3,948,000.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Apparent Low Bidder is 16.9% Over Department Estimate (Difference = $519,400.10)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 14, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	089A CN 402 F0296 01C
PROJECT NO	A89-B(224)T
TERMINI	FLAGSTAFF – VALLE HIGHWAY (SR 89A)
LOCATION	SR 89A – I-40B

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	402.05 to 403.05	NORTHCENTRAL	101004

The amount programmed for this contract is $4,800,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County on SR 89A between mileposts 402.05 and 403.05 and on I-40B between mileposts 195.48 and 195.86. The work consists of removing the existing asphaltic concrete by milling and replacing it with new asphaltic concrete. Additional work includes removing and replacing existing curb and gutter, sidewalk, driveway, pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 150 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 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, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer

all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

Project Advertised on: November 30, 2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed project is located in Yuma County on US 95 between milepost 38.50 and 44.34, north of Fortuna Foothills. The work consists of removing the existing asphaltic concrete (AC) friction course by milling and replacing with new asphalt-rubber asphaltic concrete friction course (AR-ACFC). The work also includes pavement marking and other related work.

Bid Opening Date : 1/21/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
095 YU 038 F041301C 095-B-(216)T	SAN LUIS-YUMA-QUARTZSITE HIGHWAY (US 95)	Wellton-Mohk. Canl.- Imp. Dam SouthWest District	102285

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$979,273.07	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
2	$1,034,207.59	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
3	$1,077,707.08	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
	$1,232,618.50	DEPARTMENT	

Apparent Low Bidder is 20.6% Under Department Estimate (Difference = ($253,345.43))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	095 YU 038 F0413 01C
PROJECT NO	095-B(216)T
TERMINI	SAN LUIS-YUMA-QUARTZSITE HIGHWAY (US 95)
LOCATION	WELLTON-MOHAWK CANAL - IMPERIAL DAM RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 95	38.50 to 44.34	SOUTHWEST	102285

The amount programmed for this contract is $1,690,000. The location and description of the proposed work are as follows:

The proposed project is located in Yuma County on US 95 between milepost 38.50 and 44.34, north of Fortuna Foothills. The work consists of removing the existing asphaltic concrete (AC) friction course by milling and replacing with new asphalt-rubber asphaltic concrete friction course (AR-ACFC). The work also includes pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 70 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 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 1.20.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/15/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Working Days

The proposed project is located in Coconino County, on State Route 264 (SR 264) east of Tuba City at milepost 324.10, on the Hopi Reservation. The work consists of Moenkopi Wash (Str. # 621) bridge deck replacement. The work includes removing the existing bridge deck, barriers, and constructing a new deck with new barriers, new approach slabs, new compression seal joints, added shear studs, paint existing structural steel, abutment repair, install guardrail, pavement marking and other related work.

Bid Opening Date : 1/21/2022, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.			Highway Termini	Location		Item
264	CN 324	F023101C 264-A-(220)T	TUBA CITY – WINDOW ROCK HWY (SR 264)	MOENKOPI WASH BRIDGE	NorthEast District	9115

Rank	Bid Amount	Contractor Name	Address of Contractor
	$2,682,906.80	DEPARTMENT	
1	$3,031,192.80	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	$3,244,062.30	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323-
3	$3,595,000.00	W. W. CLYDE & CO.	869 N. 1500 W. Orem, UT 84057-
4	$3,661,597.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
5	$4,244,199.94	SEMA CONSTRUCTION, INC. & SUBSIDIARIES	7353 S. EAGLE STREET CENTENNIAL, CO 80112-

Apparent Low Bidder is 13.0% Over Department Estimate (Difference = $348,286.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	264 CN 324 F0231 01C
PROJECT NO	264-A(220)T
TERMINI	TUBA CITY – WINDOW ROCK HIGHWAY (SR 264)
LOCATION	MOENKOPI WASH BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 264	324.10	NORTHEAST	9115

The amount programmed for this contract is $3,700,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County, on State Route 264 (SR 264) east of Tuba City at milepost 324.10, on the Hopi Reservation. The work consists of Moenkopi Wash (Str. # 621) bridge deck replacement. The work includes removing the existing bridge deck, barriers, and constructing a new deck with new barriers, new approach slabs, new compression seal joints, added shear studs, paint existing structural steel, abutment repair, install guardrail, pavement marking and other related work.

This project is located on a Native American Reservation, in the Hopi Reservation area, which may subject the contractor to the laws and regulations of the Hopi Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Hopi Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 150 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 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 3.27.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 10/28/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

75 Calendar Days

The proposed work is located in Pinal County on State Route 287 between milepost 134.60 and 142.96 near Coolidge. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with an Asphaltic Rubber – Asphaltic Concrete Friction Course. Additional work includes replacing pavement markings and other miscellaneous work.

Bid Opening Date : 1/28/2022, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.			Highway Termini	Location		Item
287	PN 135	F043101C 287-B-(200)T	COOLIDGE - FLORENCE HWY (SR 287)	SR87-SR79B	SouthCent District	102281

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$1,048,974.98	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
2	$1,063,371.40	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
3	$1,115,777.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
4	$1,209,968.15	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281-
	$1,293,180.80	DEPARTMENT	

Apparent Low Bidder is 18.9% Under Department Estimate (Difference = ($244,205.82))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 21, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	287 PN 134 F0431 01C
PROJECT NO	287-B(200)T
TERMINI	COOLIDGE - FLORENCE HWY (SR 287)
LOCATION	SR 87 - SR 79B

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 287	134.60 to 142.96	SOUTHCENTRAL	102281

The amount programmed for this contract is $1,600,000. The location and description of the proposed work are as follows:

The proposed work is located in Pinal County on State Route 287 between milepost 134.60 and 142.96 near Coolidge. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with an Asphaltic Rubber – Asphaltic Concrete Friction Course. Additional work includes replacing pavement markings and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 75 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 to §§ 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 8.45.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/21/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed project is located in Yuma County near the town of Wellton at Ave 28E and County 9th Street. The proposed work consists of removing and replacing the existing bridge over the Salinity Canal. The work also includes constructing the bridge approaches and other related work.

Bid Opening Date : 1/14/2022, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location		Item
0000 YU YYU T024101C YYU-0-(218)T	YUMA COUNTY	Salinity Canal Bridge	SouthWest District	101662

Rank	Bid Amount	Contractor Name	Address of Contractor
	$587,050.00	DEPARTMENT	
1	$723,536.09	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-
2	$887,369.70	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082-3035

Apparent Low Bidder is 23.2% Over Department Estimate (Difference = $136,486.09)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 14, 2022, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 YU YYU T0241 01C
PROJECT NO	YYU-0(218)T
TERMINI	YUMA COUNTY
LOCATION	SALINITY CANAL BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHWEST	101662

The amount programmed for this contract is $860,000. The location and description of the proposed work are as follows:

The proposed project is located in Yuma County near the town of Wellton at Ave 28E and County 9th Street. The proposed work consists of removing and replacing the existing bridge over the Salinity Canal. The work also includes constructing the bridge approaches and other related work.

The time allowed for the completion of the work included in this contract will be 100 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 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 3.05.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will 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.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/1/2021